DRAFT

Norco College Veterans Resource Center
Initial Study and Mitigated Negative Declaration

Prepared for:

Riverside Community College District
3801 Market Street
Riverside, California 92501
Contact: Bart Doering, Facilities Development Director

Prepared by:

DUDEK
35544 University Avenue
Riverside, California 92501
Contact: Caitlin Munson, Project Manager

DECEMBER 2019

Printed on 30% post-consumer recycled material.

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
Center	Veterans Resource Center
CEQA	California Environmental Quality Act
CH_4	methane
City	City of Norco
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
College	Norco College
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
GWP	global warming potential
HRA	Health Risk Assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate
ITE	Institute of Transportation Engineers
JFK-MCHS	John F. Kennedy Middle College High School
kBTU	kilo British thermal units
kWh	kilowatt-hour
LACM	Natural History Museum of Los Angeles County
Ld_n	day–night average noise level
L_{eq}	equivalent noise level over a given period

Acronym/Abbreviation	Definition
L_n	statistical sound level
LST	Localized Significance Threshold
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
mya	million years ago
NACH	Native American Heritage Commission
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
O_3	ozone
PCB	Polychlorinated biphenyl
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PPV	peak particle velocity
PRIMP	Paleontological Resources Impact Mitigation Program
RCNM	Roadway Construction Noise Model
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SMP	Soil Management Plan
SO_x	sulfur oxide
SRA	Source–Receptor Area
STEM	Science, Technology, Engineering, and Math
SWPPP	stormwater pollution prevention plan
TCP	Traffic Control Plan
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compound
WMWD	Western Municipal Water District
WRCOG-CAP	Western Riverside County Council of Governments-Climate Action Plan
WQMP	water quality management plan

1 INTRODUCTION

1.1 Background

In 1964, voters approved the creation of the Riverside Community College District (District) and the election of a five-member Board of Trustees. The Norco campus opened in March 1991 (District 2018). The Veterans Resource Center (Center) first opened in 2010 and is currently located in the Student Services building on campus (Norco College 2018a). However, Norco College (College) recently recognized a need to provide a new Veterans Resource Center, with a college center, and a regional veterans center (Norco College 2017a).

Currently, the college serves over 300 students from the armed services and has been twice identified by the Military Times as a top-20 college for supporting veterans, one of only two California community colleges to make the ranking (Norco College 2017b). Over the next 6 years, school officials expect veterans' enrollment to increase from 300 to 3,000 students, in part through a national recruitment effort working with military bases (Wall 2017). In June 2017, the California legislature allocated $1.75 million for the project and $250,000 to create agreements that would give veterans up to 30 units of credit if their military training and experience match the college's curriculum (AMSCD60 2017). The proposed project would utilize these funds and allow the Veterans Resource Center to expand and enhance the programs and services it offers to student veterans.

1.2 Project Objectives

The proposed project has the following objectives:

- Construct a new Veterans Resource Center to accommodate the increase in veteran enrollment
- Expand Veterans Resource Center programming to include regional services

1.3 California Environmental Quality Act Authority to Prepare a Negative Declaration

The District is the California Environmental Quality Act (CEQA) lead agency responsible for the review and approval of the proposed project. Based on the findings of the Initial Study for the project, the District has determined that a mitigated negative declaration (MND) is the appropriate environmental document to prepare in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA, Section 21064.5, an MND may be prepared for a project subject to CEQA when an initial study has identified no potentially significant effects on the environment.

This MND has been prepared for the District and complies with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the Initial Study Checklist (see Chapter 3 of this MND) is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design as necessary to reduce or eliminate the significant or potentially significant effects of the project.

1.4 List of Discretionary Actions

Approval of the following discretionary actions will be required to implement the proposed project: approval of the project by the District Board of Trustees.

1.5 Other Agencies that May Use the Mitigated Negative Declaration

This MND is also intended for use by responsible agencies that may have an interest in reviewing the project. All responsible agencies for the project, listed as follows, will therefore be involved in the review of this document:

- City of Norco
- Department of Toxic Substances Control

1.6 Public Review Process

In accordance with CEQA, a good-faith effort has been made during the preparation of this MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the MND, public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. A copy of the Draft MND and related documents are available for review at the front desk of the District (see address below) between the hours of 8:00 a.m. to 5:00 p.m., Monday through Thursday, and 8:00 a.m. through 4:30 p.m. Friday.

Riverside Community College District
3801 Market Street
Riverside, California 92501

Comments on the MND may be made in writing before the end of the public review period. A 30-day review and comment period from December 10, 2019, to January 8, 2020, has been established in accordance with Section 15072(a) of the CEQA Guidelines. Following the close of the public comment period, the District will consider this MND and comments in determining whether to approve the proposed project.

Written comments on the MND should be received at the following address by 5:00 p.m., January 8, 2020.

Riverside Community College District
3801 Market Street
Riverside, California 92501
Contact: Bart Doering, Facilities Development Director
Telephone: 951.222.8962
Email: Bart.Doering@rccd.edu

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2 PROJECT DESCRIPTION

2.1 Project Location

The proposed project site is located in the City of Norco (City), in the extreme northwestern portion of Riverside County, near a tri-county meeting point with Los Angeles and San Bernardino Counties (Figure 1, Project Location). The City is located about 50 miles south and east of Los Angeles, and regional access is provided via State Route 91 and Interstate (I-) 15. Nearby communities include Corona, Home Gardens, Mira Loma, El Cerrito, Pedley, Glen Avon, Ontario, Chino, and Riverside. The proposed project site is 3 acres and is located on the existing Norco College campus.

More specifically, the propose project site is located on the southeastern portion of the campus, south of Third Street and east of the existing Science, Technology, Engineering, and Mathematics (STEM) Center. The Norco Horse Trail runs parallel to Third Street and is adjacent to the northern border of the project site.

2.2 Environmental Setting

The proposed project site is located on the Norco College campus at 2001 Third Street. Norco College consists of an approximately 141-acre parcel owned by the District and currently supports the existing Norco College campus buildings and facilities, as well as the John F. Kennedy Middle College High School (District 2013). The central core area and the playing fields are relatively flat; vegetated slopes and open space areas surround the core campus on the north and east and partially on the southeast making the campus relatively unavailable for development due to its extreme topographic profile (District 2013). Vehicular access is provided via Third Street and is the only means of accessing the campus. Sidewalks exist along Third Street at the entrance of the campus and provide for pedestrian mobility by connecting to campus walkways and other campus parking lots/driveways.

Norco College is located in a developed urban area of the City of Norco and is surrounded by residential communities to the west and south, the Naval Surface Warfare Center to the north, and commercial development to the east (District 2013). Residential uses exist as close as 100 feet south of the proposed project site.

The proposed project site is designated as Public Lands in the City's General Plan (City of Norco 2012a), and the zoning designation is Open Space (OS) (City of Norco 2012b). Although the site is not within an official campus-designated zone according to the Norco College Facilities Master Plan (District 2013), the site is in a recommended Student and Community Services zone. The STEM Center east of the proposed project site is designated as instructional (District 2013). While

the project site is currently undeveloped, several landscape features exist throughout, including young planted ornamental trees, decomposed-granite walkways, and a stand of flags located at the northern end of the project site.

2.3 Project Characteristics

2.3.1 Proposed Project

The proposed project would involve the construction of an approximately 2,500-square-foot, 19-foot-high Veterans Resource Center building on the southeastern portion of the Norco College campus (Figure 2, Site Plan). Construction of the Center would necessitate removal of the existing landscaped area currently consisting of walkways and ornamental plants. The Center would include five office spaces, open work stations/study area and laptop space, a restroom for employees and students, lounge seating, and a utility room. The project would also include a 1,000-square-foot outdoor covered deck and BBQ area (Figure 3, Interior Layout). The Veterans Resource Center building would feature simulated stone, a standing seam metal roof, and tan and white stucco (Figure 4, Visual Simulation).

The project would also include exterior site improvements, such as landscaping, a retention pond, a monument plaza, a vehicle drop off area, and associated parking. Landscaping would be designed consistent with the surrounding parts of campus and would feature a mix of native and drought-tolerant plants. The proposed deck would be constructed of concrete and would provide the center with an outdoor event space. The monument plaza located at northern end of the site would connect to the existing Norco Horse Trail, and would feature a stand of flags. The existing stand of flags on site would remain in place during project construction and would be incorporated into the plaza.

Vehicular access to the project site would be via the existing STEM driveway connecting to Third Street. Parking for the Center would be provided by an expansion of the existing 45-space STEM parking lot, located east of the project site. The expanded parking lot would include 20 new parking stalls for a total of 65 parking stalls in the expanded STEM parking lot. The Center and associated site work would be Americans with Disabilities Act-compliant and include accessible restrooms and drinking fountains.

2.3.2 Proposed Operation

Once operational, the new Veterans Resource Center building would provide a centralized location where the College's student veterans can access a variety of services oriented at assisting them with transitioning from military to civilian life. These services would include mental health services, financial aid, academic counseling, tutoring, study spaces, and other support services. The proposed center would operate year-round and would typically be open from 8:00 a.m. to 6:00

p.m. Monday through Thursday, and 8:00 a.m. to 4:00 p.m. on Friday. Similar to many other student resource centers on campus, the Center may occasionally be open after hours throughout the year (e.g., providing study spaces during finals week or hosting weekend events at the beginning of the school year).

The Veterans Resource Center would host approximately six events per year with approximately 100 to 150 attendees. However, additional events may be held for the College's community partners. These events would be held during weekday or weekend evenings from 4:00 p.m. to 8:00 p.m. The following events would be held at the Veterans Resource Center:

- Veterans Social to celebrate student veteran achievements throughout the year.
- Veterans BBQ to celebrate Veterans Day and Memorial Day.
- Student Veterans of America fundraising events such as a chili cook off, salsa competition, and ticket sales for a veterans benefit concert.

2.3.3 Project Construction and Schedule

Construction of the proposed project would include demolition, site preparation, grading, underground utility construction (trenching), building construction, paving, and architectural coating. Construction is anticipated to begin when school is in session, beginning April 2020 and ending in January 2021, for an approximated construction duration of approximately 9 months. Construction equipment would be staged either on site or within a portion of the existing STEM parking lot. All construction areas and staging areas would be fenced off and isolated from the school. Construction phasing is anticipated as follows:

- Demolition (10 days)
- Site preparation (22 days)
- Grading (22 days)
- Trenching (10 days)
- Building construction (7 months)
- Paving (21 days)
- Architectural coating (11 days)

Demolition would involve the removal of existing concrete curbs and landscaping located throughout the site. Additional site clearing and rough grading would occur during the site preparation phase. Grading would require 2,500 cubic yards of fill and the hauling of 2,500 cubic

yards of soil on site. The depth of disturbance would be approximately 4 to 6 feet. The following phase would involve the trenching of soil for the placement of underground utilities. Building construction would involve construction of the Veterans Resource Center. The paving phase would involve the pavement of asphalt surfaces for the entry, deck, monument plaza, and the parking lot. There would be a total of 12,560 square feet of pavement. The architectural coating phase would involve the application of interior and exterior paints and coatings. A summary of the anticipated construction equipment, quantity of equipment, hours of operation of the equipment, and worker, vendor, and haul trips per phase is included in Table 1.

Table 1
Anticipated Construction Scenario

Construction Phase	Worker Round-Trips per Day	Vendor Truck Round-Trips per Day	Total Haul Truck Trips	Equipment	Quantity	Hours/ Day
Demolition	14	8	—	Rubber-tired dozers	1	8
				Concrete/industrial saws	1	8
				Tractors/loaders/backhoes	3	8
Site preparation	8	8	0	Graders	1	8
				Tractors/loaders/backhoes	1	7
				Scrapers	1	8
Grading	10	8	—	Rubber-tired dozers	1	8
				Tractors/loaders/backhoes	2	7
				Graders	1	8
Trenching	8	8	0	Plate compactors	1	8
				Tractors/loaders/backhoes	1	8
				Trenchers	1	8
Building construction	38	16	0	Cranes	1	8
				Forklifts	2	7
				Tractors/loaders/backhoes	1	6
				Welders	3	8
				Generator sets	1	8
Paving	16	0	0	Pavers	1	8
				Cement and mortar mixers	1	8
				Rollers	2	8
				Tractors/loaders/backhoes	1	8
				Paving equipment	1	8
Architectural coating	8	0	0	Air compressors	1	6

Source: See Appendix A
Note: Water trucks were not modeled as equipment in the construction models; instead, they were modeled as vendor trips in the site preparation, grading, and trenching phases.
[a] Over entire construction phase.

3 INITIAL STUDY CHECKLIST

1. **Project title:**

   Norco College Veterans Resource Center

2. **Lead agency name and address:**

   Riverside Community College District
   3801 Market Street
   Riverside, California 92501

3. **Contact person and phone number:**

   Bart Doering, Facilities Development Director
   951.222.8962

4. **Project location**:

   2001 Third Street
   Norco, California 92860

5. **Project sponsor's name and address:**

   Riverside Community College District
   3801 Market Street
   Riverside, California 92501

6. **General Plan designation:**

   Public Lands

7. **Zoning:**

   Open Space (OS)

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   See Section 2.3, Project Characteristics.

9. **Surrounding land uses and setting (Briefly describe the project's surroundings):**
   See Section 2.2, Environmental Setting.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

See Section 1.4, List of Discretionary Actions.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Yes. See Section 3.18, Tribal Cultural Resources.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Bart T. Doering 12-10-19

Bart Doering
Facilities Development Director

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

		Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I.	**AESTHETICS –** Except as provided in Public Resources Code section 21099, would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1 Aesthetics

a) Would the project have a substantial adverse effect on a scenic vista?

Less-Than-Significant Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, coastlines, and open space areas, and are typically designated by jurisdictions within their planning documents (i.e., general plans, community plans, and area plans). While the City's planning documents do not identify or designate any scenic vistas within the City, the City's General Plan Land Use Element states landmarks and community focal points tend to revolve around the views of the surrounding San Gabriel, San Bernardino, and Santa Ana Mountains. While neither the project site nor the surrounding area are associated with any scenic designation, a distant southerly view of the Santa Ana Mountains and Corona Valley is available to motorists, cyclists, pedestrians, and equestrians using Third Street looking through the project site. Upon completion of the project, this existing distant view of the Santa Ana Mountains would be partially obstructed by the proposed Veterans Resource Center. However, the existing distant view of the Santa Ana Mountains is not a designated scenic vista and is fairly typical of other southerly views available near the project site and surrounding area, including from other vantages on the College campus and along Third Street. The proposed one-story structure would be set back from adjacent

structures along Third Street so as to preserve southerly "viewing" windows of the Santa Ana Mountains and the Corona Valley. The project would also be located at a lower elevation relative to the existing hills toward the north, which provide additional views of the Santa Ana Mountains and Corona Valley from the College campus. Given these considerations, no potentially significant impacts to such visual resources is anticipated.

Aside from mountain views, the major aesthetic resources within the specific project study area include views of the open space area to the north of the college towards Lake Norconian. However, the project site is located towards the southern boundary of the College campus, and existing topography and structures block these views from the project site. The addition of the proposed project would not exacerbate these conditions. Therefore, implementation of the proposed project would result in a less-than-significant impact on a scenic vista.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans) California Scenic Highway Mapping System (Caltrans 2018), no officially designated or eligible state scenic highways are located adjacent to or near the project site. In addition, the City's General Plan does not identify any designated scenic corridors. Therefore, no impacts associated with scenic highways would occur.

c) Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-Than-Significant Impact. The College campus is in an urbanized area. While the project site is currently undeveloped, several landscape features exist throughout, including juvenile ornamental trees, decomposed-granite walkways, and a stand of flags located parallel to Third Street at the northern end of the project site. The proposed development would alter the visual character of the project site by removing the landscape features and walkways and building a new Veterans Resource Center building, thereby affecting views of the site primarily from college visitors, users of Third Street, and nearby private residents. However, the proposed project would not degrade the visual character or quality of the site. The proposed project would incorporate design elements (architecture, site planning, landscaping) of appropriate scale, bulk, and mass that would create an organized

and unified visual pattern (see Figure 2, Site Plan, and Figure 4, Visual Simulation). As proposed, the project would be visually compatible with existing structures and features in the surrounding environment, including existing college structures and associated landscaping. Overall, the resulting visual contrast associated with introduction of the new resource center building and landscape features would be low.

As described in Section 3.11, Land Use and Planning, the project site is designated under the City of Norco's General Plan as Public Land with a zoning designation for Open Space (City of Norco 2012a). The site is currently being used by the District as a passive recreation park to honor and commemorate Norco College's veteran population. Norco College has been identified in both the City of Norco's General Plan and Zoning Ordinance for such a purpose. The project does not violate any policies within the City of Norco's General Plan, Municipal Code, or any applicable specific plans in the area. Impacts would be less than significant.

As discussed previously in Section 3.1(a), due to the location of the site and the low profile, single-story scale of the proposed Veterans Resource Center building, the proposed project would not adversely affect views of surrounding open space, hillsides, or more distant mountains beyond the college.

Construction activities would cause short-term visual quality impacts that would be experienced by college visitors, nearby private residents, and users of Third Street, including pedestrians, cyclists, motorists, and equestrians. Impacts would be associated with the temporary presence of construction equipment, vehicles and operations on the project site and in views. However, due to the temporary nature of construction, impacts associated with visual character and quality would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-Than-Significant Impact. The proposed project would result in the introduction of lighting to the currently undeveloped site. More specifically, lighting for the structure, walkways, and landscaped areas would be installed on site. Further, new lighting sources would be installed in the expanded STEM parking lot (see Figure 2, Site Plan).

Similar to existing campus buildings, the proposed Veterans Resource Center would include interior lighting for illumination of offices, study areas, restrooms, and exterior lighting for safety and security purposes. Minimal outdoor lighting would be required for the Veterans Resource Center building, which would require entrance lighting.

Exterior lighting would be required for the proposed parking lot. The lighting system would utilize different standards for roadway and parking lot lighting, which would consist of pole-mounted LED lights, while walkways would consist of decorative fixtures with sufficient light to illuminate the walkways. Chapter 15.12 of City's Municipal Code states that any lighting used to illuminate off-street parking or loading facilities shall be so arranged as to reflect the light away from adjacent streets or properties. All lighting shall be directed, oriented, and shielded to prevent light from shining onto adjacent properties and to minimize nighttime glow and light spillage. On-site lighting shall not blink, flash, oscillate, or be of unusually high intensity, or brightness.

By controlling the use of lighting on the site and the use of shielding and intensity controls, light and glare resulting from the project would not adversely affect day or nighttime views in the area, and impacts would be less than significant.

		Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2 Agriculture and Forestry Resources

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. Based on farmland maps prepared by the California Department of Conservation, the project site is not located in an area designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is designated as "Other Land" (DOC 2018). Therefore, no impacts associated with conversion of Important Farmland would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According to the California Department of Conservation's Williamson Act Parcel map for Riverside County, the project site is not located on or adjacent to any lands under a Williamson Act contract. The Riverside County Williamson Act Fiscal Year 2015/2016 Map designates the project site and surrounding land as non-Williamson Act Land (DOC 2016). In addition, the project site and surrounding area are not zoned for agricultural uses (City of Norco 2012b). As such, implementation of the proposed project would not conflict with existing zoning for agricultural use or land under a Williamson Act contract. Therefore, no impacts associated with agricultural zoning or Williamson Act contracts would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is located on the Norco College campus and within a developed part of the City. According to the City's Zoning Map, the project site is not located on or adjacent to forestland, timberland, or timberland zoned Timberland Production (City of Norco 2012b). Therefore, no impacts associated with forestland or timberland would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is located on the Norco College campus and within a developed part of the City. The project site is not located on or adjacent to forestland. No private timberlands or public lands with forests are located in the City. Therefore, no impact associated with the loss or conversion of forestland would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed previously in Sections 3.2(b-c), the project is located on the Norco College campus and within a developed part of the City. The project site is not located on or adjacent to any parcels identified as Important Farmland or forestland. In addition, the proposed project would not involve changes to the existing environment that would result in the indirect conversion of Important Farmland or forestland located away from the project site. Therefore, no impacts associated with the conversion of Farmland or forestland would occur.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3 Air Quality

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-Than-Significant Impact. The proposed project area is located in the City, within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

The SCAQMD administers the SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recently adopted AQMP for the SCAB is the 2016 AQMP (SCAQMD 2017a). The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional air quality strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in greenhouse gases (GHGs) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017a).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the regional air quality plans, and if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining consistency with the

currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- **Consistency Criterion No. 2:** Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A, Air Quality and Greenhouse Gas Calculations. As presented in Section 3.3(b), construction and operation of the proposed project would not generate criteria air pollutant emissions that exceed the SCAQMD's thresholds, and it would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the proposed project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the proposed project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstruct implementation of, the AQMP if the growth they produce in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016a). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2017).[1] The SCAG RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

[1] Information necessary to produce the emissions inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including the California Air Resources Board, California Department of Transportation, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy are integrated in the 2016 AQMP (SCAQMD 2017a).

The proposed project site is located on the Norco College campus at 2001 Third Street. As described in Section 2.2, Norco College consists of an approximately 141-acre parcel owned by the District and currently supports the existing Norco College campus buildings and facilities as well as the John F. Kennedy Middle College High School. The proposed project site is designated as Public Lands in the City's General Plan, and the zoning designation is Open Space (OS). Although the site is not within an official campus-designated zone according to the Norco College Facilities Master Plan, the site is in a recommended Student and Community Services zone. Consistent with this zone, the new Veterans Resource Center building would provide a centralized location where the College's student veterans can access a variety of services oriented at assisting them with transitioning from military to civilian life. The proposed project results in a relocation of services already provided to students within the Norco College campus and as such does not result in population growth or generate an increase in employment that would conflict with existing employment population projections in the area. Since the proposed project is not anticipated to result in population growth or generate an increase in employment that would conflict with SCAG's projections, it would not conflict with or exceed the assumptions in the 2016 AQMP.

In summary, based on the considerations presented for the two criteria, impacts relating to the proposed project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less-Than-Significant Impact. A quantitative analysis was conducted to determine whether proposed activities might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS, or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}; course particulate matter), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$; fine particulate matter), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_x), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[2] the SCAB is designated as a nonattainment area for federal and state O_3 and $PM_{2.5}$ standards (CARB 2017a; EPA 2018). The SCAB is also designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO and NO_2 standards, as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.[3]

The proposed project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in March 2015, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 2 lists the SCAQMD Air Quality Significance Thresholds (SCAQMD 2015).

Table 2
South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	*Construction (in pounds/day)*	*Operation (in pounds/day)*
VOC	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3

[2] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

[3] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Table 2
South Coast Air Quality Management District Air Quality Significance Thresholds

Toxic Air Contaminants and Odor Thresholds	
Toxic air contaminants[b]	Maximum incremental cancer risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and Acute Hazard index ≥ 1.0 (project increment)
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402

Source: SCAQMD 2015.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); SCAQMD = South Coast Air Quality Management District.
[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] Toxic air contaminants include carcinogens and noncarcinogens.

A project would result in a substantial contribution to an existing air quality violation of the NAAQS or CAAQS for O_3, which is a nonattainment pollutant, if the proposed project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 2. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air cannot reliably be determined through air quality models or other quantitative methods.

The following discussion quantitatively evaluates project-generated emissions and impacts that would result from implementation of the proposed project.

Construction Emissions

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOC, NO_x, CO, PM_{10}, and $PM_{2.5}$. Construction emissions can vary substantially from day to day depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions.

Application of architectural coatings, such as exterior paint and other finishes, and application of asphalt pavement would also produce VOC emissions. VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during construction of the facility. The California Emissions Estimator Model (CalEEMod) calculates the VOC evaporative emissions from application of surface coatings based on the VOC emissions factor, the building square footage, and the assumed fraction of surface area. VOC rates of 50 grams per liter for flat coatings were assumed for the interior, and 50 grams per liter for non-flat coatings were assumed for the exterior for the proposed project, per District-provided information (low-VOC coatings), which exceed the requirements of SCAQMD Rule 1113.

The proposed project would be required to comply with SCAQMD Rule 403 (SCAQMD 2015) to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas up to three times per day, depending on weather conditions.

For purposes of estimating proposed project emissions, and based on information provided by the District, it is assumed that construction of the proposed project would commence in April 2020[4] and would last approximately 9 months. The analysis contained herein is based on the following subset area schedule assumptions (duration of phases is approximate). The majority of the phases listed below would occur concurrently and would not occur sequentially in isolation. Detailed construction equipment modeling assumptions are provided in Appendix A.

- Demolition (10 days)
- Site preparation (22 days)
- Grading (22 days)
- Trenching (10 days)
- Building construction (7 months)
- Paving (21 days)

[4] The construction models were based on preliminary construction schedule estimates and assumed a start date of November 2019, which represented the earliest date construction would initiate. Because CalEEMod uses real dates (e.g., January 15, 2024) to calculate construction emissions, assumptions were made as to key dates for each phase. Although it was later determined that construction would begin in April 2020, the construction scenario would otherwise remain the same, and the construction modeling is still representative of the project. The earliest start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

- Architectural coating (11 days)

General construction equipment modeling assumptions are provided in Table 3, Construction Workers, Vendor Trips, and Equipment Use per Day. Default values for equipment mix, horsepower, and load factor provided in CalEEMod were used for all construction equipment. It is anticipated that 2,500 cubic yards of fill material would be imported, and no material would be exported during construction. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week. Detailed construction equipment modeling assumptions are provided in Appendix A.

Table 3
Construction Workers, Vendor Trips, and Equipment Use per Day

	One-Way Vehicle Trips			Equipment		
Construction Phase	*Average Daily Worker Trips*	*Average Daily Vendor Truck Trips*	*Total Haul Truck Trips*	*Equipment Type*	*Quantity*	*Usage Hours*
Demolition	14	8	0	Concrete/industrial saws	1	8
				Rubber-tired dozers	1	8
				Tractors/loaders/backhoes	3	8
Site Preparation	8	8	0	Graders	1	8
				Scrapers	1	8
				Tractors/loaders/backhoes	1	7
Grading	10	0	314	Graders	1	8
				Rubber-tired dozers	1	8
				Tractors/loaders/backhoes	2	7
Trenching	8	8	0	Plate compactors	1	8
				Trenchers	1	8
				Tractors/loaders/backhoes	1	8
Building Construction	38	16	0	Cranes	1	8
				Forklifts	2	7
				Tractors/loaders/backhoes	1	6
				Generator sets	1	8
				Welders	3	8
Paving	16	0	0	Cement and mortar mixers	1	8
				Pavers	1	8
				Paving equipment	1	8
				Rollers	2	8
				Tractors/loaders/backhoes	1	8

Table 3
Construction Workers, Vendor Trips, and Equipment Use per Day

	One-Way Vehicle Trips			Equipment		
Construction Phase	*Average Daily Worker Trips*	*Average Daily Vendor Truck Trips*	*Total Haul Truck Trips*	*Equipment Type*	*Quantity*	*Usage Hours*
Architectural Coating	8	0	0	Air compressors	1	6

Note: See Appendix A for additional details.

Table 4, Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated, shows the estimated maximum daily construction emissions associated with the construction phase of the proposed project.

Table 4
Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated

Year	VOCs	NO_x	CO	SO_x	PM_{10}[a]	$PM_{2.5}$[a]
	Pounds per Day					
2019	3.99	48.94	23.47	0.06	9.02	5.30
2020	5.29	32.54	31.34	0.06	2.52	1.85
Maximum	*5.29*	*48.94*	*31.34*	*0.06*	*9.02*	*5.30*
SCAQMD threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD 2015.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter) SCAQMD = South Coast Air Quality Management District.
See Appendix A for detailed results.
[a] These estimates reflect control of fugitive dust (watering twice daily and speed limit of 15 miles per hour) required by SCAQMD Rule 403 (SCAQMD 2005).

As shown in Table 4, the proposed project's maximum unmitigated daily construction emissions would not exceed the SCAQMD thresholds for any criteria air pollutant.

Operational Emissions

Operation of the proposed project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from area sources, energy sources, and mobile sources, which are discussed below. Operational year 2021 was assumed based upon construction completion.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text. The model also calculates the emissions from the combustion of wood or natural gas in stoves and fireplaces. However, the proposed project does not include stoves or fireplaces.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of nonresidential buildings and on the default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers using during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. VOC rates of 50 grams per liter for flat coatings were assumed for the interior, and 50 grams per liter for non-flat coatings were assumed for the exterior for the proposed project, per District-provided information (low-VOC coatings), which exceed the requirements of SCAQMD Rule 1113 (Architectural Coating). The model default reapplication rate of 10% of area per year is assumed. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2017).

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would

generally be performed) and winter days. For the SCAB, the average annual number of summer days is estimated at 250 days (CAPCOA 2017).

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for GHGs in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site.

CalEEMod default values for energy consumption for each land use were applied for the proposed project analysis. The energy use from nonresidential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The current Title 24, Part 6 standards, referred to as the 2016 standards, became effective on January 1, 2017. The Title 24 2016 standards are assumed within the CalEEMod (CAPCOA 2017). The 2019 Title 24 Building Energy Efficiency Standards, which will be effective January 1, 2020, will further reduce energy used and associated emissions compared to current standards.

Mobile Sources

Following the completion of construction activities, the proposed project would generate criteria pollutant emissions from mobile sources (vehicular traffic), as a result of the employees and visitors from the proposed project. A Focused Traffic Analysis was prepared for the proposed project by Dudek in March 2019 and is included as Appendix B. Since the proposed project would primarily cater to College functions for veteran students, the analysis used the traffic generation rates provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th edition (2017) for Junior/Community College (ITE Land Use Code 540) to calculate trips generated by the proposed project. The daily vehicle miles traveled (VMT) were estimated using the CalEEMod default values for the land-use type. The maximum weekday trip rates were assumed to be 20 one-way trips

per day. CalEEMod default data, including temperature, vehicle mix, trip characteristics, variable start information, emissions factors, and trip distances, were conservatively used for the model inputs.

Table 5, Estimated Maximum Daily Operational Emissions, presents the maximum daily emissions associated with operation of the proposed project in 2021 at buildout. The values shown are the maximum summer and winter daily emissions results from CalEEMod. Complete details of the emissions calculations are provided in Appendix A.

Table 5
Estimated Maximum Daily Operational Criteria Air Pollutant Emissions – Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	pounds per day					
Area	0.06	<0.01	<0.01	0.00	<0.01	<0.01
Energy	<0.01	0.01	0.01	<0.01	<0.01	<0.01
Mobile	0.10	0.70	1.11	<0.01	0.33	0.09
Total	**0.16**	**0.71**	**1.12**	**<0.01**	**0.33**	**0.09**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District. See Appendix A for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect CalEEMod "unmitigated" output and operational year 2021. Values of "<0.01" indicate that the estimated emissions are less than two decimals. The total values may not add up exactly due to rounding.

As shown in Table 5, maximum daily operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ generated by the proposed project would not exceed the SCAQMD's significance thresholds.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (Goss and Kroeger 2003).

As previously discussed, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$, and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operational activities of the proposed project would generate VOC and NO_x emissions (precursors to O_3), and emissions of PM_{10} and $PM_{2.5}$. However, as indicated in Tables 4 and 5, project-generated emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO_x, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.[5] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD.

Based on the above considerations, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be **less than significant** during construction and operation.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less-Than-Significant Impact. The project would not expose sensitive receptors to substantial pollutant concentrations as evaluated below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include sites such as residences, schools,

[5] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

At the nearest point, project construction would take place within approximately 110 feet of the STEM Center Annex to the east. Project construction would take place within approximately 170 feet of the residences to the south.

Localized Significance Thresholds

A localized significance threshold (LST) analysis was performed to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the Norco College Veterans Resource Center as a result of proposed project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (2008). The proposed project is located within Source-Receptor Area 22 (Norco).

The greatest on-site daily emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ generated during construction occurred during the demolition period of the proposed project construction, it was assumed that one rubber-tired dozer and three crawler tractors (CalEEMod category: tractor/loader/backhoes) would be used based on information provided by the District. CalEEMod default values assume that during an 8-hour day, rubber-tired dozers and crawler tractors can each disturb a maximum of 0.5 acres. This results in 2 acres disturbed per day from one rubber-tired dozer and three crawler tractors. The SCAQMD LST values for 2 acres within Source–Receptor Area (SRA) 22 with a receptor distance of 25 meters (82 feet), which are conservative because the closest sensitive receptor is 110 feet away, were compared to emissions from the proposed project.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with construction equipment exhaust and dust-generating activities. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008a). Trucks and worker trips associated with the proposed project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Therefore, off-site emissions from trucks and worker vehicle trips are not included in the LST analysis. The maximum daily on-site construction emissions generated during construction of the proposed project is presented in Table 6, Construction Localized Significance Thresholds Analysis, and compared to the

SCAQMD localized significance criteria for SRA 22 to determine whether project-generated, on-site construction emissions would result in potential LST impacts.

Table 6
Construction Localized Significance Thresholds Analysis

Year	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day (On Site)[a]			
2019	22.74	14.89	3.79	2.48
2020	17.43	14.90	0.95	0.91
Maximum	*22.74*	*14.90*	*3.79*	*2.48*
SCAQMD LST Criteria	*170*	*1,007*	*6*	*5*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2008a.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; LST = localized significance threshold; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District.
See Appendix A for detailed results.
[a] LSTs are shown for a 2.0-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in SRA 22 (Norco).

As shown in Table 6, proposed construction activities would not generate emissions in excess of site-specific LSTs; therefore, localized impacts of the proposed project would be less than significant.

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (a level of service of E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots. As provided in Section 3.17, the project would generate a low number of daily traffic and peak hour trips; therefore, it would not cause a measurable impact to the roadway segment and intersections in the study area. The project would not create any significant traffic impacts, and a comprehensive traffic impact analysis for the proposed project would not be warranted.

Accordingly, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. This conclusion is supported by the analysis in Section 3.17, Transportation and Traffic, which demonstrates that traffic impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the proposed project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

As a precautionary measure, a health risk assessment (HRA) was performed to assess the impact of construction on sensitive receptors proximate to the project site. This report includes an HRA associated with emissions from construction of the proposed project based on the methodologies prescribed in the Office of Environmental Health Hazard Assessment Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2015). The SCAQMD's Modeling Guidance for American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) (SCAQMD 2019a) provides guidance to perform dispersion modeling for use in HRAs within the SCAB.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in 1 million. Additionally, some toxic air contaminants increase non-cancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index is the sum of the individual substance chronic hazard indices for all toxic air contaminants affecting the same target organ system. The SCAQMD recommend a Chronic Hazard Index significance threshold of 1.0 (project increment). The exhaust from diesel engines (diesel particulate matter, DPM) is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in this assessment. This HRA evaluated the risk to existing residents and school receptors at the STEM Center from diesel emissions from exhaust from on-site construction equipment and diesel haul and vendor trucks.

In addition to cancer and non-cancer risk thresholds, if the cancer risk at the maximally exposed individual resident exceeds 1 in a million, the SCAQMD also requires the evaluation of cancer burden (increase in cancer cases in the population), to be compared

to the threshold of 0.5 (SCAQMD 2017b). However, cancer burden was not evaluated for health risk impacts from construction, since it is based on a 70-year exposure period, whereas the duration of proposed project construction would be only 193 active days (about 0.74 years).

The dispersion modeling of DPM was performed using the American Meteorological Society/EPA Regulatory Model (AERMOD), which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain. For the proposed project, AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the "X/Q" values. X/Q is a dispersion factor that is the average effluent concentration normalized by source strength and is used as a way to simplify the representation of emissions from many sources. The X/Q values of ground-level concentrations were determined for construction emissions using AERMOD and the maximum concentrations determined for the 1-hour and period averaging periods. Principal parameters of this modeling are presented in Table 7.

Table 7
AERMOD Principal Parameters

Parameter	Details
Meteorological Data	The latest 5-year meteorological data for the Chino Airport (KCNO) station (Station ID 3179) from SCAQMD were downloaded (SCAQMD 2019b), and then input to AERMOD. For cancer or chronic non-cancer risk assessments, the average cancer risk of all years modeled was used.
Urban versus Rural Option	Urban areas typically have more surface roughness, as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. Based on the SCAQMD guidelines and the Project location, the urban dispersion option was selected and the Riverside County population for year 2010 (2,189,641 persons) input into AERMOD (SCAQMD 2019a).
Terrain Characteristics	Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate. Per SCAQMD guidance, the National Elevation Dataset (NED) dataset with resolution of 1/3 arc-second was used (SCAQMD 2019a).
Emission Sources and Release Parameters	Air dispersion modeling of DPM from construction equipment and diesel vehicles was conducted using emissions estimated using the CalEEMod, assuming emissions would occur up to 8 hours per day, 5 days per week. The construction equipment and truck DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 5 meters, plume height of 2.33 meters, and plume width of 11.63 meters. Since equipment would operate in the daytime hours, a variable emissions scenario with appropriate scalars was applied to the source.
Receptors	This HRA evaluates the risk to existing residential and school receptors located in proximity to the project. A uniform fine 1-kilometer by 1-kilometer Cartesian grid with 20-meter spacing was

Table 7
AERMOD Principal Parameters

Parameter	Details
	centered over the project site and converted into discrete receptors to capture the maximum point of impact.

Source: SCAQMD 2019a; SCAQMD 2019b.
Note: See Appendix A.

Dispersion model plot files from AERMOD were then imported into CARB's Hotspots Analysis and Reporting Program Version 2 (HARP2) model to determine health risk, which requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source. For the residential health risk, the HRA assumes exposure would start in the third trimester of pregnancy. The results of the HRA are provided in Table 8 below, and detailed results and methodology are provided in Appendix A.

Table 8
Construction Health Risk Assessment Results - Unmitigated

Receptor	Cancer Risk (persons per million)	Chronic Hazard Index
Maximally Exposed Residential Receptor[1]	6.43	0.0095
Maximally Exposed School Receptor[2]	1.13	0.084
SCAQMD Significance Criteria	10	1.0
Exceed Threshold?	**No**	**No**

Source: SCAQMD 2015.
Note: SCAQMD = South Coast Air Quality Management District
See Appendix A for complete results.
1 The maximally exposed residential receptor is located to the south of the project, at Universal Transverse Mercator (UTM) coordinates 447656.8 meter Easting (m E)/3752882 meters Northing (m N).
2 The maximally exposed school receptor is located at the STEM center adjacent to the project, at UTM coordinates 447797.7 m E/3752961 m N.

As shown in Table 8, the HRA results from the unmitigated scenario show cancer risks of 6.43 in 1 million and 1.13 in 1 million for the maximally exposed residential and school receptors, respectively, which would not exceed the 10 in 1 million SCAQMD threshold. The non-cancer chronic hazard index of 0.0095 and 0.084 for the maximally exposed residential and school receptors, respectively, which would not exceed the SCAQMD threshold of 1.0. Thus, the proposed project construction would result in less-than-significant cancer and chronic health risk impacts at proximate sensitive receptors.

Health Effects Criteria Air Pollutants

Operation of the proposed project would generate criteria air pollutant emissions; however, the project would not exceed the SCAQMD mass-emission thresholds.

The SCAB is designated as nonattainment for O_3 for the NAAQS and CAAQS. Thus, existing O_3 levels in the SCAB are at unhealthy levels during certain periods. The health effects associated with O_3 generally result in reduced lung function. Because the proposed project would not involve activities that would result in O_3 precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds, as shown in Tables 4 and 5, the proposed project is not anticipated to substantially contribute to regional O_3 concentrations and its associated health impacts during construction or operation.

In addition to O_3, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO_2. Exposure to NO_x (which includes NO_2) can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. As shown in Tables 4 and 5, proposed project construction and operations would not exceed the SCAQMD NO_x threshold, and existing ambient NO_2 concentrations would be below the NAAQS and CAAQS. Thus, the proposed project is not expected to result in exceedances of the NO_2 standards or contribute to associated health effects.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, thereby reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. CO hotspots were discussed previously as a less-than-significant impact. Thus, the proposed project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as nonattainment for PM_{10} under the CAAQS and nonattainment for $PM_{2.5}$ under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; aggravated asthma; decreased lung function; and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA n.d.). As with O_3 and NO_x, and as shown in Tables 4 and 5, the proposed project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the proposed project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for this pollutant.

In summary, the proposed project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants, and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts would be less than significant.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-Than-Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the proposed project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the proposed project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The proposed project entails operation of a Veterans Resource Center. Therefore, the proposed project operations would result in an odor impact that is less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

3.4 Biological Resources

The following discussion is based on the Biological Resources Letter Report and MSHCP Consistency for the Norco College Veterans Resource Center Project, City of Norco, California prepared by Dudek in October 2018 (Appendix C). As part of the report, Dudek biologists conducted a general biological survey of the study area (project site and 500-foot buffer) on July 31, 2018. All native and naturalized plant species encountered within the study area were identified and recorded. The potential for special-status plant and wildlife species to occur within the study area was evaluated based on the vegetation communities, soils present, and documented occurrences within 5 miles of the study area. To meet requirements in the Multiple Species Habitat Conservation Plan (MSHCP), a habitat assessment was conducted to identify suitable habitat for narrow endemic plant species and burrowing owl (*Athene cunicularia*) within the study area. In addition, an investigation of presence and distribution of jurisdictional waters of the United States regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board (RWQCB), and jurisdictional streambed and associated riparian habitat regulated by the California Department of Fish and Wildlife was conducted.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less-Than-Significant Impact With Mitigation Incorporated. This section addresses potential impacts to special-status biological resources that could result from implementation of the proposed project. For the purposes of this biological analysis, it is assumed that the entire project site would be permanently impacted. As discussed herein, the project would have no impact on special-status vegetation communities and plants, and a less-than-significant impact with mitigation incorporated on special-status wildlife.

Special-Status Vegetation Communities

Several non-natural land covers would be directly impacted as a result of project implementation. Table 9 summarizes the land covers that would be impacted within the project site. However, no special-status vegetation communities occur on the project site; therefore, no impacts to special-status vegetation communities would occur with project implementation.

Table 9
Impacts to Land Covers on the Project Site

Vegetation Community/Land Cover	Acreage
Disturbed Land	2.01
General Agriculture	7.52
Parks and Ornamental Plantings	3.98
Urban/Developed	24.14
Total	**37.65**

Source: Appendix C

Special-Status Plants

There are no special-status plant species that have moderate or high potential to occur within the project impact area; therefore, there are no expected direct or indirect impacts to special-status plant species with project implementation.

Special-Status Wildlife

Three non-listed special-status wildlife species have at least a moderate potential to occur adjacent to the project site (red diamondback rattlesnake [*Crotalus ruber*], Blainville's

horned lizard [*Phrynosoma coronatum*], and burrowing owl). Although general and focused surveys did not result in the detection of these species, they may occupy the site prior to initiation of construction activities. As a result, the project could result in direct and indirect impacts to these species. Direct impacts could include crushing individuals during initial grading activities. Indirect impacts could include noise, dust, pollution, and entrapment during construction activities.

Implementation of general construction best management practices (MM-BIO-1) and consistency with the MSHCP, which includes payment of the MSHCP Development Fee, would reduce potential indirect impacts to these species to less than significant.

Burrowing Owl

Although general wildlife and focused surveys for the burrowing owl did not result in the detection of this species, they may occupy the site prior to initiation of construction activities. As a result, the project could result in direct and indirect impacts to these species. Direct impacts could include crushing individuals during initial grading activities. Indirect impacts could include noise, dust, pollution, and entrapment during construction activities

If burrowing owl occupy the project site or surrounding habitat, indirect impacts could be significant. To avoid potential for significant impacts to burrowing owl during construction activities, a pre-construction burrowing owl survey should be conducted and avoidance measures implemented if burrowing owl are present (MM-BIO-2).

Nesting Birds

The project site is primarily developed as an ornamental landscape feature associated with the College; however, the surrounding study area supports trees and shrubs that may provide potential nesting habitat for commonly occurring birds such as Anna's hummingbird (*Calypte anna*) or house finches (*Haemorhous mexicanus*). In addition, ground-nesting birds such as killdeer (*Charadrius vociferus*) may utilize the disturbed portions of the study area. The study area does not contain large trees suitable for raptor nesting.

Project construction could result in significant direct and indirect impacts to nesting birds, including the loss of nests, eggs, and fledglings if vegetation clearing and ground-disturbing activities occur during the avian nesting season (typically March 1 through August 31). If the nesting bird season cannot be avoided, a nesting bird survey should be conducted and avoidance measures implemented if nests are documented within the impact footprint or within 300 feet of the impact footprint (MM-BIO-3).

MM-BIO-1 **General Avoidance and Minimization Measures**. The following avoidance and minimization measures shall be implemented during project construction activities.

- Construction work areas shall be kept clean of debris, such as trash and construction materials. Fully covered trash receptacles that are animal-proof will be installed and used during construction to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Trash contained within the receptacles will be removed at least once a week from the proposed project site.
- Staging and storage areas for spoils, equipment, materials, fuels, lubricants, and solvents shall be located within the designated impact area or adjacent developed areas.
- To prevent inadvertent entrapment of special-status wildlife during construction, all excavated steep-walled holes or trenches more than 2 feet deep shall be covered with plywood or similar materials at the close of each working day, or be provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped wildlife. If trapped animals are observed, escape ramps or structures shall be installed immediately to allow escape.
- All pipes, culverts, or similar structures with a diameter of 4 inches or more that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for special-status wildlife or nesting birds before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If an animal is discovered inside a pipe, that section of pipe shall not be moved until the animal has either moved from the structure on its own accord or until the animal has been captured and relocated by a qualified biologist.

MM-BIO-2: Prior to initiation of construction activities, a burrowing owl pre-construction survey shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (RCA 2006). In accordance with these instructions, this survey would occur within 30 days prior to ground-disturbance activities. A minimum of one survey site visit within the described time frame prior to disturbance is required to confirm presence or absence of owls on the site. Pre-construction surveys shall be conducted by a qualified biologist.

If surveys confirm occupied burrowing owl habitat is located within the impact footprint or within 500 feet of the impact footprint, avoidance measures shall be implemented consistent with the requirements of the MSHCP.

MM-BIO-3: To maintain compliance with the Migratory Bird Treaty Act and Fish and Game Code, if ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist within the project footprint and a 300-foot buffer around the project footprint. Surveys shall be conducted within 3 days prior to initiation of activity and will be conducted between dawn and noon.

If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as determined by a qualified biologist. The buffer will be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests will be monitored as determined by the qualified biologist until nestlings have fledged and dispersed or it is confirmed that the nest has been unsuccessful or abandoned.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less-Than-Significant Impact. The MSHCP defines riparian/riverine areas as "lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year" (County of Riverside 2003). The MSHCP further clarifies those areas "demonstrating characteristics as described above which are artificially created are not included in these definitions" (County of Riverside 2003).

As discussed below in Section 3.4(f), the project does not support riparian/riverine resources or habitat suitable for riparian-dependent species as defined under the MSHCP. Therefore, the project would have a less-than-significant impact on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No jurisdictional waters, including wetlands, regulated by the U.S. Army Corps of Engineers, RWQCB, or California Department of Fish and Wildlife occur within the project impact footprint. Several erosional, non-jurisdictional features occur within the central portion of the project site. These features are associated with the landscaped areas and result from urban runoff and artificial irrigation. Therefore, the project would not result in impacts to federally protected wetlands.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-Than-Significant Impact. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as stepping stones for wildlife dispersal. Wildlife movement through the project site is unlikely due to the developed nature of surrounding land use. An active college campus occupies the majority of the surrounding area, as well as rural residential development. Therefore, the study area has limited to no value as a potential wildlife corridor or habitat linkage. The project would have a less-than-significant impact on the movement of wildlife.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-Than-Significant Impact With Mitigation Incorporated. The project site is within the Western Riverside MSHCP Area. As described below in Section 3.4(f), the project site does not support riparian/riverine resources, vernal pools or fairy shrimp habitat, narrow endemic plant habitat, or criteria area species habitat; therefore, there are no requirements under the MSHCP for these resources. The project is also not adjacent to conservation areas; therefore, the Urban/Wildlife Interface Guidelines are not applicable. The project does not support burrowing owl habitat; however, burrowing owl have the potential to occupy the site in the future. With implementation of the burrowing owl pre-construction surveys and avoidance and minimization measures if applicable, the project would be consistent with the MSHCP burrowing owl requirements. With implementation of mitigation measure MM-BIO-2,

Burrowing Owl Pre-construction Surveys, and payment of the MSHCP Development Mitigation Fee, the proposed project would be consistent with the MSHCP.

The project site is also within the Stephens' Kangaroo Rat Habitat Conservation Plan boundary. However, as part of the proposed project, the District would pay the Stephens' Kangaroo Rat Habitat Conservation Plan Development Mitigation Fee. With payment of the Stephens' Kangaroo Rat Habitat Conservation Plan Development Mitigation Fee, the proposed project would be consistent with the Stephens' Kangaroo Rat Habitat Conservation Plan.

The City has adopted a tree removal policy (Municipal Code Chapter 12.08 Encroachments-Excavations), which affords protection to any tree planted in the right-of-way of any City street. It is unlawful to remove or severely trim any tree without a permit. The biological study area contains several mature palm trees that have been planted and maintained for several years. However, the proposed project site does not contain mature trees within the right-of-way of any city street. Therefore, acquisition of trees are not anticipated, and a tree removal permit would not need to be obtained for the proposed project. There are no other local ordinances applicable to the project.

Because the project would not conflict with the Western Riverside MSHCP, Stephens' Kangaroo Rat Habitat Conservation Plan, or City of Norco tree removal policy, the project would have a less-than-significant impact with regard to local policies or ordinances protecting biological resources.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less-Than-Significant Impact With Mitigation Incorporated. The project site is located Western Riverside County MSHCP and must comply with relevant section of the MSHCP. The project site is not within an MSHCP Criteria Cell; therefore, no Reserve Assembly requirements would apply to the project site. The project's compliance with the relevant sections of the MSHCP is discussed below.

Riparian/Riverine Resources (MSHCP Section 6.1.2)

The MSHCP defines riparian/riverine areas as "lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." The MSHCP further clarifies those areas

"demonstrating characteristics as described above which are artificially created are not included in these definitions" (County of Riverside 2003).

The project site contains two unvegetated, v-ditches that appear to drain water from the parking lot to the east onto the project site. These features are artificially created, do not rely on a freshwater source, and do not convey flow to downstream resources; therefore, they are not considered riverine features as defined by the MSHCP.

In addition, the project site and study area contains one individual mulefat (*Baccharis salicifolia*) and one black willow (*Salix gooddingii*) sapling, both as a result of stormwater runoff and irrigation within the study area. Because these riparian plants are not supported by a natural, freshwater source and do not function as riparian habitat, they are not considered riparian resources as defined by the MSHCP.

Finally, the individual mulefat and black willow sapling are not sufficient to support riparian bird species such as least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), or yellow-billed cuckoo (*Coccyzus americanus*). This is due to the small size of each plant's extent that does not make it a vegetation community, the lack of understory or closed-canopy features that give depth to the plants, the lack of continuity with higher quality habitat, and the project site surroundings (existing and planned development).

The project does not support riparian/riverine resources or habitat suitable for riparian-dependent species as defined under the MSHCP. Therefore, the project would not conflict with MSHCP Section 6.1.2.

Vernal Pool and Fairy Shrimp Habitat

The study area does not contain clay soils, bedrock, or other poorly drained soils typically associated with vernal pools. During the survey, no topographic low points or indicators of ponding were observed within the study area and are not present on historic aerials or topographic maps. The project does not support vernal pools or other fairy shrimp habitat; therefore, focused fairy shrimp surveys are not required.

Narrow Endemic Plant Species Survey Area (MSHCP Section 6.1.3)

As discussed in the Biological Resources Letter Report (Appendix C), the habitat assessment did not identify potential habitat for narrow endemic plant species and as a result focused surveys were not conducted for Brand's phacelia (*Phacelia stellaris*), San

Diego ambrosia (*Ambrosia pumila*), and San Miguel savory (*Clinopodium chandleri*). Therefore, the project would not conflict with MSHCP Section 6.1.3.

Criteria Area Species Survey Area (MSHCP Section 6.3.2)

The MSHCP establishes habitat assessment requirements for certain species of plants, birds, mammals, and amphibians. The project site is in a required habitat assessment area for burrowing owl. As discussed in the Biological Resources Letter Report (Appendix C), the habitat assessment identified potential burrowing owl habitat and as a result focused surveys. No burrowing owls or sign of burrowing owls (including feathers, whitewash, or pellets) were observed during the focused surveys. Site conditions can change prior to development of the site as California ground squirrels (*Spermophilus (Otospermophilus) beecheyi*) have the potential to move in and create suitable burrows for burrowing owl. To avoid potential for significant impacts to burrowing owl during construction activities, a pre-construction burrowing owl survey should be conducted and avoidance measures implemented if burrowing owls are present (MM-BIO-2). With incorporation of MM-BIO-2, the project would not conflict with MSHCP Section 6.3.2.

Urban/Wildlife Interface Guidelines (MSHCP Section 6.1.4)

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area (MSHCP, p. 6–42). The project site is not within or adjacent to any conserved areas; therefore, the Urban/Wildlife Interface Guidelines are not applicable.

Conclusion

As described above, the project site does not support riparian/riverine resources, vernal pools or fairy shrimp habitat, narrow endemic plant habitat, or criteria area species habitat; therefore, there are no requirements under the MSHCP for these resources. The project is also not adjacent to conservation areas; therefore, the Urban/Wildlife Interface Guidelines are not applicable. The project does not support burrowing owl habitat; however, burrowing owls have the potential to occupy the site in the future. With implementation of the burrowing owl pre-construction surveys and avoidance and minimization measures if applicable, the project would be consistent with the MSHCP burrowing owl requirements. With implementation of mitigation measure MM-BIO-2, Burrowing Owl Pre-construction Surveys, and payment of the MSHCP Development Mitigation Fee, the proposed project would be consistent with the MSHCP.

Additionally, as described in Section 3.4(e), the project site is also within the Stephens' Kangaroo Rat Habitat Conservation Plan boundary. However, as part of the proposed project, the District would pay the Stephens' Kangaroo Rat Habitat Conservation Plan Development Mitigation Fee. With payment of the Stephens' Kangaroo Rat Habitat Conservation Plan Development Mitigation Fee, the proposed project would be consistent with the Stephens' Kangaroo Rat Habitat Conservation Plan. Therefore, impacts would be less than significant with mitigation.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to§15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

3.5 Cultural Resources

The following analysis is based on the Cultural Resources Study for the Norco College Veterans Center, City of Norco, Riverside County, California, prepared by Dudek in September 2018, and included as Appendix D.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less-Than-Significant Impact. As discussed in the CEQA Guidelines, Section 15064.5, a historic resource need not only include such resources already identified as being listed on the California Register of Historical Resources, but may include such resources deemed by the lead agency to be eligible for such a listing. It can be a structure, building, place, or area that may have been associated with an event or person, or it may represent distinctive characteristics of a type, period, region, or method of construction; or it may reveal additional information important to our understanding of history. Thus, there are any number of potential qualities that would identify an area as a potential historic resource.

A records search was conducted at the Eastern Information Center (EIC) at the University of California, Riverside to assist in the identification of historical resources in proximity of the project site. The EIC search included the EIC collection of mapped prehistoric, historical and built-environment resources, technical reports, archival resources, ethnographic references, and Department of Parks and Recreation Site Records. Additional consulted sources included the National Register of Historic Places; California Inventory of Historical Resources/California Register of Historical Resources; listed Office of Historic Preservation Archaeological Determinations of Eligibility; California Points of Historical Interest; California Historical Landmarks; and Caltrans Bridge Survey information. Additionally, the Cultural Resources Study prepared for the project included a review of historic aerial photographs and an intensive pedestrian cultural survey of the project area (Appendix D).

Based on existing records (records search and historic aerials), the project area was utilized in a possible citrus grove by 1931 through at least 1938. However, by 1948 this area was fallow. Vegetation clearing and possible earthwork, related to early construction of the College, is visible in the 1994 aerial. The existing veterans park was developed by 2010.

During the field survey of project site, it was apparent that the area has been substantially disturbed by landscaping and recreational use and did not reveal any historic-era resources. Additionally, the records search for the project did not identify any previously recorded cultural resources within the project site. Therefore, impacts to historic-era resources would be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less-Than-Significant Impact with Mitigation Incorporated. As previously discussed in Section 3.5(a), the Cultural Resources Study prepared for the project included a records search at the EIC, review of historic aerial photographs, and an intensive pedestrian cultural survey of the project area (Appendix D).

The Cultural Resources Study did not identify any archaeological resources on the project site. However, based on the review of existing records, noted topographic suitability, and high visibility of the ground surface during pedestrian survey, there is a moderate potential for the inadvertent discovery of historical resources during initial project-related ground disturbance within the project site. EIC records indicated that no archaeological or built-environment resources have been recorded within the project Area of Potential Effect.

Based on existing records (records search and historic aerials), the project area was briefly utilized as a citrus grove circa 1938. The project area was fallow until about 2010. During the field survey of the project area, it was apparent that the area has been substantially disturbed by landscaping and recreational use. As such, the project shall implement mitigation measure MM-CUL-1 in order to reduce impacts to archaeological resources. With the implementation of mitigation measure MM-CUL-1, impacts to archaeological resources would be reduced to a less-than-significant level.

MM-CUL-1 If archaeological resources (sites, features, or artifacts) are exposed during project construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5(f); California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. This requirement shall be noted on all grading plans, and the construction contractor shall be obligated to comply with the note.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less-Than-Significant Impact. As discussed in 3.5(b), there are no previously recorded cultural resources on the project site. Since the site has been previously disturbed, ground-disturbing activities associated with demolition and construction of the proposed structures are unlikely to uncover previously unknown archaeological resources. However, if human skeletal remains are discovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 states that the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she must notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native

American. The most likely descendant must complete his or her inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition for the human remains. Therefore, based on compliance with existing state law, impacts associated with the discovery of human remains would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6 Energy

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-Than-Significant Impact. The short-term construction and long-term operation of the Norco College Veterans Resource Center will require the consumption of energy resources in several forms at the proposed project site and within the project area. An overview of the forms of energy consumption for construction and operation is provided as follows:

Construction Energy Consumption

1. Temporary Direct Electrical Service: Energy Provided by Southern California Edison (SCE)
    - Construction site lighting
    - Computer equipment
    - Temporary construction trailer operation
2. Fossil Fuels (Diesel and Gasoline)
    - Off-road construction equipment

- Diesel-fired electric generators
- Worker vehicles, vendor trucks, and haul trucks

Operational Energy Consumption

1. Direct Energy Service: Natural Gas and Electrical Energy
    - Building HVAC)
    - Lighting: interior and exterior facilities
    - Computer, audio, and video equipment
    - Appliances
2. Indirect Energy Consumption
    - Supply, distribution, and treatment of water, wastewater, and solid waste
3. Fossil Fuels (Diesel and Gasoline)
    - Employee, student, and visitor transportation

Construction and operational energy consumption is evaluated in detail below.

Construction

Electricity

SCE would provide temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers. The electricity used for such activities would be temporary and would have a negligible contribution to the project's overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would have a negligible contribution to the project's overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with demolition and construction activities would rely on diesel fuel, as would haul and vendor trucks involved in delivery of materials

to the project site. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered light-duty vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A lists the assumed equipment usage for each phase of construction. The project's construction equipment is estimated to operate a total combined 11,940 hours.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Construction is estimated to occur in 2019 and 2020 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2018). The estimated diesel fuel usage from construction equipment is shown in Table 10.

Table 10
Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg CO_2/gallon	Gallons
Demolition	5	10.71	10.21	1,048.78
Site Preparation	3	24.21	10.21	2,371.65
Grading	4	20.37	10.21	1,995.07
Trenching	3	3.00	10.21	294.13
Building Construction	8	156.77	10.21	15,354.68
Paving	6	16.28	10.21	1,594.61
Architectural Coating	1	1.40	10.21	137.54
			Total	**22,796.46**

Sources: Pieces of equipment and equipment CO_2 (Appendix A); kg CO_2/gallon (The Climate Registry 2018).
Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker, vendor, and haul truck trips are estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline and vendor/hauling vehicles are assumed to be diesel. Calculations for total worker, vendor, and haul truck fuel consumption are provided in Tables 11, 12, and 13.

Table 11
Construction Worker Gasoline Demand

Phase	Trips	Vehicle MT CO_2	kg CO_2/ gallon	Gallons
Demolition	140	0.66	8.78	75.71
Site Preparation	176	0.84	8.78	95.18

Table 11
Construction Worker Gasoline Demand

Phase	Trips	Vehicle MT CO_2	kg CO_2/ gallon	Gallons
Grading	220	1.04	8.78	118.97
Trenching	80	0.37	8.78	41.89
Building Construction	5,738	26.38	8.78	3,004.91
Paving	336	1.54	8.78	175.96
Architectural Coating	88	0.40	8.78	46.08
			Total	**3,558.70**

Sources: Trips and vehicle CO_2 (Appendix A); kg CO_2/gallon (The Climate Registry 2018).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

Table 12
Construction Vendor Diesel Demand

Phase	Trips	Vehicle MT CO_2	kg CO_2/gallon	Gallons
Demolition	80	0.99	10.21	97.01
Site Preparation	176	2.18	10.21	213.42
Grading	0	0	10.21	0
Trenching	80	0.98	10.21	96.34
Building Construction	2,416	29.70	10.21	2,909.23
Paving	0	0	10.21	0
Architectural Coating	0	0	10.21	0
			Total	**3,316.0**

Sources: Trips and vehicle CO_2 (Appendix A); kg CO_2/gallon (The Climate Registry 2018).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

Table 13
Construction Haul Truck Diesel Demand

Phase	Trips	Vehicle MT CO_2	kg CO_2/gallon	Gallons
Demolition	0	0	10.21	0
Site Preparation	0	0	10.21	0
Grading	6,908	11.5	10.21	1,126.44
Trenching	0	0	10.21	0
Building Construction	0	0	10.21	0
Paving	0	0	10.21	0
Architectural Coating	0	0	10.21	0
			Total	**1,126.44**

Sources: Trips and vehicle CO_2 (Appendix A); kg CO_2/gallon (The Climate Registry 2018).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

In summary, construction of the project is conservatively anticipated to consume 3,559 gallons of gasoline and 27,239 gallons of diesel, which would last approximately 9 months. By comparison, California's consumption of petroleum is approximately 74.8 million gallons per day, which would equate to approximately 18.5 billion gallons of petroleum consumed in California over the course of the project construction period (EIA 2017). Therefore, the project would result in a minimal increase in petroleum fuel consumption, and impacts associated during construction would be less than significant. No mitigation is required.

Operation

Electricity

Operation of the project upon buildout would require electricity for multiple purposes, including cooling, lighting, appliances, and various equipment. Additionally, the supply, conveyance, treatment, and distribution of water and wastewater would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs presented in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from nonresidential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, became effective on January 1, 2017. Although not accounted for in the modeling, energy consumption of the project would also be reduced through installation of high-efficiency lighting and low flow toilets proposed by the District. According to these estimations, the proposed project would consume approximately 24,096 kilowatt-hours (kWh) per year during operation. For comparison, in 2017 the nonresidential electricity demand in Riverside County was 8,346,370,176 kWh (CEC 2018). For these reasons, the electricity consumption of the project would not be considered inefficient or wasteful, and impacts would be less than significant.

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A. According to these estimations, the proposed project would consume approximately 34,575 kilo-British Thermal Units (kBtu) per year. For comparison, in 2017 the nonresidential natural gas use within Riverside County was 13,916,621,100 kBtu (CEC 2018). Since the project would comply with applicable Title 24 requirements and would result in a minimal increase in natural gas consumption, the project would not be considered inefficient or wasteful, and impacts would be less than significant.

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site, as well as fuels used for alternative modes of transportation that may be used by students and employees.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A (CalEEMod outputs and as discussed in Section 3.3, Air Quality, and Section 3.8, Greenhouse Gas Emissions), the annual VMT attributable to the proposed project is expected to be 119,218 VMT. Fuel consumption from on-road vehicle trips is estimated by converting the total CO_2 emissions from operation of the project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 88.9% of the fleet range from light-duty to medium-duty vehicles and motorcycles are assumed to run on gasoline. The remaining 11.1% of vehicles represent medium-heavy duty to heavy-duty vehicles and buses and are assumed to run on diesel.

Calculations for annual mobile source fuel consumption are provided in Tables 14 (gasoline) and 15 (diesel).

Table 14
Annual Mobile Source Gasoline Demand

	Vehicle MT CO_2	kg CO_2/gallon	Gallons
Operation	50.33	8.78	5,732.40

Sources: Trips and vehicle CO_2 (Appendix A); kg CO_2/gallon (The Climate Registry 2018).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram

Table 15
Annual Mobile Source Diesel Demand

	Vehicle MT CO_2	kg CO_2/gallon	Gallons
Operation	6.28	10.21	615.37

Sources: Trips and vehicle CO_2 (Appendix A; kg CO_2/gallon (The Climate Registry 2018).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram

Over the lifetime of the project, the fuel efficiency of on-road vehicles of students, employees, and visitors commuting to the site is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California (CARB 2013). Additionally, in response to Senate Bill (SB) 375, CARB adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by 2020, and 18% by 2035 for light-duty passenger vehicles in the planning area for the SCAG. As such, operation of the project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy.

In summary, although the project would increase petroleum use during operation as a result of students, employees, and visitors commuting to the site, the use would be a small fraction of the state- and County-wide use and, due to efficiency increases, would diminish over time. Given these considerations, petroleum consumption associated with the project would not be considered inefficient or wasteful and would result in a less-than-significant impact. No mitigation is required.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-Than-Significant Impact. Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically (every 3 years) to incorporate and consider new energy efficiency technologies and methodologies. Title 24 also includes Part 11, the California Green Building Standards Code (CALGreen). CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and

state-owned buildings, as well as schools and hospitals. The 2016 CALGreen standards became effective on January 1, 2017. The proposed project would meet Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency.

The City's General Plan, Conservation Element, Update (City of Norco 2014a) contains relevant goals and policies including Section 2.9 Climate Action Plan/Sustainability Community Strategy Goal. As described by the City, the goal is to "develop and maintain Norco and its small-plot agriculture, animal keeping, and equestrian, lifestyle as a community that is economically, socially, and environmentally sustainable." These goals and policies reflect the City's active participation in the Western Riverside County Council of Governments (WRCOG) Climate Action Plan (CAP), and include policy on transportation, land use, energy efficiency, and solid waste. Although not included in the modeling of energy consumption, the District also proposes to utilize high efficiency lighting and low flow faucets and toilets and is consistent with the City's energy efficiency and building resource conservation policy. The proposed project would not conflict with the City's General Plan Policy.

The proposed project would not conflict with existing energy standards and regulations; therefore, impacts during construction and operation of the proposed project would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

3.7 Geology and Soils

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less-Than-Significant Impact. The site is located in the northern part of the Peninsular Ranges Geomorphic Province of southern California. Cretaceous igneous rocks of the Southern California batholith underlie the Peninsular Ranges at depth in this area. Northwest-trending, right-lateral, strike-slip faults dominate the structure of the Peninsular Ranges. The active Chino-Central Avenue Fault is present approximately 5 miles west of the site. This fault zone has experienced significant activity in the recent geologic past. The San Andreas Fault, the most active and extensive fault in California is located approximately 25 miles northeast of the site. Locally, the site is mapped as being underlain by Cretaceous micropegmatite granite of the Gavilan Ring Complex, with granitic bedrock also underlying the hilly terrain to the northeast.

According to the California Geological Survey's Earthquake Zones of Required Investigation web map, the project site is not located over any known faults and is not located near a pressure ridge or within a current State of California-designated Earthquake Fault Zone; therefore, the potential for future surface rupture of active faults on site is considered to be very low (DOC n.d.). Further, according to the City of Norco Safety Element, there are no active or potentially active faults present in the City (City of Norco 2013). Therefore, impacts associated with fault rupture would be less than significant.

ii) Strong seismic ground shaking?

Less-Than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to ground shaking caused by several local fault systems. The known regional active faults that could produce the most significant ground shaking at the site include the Chino-Central Avenue, San Jose, San Andreas, Whittier, and the Elsinore-Glen Ivy faults. The closest fault is the Chino-Central Avenue fault located approximately 5 miles away. However, as previously addressed in Section 3.6(a)(i), the project site is not located within an active fault zone, and the site would not be affected by ground shaking more than any other area in this seismic region. Additionally, the proposed project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity during a seismic event. Compliance with these requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-Than-Significant Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. According to the City's General Plan, in its Safety Element, areas where liquefaction is a potential issue is along the Santa Ana River channel, located approximately 1.5 miles northeast of the project site. As such, the proposed project site is located in an area identified as having low liquefaction susceptibility. Additionally, per the current California Building Code, a geotechnical investigation report will be prepared for the project site and will provide relevant design recommendations to ensure structural integrity during seismic activity. Given these considerations, no impacts associated with liquefaction would occur.

iv) Landslides?

Less-Than-Significant Impact. There is no evidence of ancient landslides or slope instabilities at the site and there are no significant slopes located on or near the project site that may be considered susceptible to seismically induced landslides. The proposed project is located on relatively flat land aside from a 10-foot-high dirt lip along the south edge of the site. During the grading phase of the project, the project site would be leveled and the south slope would be removed. As a result, impacts resulting from landslides would be less than significant.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Short-Term Construction Impacts

Less-Than-Significant Impact. Construction activities such as grading may have the potential to cause soil erosion or the loss of topsoil. Because the project would result in more than 1 acre of ground disturbance, the project would be subject to the National Pollutant Discharge Elimination System stormwater program, which includes obtaining coverage under the State Water Resources Control Board's General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit; Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation. The Construction General Permit requires development and implementation of a stormwater pollution prevention plan (SWPPP). Among the required items that must be included within a SWPPP are project design features intended to protect against substantial soil erosion as a result of water and wind erosion, commonly known as best management practices (BMPs). Typical BMPs include maintaining or creating drainages to convey and direct surface runoff from bare areas and installing physical barriers, such as berms, silt fencing, wattles, straw bales, and gabions. The implementation of a Construction General Permit, including preparation of a SWPPP and implementation of BMPs, would reduce both stormwater runoff and soil erosion impacts to acceptable levels. Therefore, short-term construction impacts associated with soil erosion would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. Once developed, the project site would include a single-story structure and paved surfaces, all of which would stabilize and help retain on-site soils. The project site would also contain pervious landscape areas that would include a mix of trees, shrubs, plants, and groundcover, which would also help retain on-site soils while

preventing wind and water erosion from occurring. Therefore, long-term operational impacts associated with soil erosion would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-Than-Significant Impact. As previously discussed, the project site is not susceptible to landslide or liquefaction. Additionally, the proposed project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity, regardless of the specific characteristic of the underlying soils. Compliance with these requirements would reduce the potential risk to both people and structures with respect to a variety of geotechnical constraints. Therefore, impacts associated with unstable geologic units/soils would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?

Less-Than-Significant Impact. According to the U.S. Department of Agriculture Web Soil Survey, the soil beneath the project site consists of Cieneba rocky sandy loam, 15% to 50% slopes; Fallbrook sandy loam, 8% to 15% percent slopes, eroded; and Delhi fine sand, 2% to 15% percent slopes, wind-eroded. These types of soil have a medium to very low runoff class, and well-drained to somewhat excessive drainage class (USDA 2017). Based on the type of soils at the project site, expansive soils are not anticipated at the project site; therefore, impacts would be less than significant. Nonetheless, the proposed project will remove undocumented artificial fill and ensure proper fill placement and compaction to further reduce this already less-than-significant impact.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project would connect directly to the municipal sewer system and would not require septic tanks or any other alternative wastewater disposal system. Therefore, no impacts associated with the adequacy of soils and septic systems would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Impact with Mitigation Incorporated. The proposed project is located within the northernmost Peninsular Ranges geomorphic province (Norris and Webb 1990; CGS 2002). This geomorphic province is characterized by northwest-trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja Peninsula to the Transverse Ranges (i.e., the San Bernardino and San Gabriel Mountains in Southern California). Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (Norris and Webb 1990; CGS 2002). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Jahns 1954).

More specifically, the proposed project is located within the Santa Ana Structural Block, along the Chino Fault zone (Morton et al. 2002). The Chino fault zone is part of the greater San Andreas Fault system, which is characterized by numerous strike-slip faults. The Chino fault zone is a northern extension of the Elsinore Fault zone. According to surficial geological mapping by Morton et al. (2002) at a scale of 1:24,000, the southern proposed project area is underlain by early Pleistocene (~ 2.58 million years ago [mya] – 781,000 years ago) to possibly late Pliocene (~ 3.6 mya – 2.58 mya) sedimentary rocks, and the northern proposed project area is underlain by Cretaceous (~ 145 mya – 66 mya) Micropegmatitic granite of Gavilan Ring Complex, consisting of pink-tinted leucocratic granite (map unit Kmp).

A qualified Dudek crossed-trained archaeologist/paleontologist conducted a paleontological survey of the proposed project area on June 13, 2018, using standard paleontological procedures and techniques. The survey methods consisted of a pedestrian survey conducted in 15-meter-wide transects across the proposed project area. Where transects were not feasible, transects were not utilized. Instead, a mixed approach (opportunistic survey) was utilized, selectively examining open ground surface where possible. The proposed project area is within an area that has been extensively impacted by grading activities; there are several spoils piles throughout the site as well as large areas that have been graded.

In addition to the field survey of the proposed project area, a paleontological records search request was sent to the Natural History Museum of Los Angeles County (LACM) on August 16, 2018 (McLeod 2018), and the results were received on August 30, 2018. According to the records search, no paleontological localities are documented within of the proposed project boundaries (McLeod 2018), but the LACM did report a few localities nearby from sedimentary deposits similar to those that occur in the proposed project area. The northern and eastern portions of the project area have intrusive igneous bedrock;

however, the southwestern portion of the project is composed of unnamed Pleistocene sedimentary deposits that have yielded vertebrate fossils from nearby. The nearest LACM locality is LACM 1207, which was recovered south of the proposed project between Railroad Avenue and Harrison Street on the western side of Cota Street that yielded a deer specimen (*Odocoileus*) from an unspecified depth below the ground surface (bgs). The next closest vertebrate fossil locality, LACM 7811, yielded a specimen of fossil whipsnake (*Masticophis*) north–northwest of the proposed project north of Cloverdale Road along Sumner Avenue at a depth of 9 to 11 feet below ground surface. Therefore, the LACM recommended a paleontological mitigation program for excavations in the sedimentary deposits in the southwestern portion of the project area (McLeod 2018).

Several classification schemes exist to determine the paleontological sensitivity of geological units. According to the Society of Vertebrate Paleontology's guidelines for assessment of paleontological resources (SVP 2010), plutonic igneous rocks have no paleontological potential to yield significant paleontological resources while Pleistocene alluvium has high paleontological sensitivity. A review of the Riverside County Land Information System database indicates that the proposed project site is underlain by geological units of low paleontological potential (County of Riverside 2018). Note that the Riverside County Land Information System database is a coarse-scale planning-level tool used by the County that is based on geological data available at the time of its creation.

No paleontological resources were identified within the project area as a result of the field survey, institutional records search, and desktop geological and paleontological review, and the proposed project site is not anticipated to be underlain by unique geologic features. The proposed project area is mapped as being underlain by Cretaceous plutonic igneous rocks that have no potential to yield significant paleontological resources and early Pleistocene to late Pliocene sedimentary rocks. Given the proximity of past fossil discoveries in the surrounding area and the underlying older Pleistocene age deposits, the project area is sensitive for supporting paleontological resources where Pleistocene alluvium crops out on the surface. In the event that intact paleontological resources are located on the project area, ground-disturbing activities associated with construction of the proposed project, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of **MM-GEO-1**, impacts would be reduced to below a level of significance. Impacts of the proposed project are considered less than significant with mitigation incorporated during construction**.** No further mitigation is required.

MM-GEO-1 Prior to commencement of any grading activity on-site, the applicant shall retain a qualified Riverside County paleontologist. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines

of the Society of Vertebrate Paleontology (SVP 2010); identify areas underlain by Pleistocene to Pliocene sedimentary deposits that require paleontological monitoring; and outline discovery procedures, methods, reporting, and collections management. The qualified paleontologist or a qualified paleontological monitor working under the direction of the qualified paleontologist shall attend the pre-construction meeting and be on site during rough grading and other significant ground-disturbing activities in previously undisturbed Pleistocene sedimentary deposits, if encountered. No monitoring in areas underlain by plutonic igneous rocks is required. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot-radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8 Greenhouse Gas Emissions

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-Than-Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable

environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5).[6] The three GHGs evaluated herein are CO_2, CH_4, and N_2O because these gases would be emitted during proposed project construction and operations.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). Consistent with CalEEMod Version 2016.3.2, this GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, Air Quality, the proposed project is located within the jurisdictional boundaries of the SCAQMD. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008b). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008c). The 10,000 MT CO_2e per-year threshold,

[6] Climate-forcing substances include GHGs and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in the California Health and Safety Code Section 38505; impacts associated with other climate-forcing substances are not evaluated herein.

which was derived from GHG reduction targets established in Executive Order S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal issued by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

Tier 1. Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2. Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3. Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4. Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO_2e per-service population for project-level analyses and 6.6 MT CO_2e per-service population for plan-level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5. Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

To determine the proposed project's potential to generate GHG emissions that would have a significant impact on the environment, its GHG emissions were compared to the SCAQMD recommended commercial project quantitative threshold of 1,400 MT CO_2e per year.

Construction GHG Emissions

Construction of the proposed project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The SCAQMD recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies" (SCAQMD 2008b). Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 1,400 MT CO_2e per year. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. Construction of the proposed project is anticipated to commence in April 2020 lasting a total of 9 months. On-site sources of GHG emissions include off-road equipment and off-site sources including haul trucks, vendor trucks, and worker vehicles. Table 16 presents construction GHG emissions for the proposed project in 2019 and 2020 from on-site and off-site emission sources.

Table 16
Estimated Annual Construction GHG Emissions

Year	CO2	CH4	N2O	CO2e
	Metric Tons per Year			
2019	72.51	0.018	0.00	72.96
2020	236.85	0.041	0.00	237.88
			Total	**310.84**
			Amortized Emissions (over 30 years)	**10.36**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix A for complete results.

As shown in Table 16, the estimated total GHG emissions during construction of the proposed project would be approximately 311 MT CO_2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 10.4 MT CO_2e per year. As with

project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the proposed project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational Emissions

CalEEMod Version 2016.3.2 was used to estimate potential project-generated operational GHG emissions from vehicular sources, area sources (natural gas combustion and landscape maintenance), electrical generation (including electrical generation associated with water supply and wastewater treatment), and solid waste. Emissions from each category—area sources, energy sources, mobile sources, solid waste, and water supply and wastewater treatment—is discussed in the following text with respect to the proposed project. For additional details, see Section 3.3 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2021 was assumed to be the first full year of operation following completion of construction.

Area Sources

CalEEMod was used to estimate GHG emissions from the proposed project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. It was assumed that 100% of the landscaping equipment would be gasoline powered. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only.

Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the proposed project's land uses. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for CO_2 and other GHGs. Annual natural gas (non-hearth) and electricity emissions were estimated in CalEEMod using the emissions factors for SCE, which would be the energy source provider for the proposed project. CalEEMod default energy intensity factors (CO_2, CH_4, and N_2O mass emissions per kilowatt-hour) for SCE is based on the value for SCE's energy mix in 2012, adjusted based on SCE 2017 Power Content Label.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the proposed project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles in 2021 to the extent it was captured in EMFAC 2014. In addition, the Low Carbon Fuel Standard calls for a 10% reduction in the "carbon intensity" of motor vehicle fuels by 2020. However, the carbon intensity reduction associated with the Low Carbon Fuel Standard was not assumed in EMFAC 2014 and thus was not included in CalEEMod Version 2016.3.2 or the calculations below, which are therefore considered conservative.

Solid Waste

The proposed project would generate solid waste, and therefore, result in CO_2e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the proposed project require the use of electricity, which would result in indirect GHG emissions. Similarly, wastewater generated by the proposed project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod. The analysis assumes low-flow faucets and toilets based on information provided by the District.

The estimated operational (year 2021) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation are shown in Table 17.

Table 17
Estimated Annual Operational GHG Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	metric tons per year			
Area	<0.01	0.00	0.00	<0.01
Energy	8.71	<0.01	<0.01	8.75
Mobile	56.54	<0.01	0.00	56.61
Solid waste	0.66	0.04	0.00	1.63
Water supply and wastewater	1.10	<0.01	<0.01	1.23
			Total	**68.23**
			Amortized Construction Emissions	*10.36*
			Operation + Amortized Construction Total	**78.59**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix A for detailed results. Values of "<0.01" indicate that the estimated emissions are less than two decimals. Totals may not sum due to rounding.

As shown in Table 17, estimated annual project-generated GHG emissions would be approximately 68 MT CO_2e per year as a result of proposed project operation. Estimated annual project-generated operational emissions in 2021 and amortized project construction emissions would be approximately 79 MT CO_2e per year. Annual operational GHG emissions with amortized construction emissions would be minimal and would not exceed the SCAQMD threshold of 1,400 MT CO_2e per year. Therefore, the proposed project's GHG contribution would not be cumulatively considerable and is **less than significant**.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-Than-Significant Impact. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Western Riverside County Council of Governments Climate Action Plan

The City of Norco is one of 12 cities that are part of the WRCOG CAP (WRCOG 2014). WRCOG's subregional emissions reduction targets are 15% below 2010 levels by 2020, and 49% below 2010 levels by 2035. This plan focuses on feasible actions Western Riverside County communities can and should take between now and 2020, as well as

innovative approaches that will be needed to achieve the 2035 target. The CAP identifies objectives and actions in four categories to meet the 2020 GHG emission target as follows.

1. Energy
2. Transportation and Land Use
3. Solid Waste
4. Water

The City's General Plan, Conservation Element Update (City of Norco 2014a) contains relevant goals and policies, including Section 2.9 Climate Action Plan/Sustainability Community Strategy Goal. As described by the City, the goal is to "develop and maintain Norco and its small-plot agriculture, animal keeping, and equestrian, lifestyle as a community that is economically, socially, and environmentally sustainable." These goals and policies reflect the City's active participation in the WRCOG CAP, and include policies for transportation, land use, energy efficiency and solid waste.

The proposed project results in a relocation of services already provided to students within the Norco College campus and as such does not result in population growth or generate an increase in employment that would conflict with existing projections in the area. The proposed project is consistent with transportation and land use policies. The District proposes to utilize high-efficiency lighting and low-flow faucets and toilets, which is consistent with the City's energy efficiency and building resource conservation policy. The proposed project does not conflict with or preclude the City from implementation of any policies of Section 2.9 Climate Action Plan/Sustainability Community Strategy Goal. As such, the proposed project is consistent with the City's goal of environmental sustainability. The proposed project would not conflict with the City's General Plan Policy or with implementation of the WRCOG CAP.

Southern California Association of Governments 2016 RTP/SCS

The SCAG 2016 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2016 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2016 RTP/SCS would result in more complete communities with a variety of

transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the proposed project, the strategies and policies set forth in the 2016 RTP/SCS can be grouped into the following three categories: (1) reduction of vehicle trips and VMT, (2) increased use of alternative fuel vehicles, and (3) improved energy efficiency. The project's consistency with these three strategy categories is presented below.

1. Consistency with VMT Reduction Strategies and Policies

The proposed project's consistency with this aspect of the 2016 RTP/SCS is demonstrated via the project's land use characteristics and consistency with the regional growth forecast assumed in the 2016 RTP/SCS for the City. As discussed in Section 3.11, the proposed project site is already being used by the District as a passive recreation park to honor and commemorate Norco College's veteran population. Norco College has been identified in both the City of Norco's General Plan and Zoning Ordinance for such a purpose. The proposed project would not conflict with any of the proposed goals within the City of Norco's General Plan. Furthermore, once operational, the proposed project would consist of a new building for the Veterans Resource Center. The District, as the lead agency, has anticipated the addition of such a space as part of its master planning efforts for the College. Vehicle trip generation as a result of the proposed project is concluded to have been anticipated in the SCAG 2016 RTP/SCS growth projections because the proposed project site would be accommodated by the City's predicted projections.

2. Increased Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2016 RTP/SCS, with regard to individual development projects such as the proposed project, is to increase alternative fueled vehicles to reduce per-capita GHG emissions. This 2016 RTP/SCS policy initiative focuses on accelerating fleet conversion to electric or other near zero-emission technologies. The proposed project would comply with the applicable 2016 CALGreen standards. As provided in Section 3.17, the project would generate a low number of daily traffic and peak hour trips that would be part of existing college related activities, it would not cause a measurable impact to the roadway segment and intersections in the study area.

3. Energy Efficiency Strategies and Policies

The third important focus within the 2016 RTP/SCS, for individual developments such as the proposed project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2016 RTP/SCS goal is to actively encourage

and create incentives for energy efficiency, where possible. The proposed project would comply with the applicable 2016 CALGreen standards. Additionally, the District proposes use of high-efficiency lighting and low-flow toilets.

Based on the analysis above, the proposed project would be consistent with the SCAG 2016 RTP/SCS.

California Air Resources Board Scoping Plan and Reduction Goals

The Climate Change Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects and it is not intended to be used for project-level evaluations.[7] Under the Scoping Plan, however, there are several state regulatory measures aimed at identifying and reducing GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, and high-GWP GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others.

Regarding consistency with SB 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB has expressed optimism with regard to both the 2030 and 2050 goals. In the First Update to the Climate Change Scoping Plan: Building on the Framework, CARB states that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, CARB (2014) states the following:

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under Assembly Bill 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to

[7] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

> 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the 2017 Climate Change Scoping Plan Update, which states (CARB 2017b):

> The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The proposed project would not interfere with implementation of GHG reduction goals for 2030 or 2050 because it would not exceed the SCAQMD's recommended threshold of 1,400 MT CO_2e per year. In addition, the proposed project would not conflict with the WRCOG CAP or the SCAG RTP/SCS or with the state's trajectory toward future GHG reductions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

3.9 Hazards and Hazardous Materials

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A Supplemental Site Investigation Report (Appendix E) and associated soil and soil vapor sampling was conducted in order to obtain approval from the Department of Toxic Substances Control (DTSC) for construction of the Veterans Resource Center at the site. The subsurface investigation was conducted on September 10, 2019. In addition to subsurface sampling, the investigation also included a geophysical survey conducted on September 3, 2019. The purpose of the geophysical survey was to identify underground utilities near sample locations, to allow for safe drilling.

Soil Vapor Sampling

To determine whether vapor intrusion issues may exist at the site, soil vapor samples were collected from 16 locations throughout the site. Soil vapor sampling was performed by advancing borings to a maximum depth of 13 to 15 feet bgs and installing soil vapor probes. VOCs were detected in all of the soil vapor samples analyzed from the 16 locations throughout

the site. However, as shown in Appendix E, none of the detected VOCs exceeded the regulatory screening thresholds. Soil vapor sample locations are presented in Appendix E.

Soil Sampling

Soil samples were collected from each of the locations to determine whether there are impacts to the shallow soil at the site and to visually evaluate the soils for the presence of burn ash. Soil samples were collected from each of the soil vapor probe boreholes (S1 through S16) and the borrow area borings (BA1 through BA4). Each of the borings were continuously cored to 4 feet bgs (BA locations), 10 feet bgs (S7 through S16), 13 feet bgs (S1 and S4), and 15 feet bgs (S2, S3, S5, and S6). The soils encountered at the site were primarily sand, sandy silt, and silty sand; fine gravel was noted in the majority of the borings advanced at the site. A small piece of black rubber was observed at approximately 7 feet bgs at location S13; debris was not observed in any other borings advanced at the site. Burn ash was not observed in any of the borings advanced during the investigation.

Intact soil samples were collected in acetate liners. Upon collection, the acetate liners were capped, labeled, placed in a Ziploc bag, and placed in a cooler on ice. The samples were submitted to Eurofins-Calscience Laboratories for compositing; the samples to be analyzed for dioxins and furans were analyzed by Frontier Analytical Laboratory.

A total of ten soil samples (including one duplicate sample) were composited by the laboratory, Eurofins-Calscience. Soil samples collected at predetermined locations from the same depth were composited together. For example, soil samples from locations S3-2, S4-2, and S5-2 (all collected from 2 feet bgs) were composited into sample COMP1-2. The composite soil sample locations are presented in Appendix E. The ten composite soil samples were analyzed for the following:

- Title 22 Metals by EMA Method 6010B/7471A
- Polychlorinated biphenyls (PCBs) by EPA Method 8082
- Dioxins and Furans by EPA Method 8290

The concentrations of metals detected in the soil samples were all well below their applicable regulatory screening levels. PCBs were not detected at or above the laboratory reporting limits in any of the samples. The concentrations of dioxins and furans detected in soil samples were also well below the applicable regulatory screening levels.

Short-Term Construction Impacts

Less-Than-Significant Impact With Mitigation Incorporated. A variety of hazardous substances and wastes would be transported to, stored, used, and generated on the project site during construction of the proposed project. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. However, these materials would be transported, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, hazardous materials would not be disposed of or released onto the ground or into the underlying groundwater or any surface water during construction or operation of the project, and completely enclosed containment would be required for all refuse generated on the project site. Additionally, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed to a waste facility permitted to treat, store, or dispose of such materials. Use of these materials during construction for their intended purpose would not pose a significant risk to the public or the environment.

The transport and use of hazardous materials would be required to comply with the guidelines set forth by each product's manufacturer, as well as in accordance with all applicable federal, state, and local regulations. The U.S. Department of Transportation, the California Department of Health Services, Caltrans, and the California Highway Patrol all have interrelated programs designed to prevent disasters during the transportation of hazardous materials. Additionally, the EPA and OSHA have interrelated programs designed to prevent the misuse of hazardous materials in the work place.

As described above, a Supplemental Site Investigation Report (Appendix E) and associated soil and soil vapor sampling was conducted in order to obtain approval from DTSC for construction of the Veterans Resource Center at the site. None of the detected VOCs within the soil vapor samples exceeded the regulatory screening thresholds. The concentrations of metals detected in the soil samples were all well below their applicable regulatory screening levels. PCBs were not detected at or above the laboratory reporting limits in any of the samples. The concentrations of dioxins and furans detected in soil samples were also well below the applicable regulatory screening levels.

However, mitigation measure MM-HAZ-1 would be implemented to ensure that the construction of the project would not create a significant hazard to the public or the

environment through the routine transport, use, or disposal of hazardous materials. MM-HAZ-1 would require the preparation and implementation of a Soil Management Plan. With implementation of MM-HAZ-1, impacts would be less than significant with mitigation.

MM-HAZ-1 Although contaminated soils were not encountered during the Supplemental Site Investigation at the proposed project site, a Soil Management Plan (SMP) will be prepared prior to the commencement of construction at the site. The SMP will include procedures to identify, address, and manage contaminated soils, should they be encountered during excavation and grading activities at the site. The SMP will be submitted to the Department of Toxic Substances Control for approval.

Long-Term Operational Impacts

Less-Than-Significant Impact. Potentially hazardous materials associated with project operations would include those materials used during typical cleaning and maintenance activities. Although these potential hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of. Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. Additionally, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar institutional uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. As mandated by OSHA, all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release.

As described above, a Supplemental Site Investigation Report (Appendix E) and associated soil and soil vapor sampling was conducted in order to obtain approval from DTSC for construction of the Veterans Resource Center at the site. None of the detected VOCs in the soil vapor samples resulted in levels above the applicable regulatory screening levels. The concentrations of metals detected in the soil samples were all well below their applicable regulatory screening levels. PCBs were not detected at or above the laboratory reporting limits in any of the samples. The concentrations of dioxins and furans detected in soil samples were also well below the applicable regulatory screening levels. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts are less than significant, and no mitigation is required.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less-Than-Significant Impact With Mitigation Incorporated. As discussed previously in Section 3.8(a), construction activities on the project site would involve the transport of gasoline and other materials to the site during construction. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents, would be used on site for construction and maintenance. The materials alone and use of these materials for their intended purpose would not pose a significant risk to the public or environment; however, accidental spills of hazardous materials during construction could potentially result in soil contamination or water quality impacts. To minimize/eliminate fuel spillage, all construction vehicles would be adequately maintained and equipped. All equipment maintenance work, including refueling, will occur off site or within the designated construction staging area. All potentially hazardous construction waste, including trash, litter, garbage, other solid wastes, petroleum products, and other potentially hazardous materials, would be removed to a hazardous waste facility permitted to treat, store, or dispose of such materials.

A Supplemental Site Investigation Report (Appendix E) and associated soil and soil vapor sampling was conducted in order to obtain approval from DTSC for construction of the Veterans Resource Center at the site. None of the detected VOCs within the soil vapor samples exceeded the regulatory screening thresholds. The concentrations of metals detected in the soil samples were all well below their applicable regulatory screening levels. PCBs were not detected at or above the laboratory reporting limits in any of the samples. The concentrations of dioxins and furans detected in soil samples were also well below the applicable regulatory screening levels.

However, mitigation measure MM-HAZ-1 would be implemented to ensure that the construction of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. MM-HAZ-1 would require the preparation and implementation of a Soil Management Plan. With implementation of MM-HAZ-1, impacts would be less than significant with mitigation.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-Than-Significant Impact With Mitigation Incorporated. John F. Kennedy Middle College High School, part of the Corona-Norco Unified School District and an "alternative school of choice" providing both high school and college level courses, is located approximately 700 feet from the most northeastern border of the proposed project site.

As discussed previously in Sections 3.8(a) and 3.8(b), limited amounts of hazardous materials would be used during construction and operation of the project, including the use of standard construction materials (e.g., lubricants, solvents and paints), cleaning and other maintenance products (used in the maintenance of buildings, pumps, pipes and equipment), and the limited application of pesticides associated with landscaping. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. None of these activities would result in the routine transport of, emission, or disposal of hazardous materials, and no acutely hazardous materials would be used on site during construction or operation of the proposed project. All construction activity would be performed in compliance with City and County of Riverside regulations, and compliance with these regulations would ensure that the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction activities on the project site.

A Supplemental Site Investigation Report (Appendix E) and associated soil and soil vapor sampling was conducted in order to obtain approval from DTSC for construction of the Veterans Resource Center at the site. None of the detected VOCs within the soil vapor samples exceeded the regulatory screening thresholds. The concentrations of metals detected in the soil samples were all well below their applicable regulatory screening levels. PCBs were not detected at or above the laboratory reporting limits in any of the samples. The concentrations of dioxins and furans detected in soil samples were also well below the applicable regulatory screening levels.

However, mitigation measure MM-HAZ-1 would be implemented to ensure that the construction of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. MM-HAZ-1 would require the preparation and implementation of a Soil Management Plan. With implementation of MM-HAZ-1, impacts would be less than significant with mitigation.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-Than-Significant Impact With Mitigation Incorporated. A Supplemental Site Investigation Report (Appendix E) and associated soil and soil vapor sampling was conducted in order to obtain approval from DTSC for construction of the Veterans Resource Center at the site. None of the detected VOCs within the soil vapor samples exceeded the regulatory screening thresholds. The concentrations of metals detected in the soil samples were all well below their applicable regulatory screening levels. PCBs were not detected at or above the laboratory reporting limits in any of the samples. The concentrations of dioxins and furans detected in soil samples were also well below the applicable regulatory screening levels.

However, mitigation measure MM-HAZ-1 would be implemented to ensure that the construction of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. MM-HAZ-1 would require the preparation and implementation of a Soil Management Plan. With implementation of MM-HAZ-1, impacts would be less than significant with mitigation.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. According to the City's General Plan Safety Element, the City is not located within any Airport Land Use Compatibility Zones for any of the airports in the region including Ontario, Riverside, Chino, or Corona (City of Norco 2013). The proposed project site is located approximately 2 miles from the Corona Municipal Airport, but it is not located within an Airport Compatibility Zone or an Airport Influence Area. No impacts would result, and the proposed project would not create any undue risks or safety hazards to people either residing or working in the project area.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. The Riverside Community College District Emergency Operations Plan was adopted by the District in 2008 and addresses the District's planned response to emergencies associated with natural disasters, technological incidents, human-made disasters, and national security emergencies (District 2008). The Plan is intended to address extraordinary emergency situations; day-to-day emergencies and emergency access routes are not established. Given that Third Street is the only roadway that provides ingress and egress for the Norco College campus, Third Street is a de facto emergency access route for Norco College.

Construction of the project, including construction of the project driveway, would cause temporary lane closures within Third Street and could temporarily obstruct emergency access. However, in order to execute improvements within the Third Street right-of-way, the District would be required to obtain an encroachment permit from the City. As a requirement for the City's encroachment permit, the project would be required to prepare and submit a Traffic Control Plan (TCP). The TCP would define the locations of all lanes that would need to be temporarily closed due to construction activities, and also define the use of flag persons, warning signs, lights, barricades, cones, and other necessary measures for each construction closure. The TCP would also include provisions to accommodate emergency services at all times, such as stopping work for emergency vehicle passage and short detours around project construction. Police departments, fire departments, ambulance services, and paramedic services would be noticed at least 1 week in advance of each closure by the District. These provisions would ensure that Third Street would be able to continue to provide emergency access throughout the duration of project construction. Further, the project would not interfere with the District's ability to implement its Emergency Operations Plan.

Once constructed, operation of the proposed project would not result in any actions that would significantly impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts associated with adopted emergency response plans or emergency evacuation plans are less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less-Than-Significant Impact. According to maps prepared by CAL FIRE, much of the project site is located within a Very High Severity Fire Hazard Zone (CAL FIRE 2010). The proposed project is located in an area where urban development currently exists and is

not susceptible to the threat of fire from wildlands. While there is a substantial amount of open space around Lake Norconian to the north of the Norco College campus, this area does not represent a significant source of wildland fire risk, and the proposed project itself is not located within a fire hazard area. Impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10 Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Short-Term Construction Impacts

Less-Than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

Because the project would result in more than 1 acre of ground disturbance, the project would be subject to the National Pollutant Discharge Elimination System stormwater program, which includes obtaining coverage under the State Water Resources Control Board's Construction General Permit. Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires development and implementation of a SWPPP. Among the required items that must be included within a SWPPP are project design features, commonly known as BMPs, intended to protect against substantial soil erosion as a result of water and wind erosion. The implementation of a Construction General Permit, including preparation of a SWPPP and implementation of BMPs, would reduce stormwater runoff during project construction impacts to acceptable levels. It follows that because project construction would not violate any water quality standards or waste discharge requirements, the project would not otherwise substantially degrade surface or groundwater quality. Therefore, short-term construction impacts associated with water quality would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. The project would be subject to the Municipal Separate Storm Sewer System (MS4) Permit, issued by the Santa Ana RWQCB. The MS4 Permit requires implementation of Low Impact Development BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The Low Impact Development Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes

water retention, permeable surface design, natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

Additionally, a project-specific water quality management plan (WQMP would be prepared for operation of the proposed project. The WQMP would ensure appropriate BMPs are implemented for post-construction and operation of the project. The combination of Low Impact Development BMPs, source control BMPs, and other treatment control BMPs addressed within the WQMP would address identified pollutants and hydrologic concerns from new development that could result in impacts to water quality standards (RWQCB 2010).

Further, the project would be required to comply with sections of the City Municipal Code that set forth regulations to protect and enhance the quality of watercourses, water bodies, and wetlands within the City in a manner consistent with the federal Clean Water Act, the California Porter-Cologne Water Quality Control Act, and the municipal National Pollutant Discharge Elimination System permit. Therefore, long-term impacts associated with water quality, including surface water quality and groundwater quality, would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-Than-Significant Impact. As discussed in the Western Municipal Water District (WMWD) Urban Water Management Plan (UWMP), groundwater is a major source of water supply, comprising 13% of purchased water and 85% of locally produced water, and representing 21% of WMWD's total supply in 2015 (WMWD 2016). The project site is undeveloped and consists of a retention pond and other pervious surfaces. Thus, under the existing conditions, the project site could be considered a location for groundwater recharge.

Although the project would add impervious surfaces to the project site, once operational, the project site would contain landscaped areas and other pervious surfaces that would allow water to percolate into the subsurface soils. Additionally, the project would incorporate structural and treatment control BMPs to ensure that the project would not adversely affect water quality.

During construction, the proposed project would use only limited amounts of water resources for construction activities and landscaping activities. Minimal water use will be required for any of the additional office space or classroom facilities. As such, impacts associated with groundwater recharge would be less than significant.

The project would not involve permanent pumping of groundwater; therefore, the project would not substantially deplete groundwater supplies. Due to the incorporation of structural and treatment control BMPs, the proposed project would not substantially interfere with groundwater recharge. Impacts would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which:

i) Would result in substantial erosion or siltation on- or off-site;

Less-Than-Significant Impact. Refer to the previous response under section 3.10(a). Under existing conditions, the majority of the project site is undeveloped. Thus, implementation of the project would increase the amount of impervious areas on site and alter the existing drainage patterns. The project would be required to conform to all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed with adequate capacity to capture stormwater flow to prevent erosion or on-site or off-site siltation impacts.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater; therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less-Than-Significant Impact. Refer to the previous response under Section 3.10(a). Under existing conditions, the project site is undeveloped. Thus, implementation of the project would increase the amount of impervious areas on site and alter the existing drainage patterns. The project would be required to conform to all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed with adequate capacity to capture stormwater flow to prevent erosion or on-site or off-site siltation impacts.

As such, altering the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater; therefore, impacts associated with altering the existing drainage pattern of the project site would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-Than-Significant Impact. Under the existing condition, the project site is undeveloped. The project site does not currently have infiltration basins or capture systems in place to control stormwater runoff. Although the project would increase the amount of impervious surfaces on the project site, the proposed drainage system would be designed to conform to all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed to have adequate capacity to capture stormwater flow to prevent the conveyance of sediment, debris, and other constituents potentially contained in on-site stormwater from leaving the project site and impacting off-site and downstream receiving waters; therefore, impacts associated with water quality standards and runoff waters would be less than significant.

iv) Impede or redirect flood flows?

No Impact. According to the City of Norco General Plan and the County of Riverside Land Information System, the proposed project site is not located within a flood hazard zone. Federal Emergency Management Agency mapping indicates that the project site is not located within a special flood hazard area that could be inundated by a 100-year flood. While Lake Norconian is located north of the project site, it is not within an inundation area. Therefore, no impacts associated with flooding would occur. Further, the construction and operation of the project would have no effect on flood flows, and no impacts would occur in this regard.

d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-Than-Significant Impact. According to the City of Norco General Plan and the County of Riverside Land Information System, the proposed project site is not located within a flood hazard zone. Federal Emergency Management Agency mapping indicates that the project site is not located within a special flood hazard area that could be inundated by a 100-year flood. While Lake Norconian is located north of the project site, it is not within an inundation area. The project site is located inland and not located sufficiently near Lake Norconian or the ocean to be impacted by a seiche or tsunami. The topography

of the site and project area is relatively flat would not be subject to significant impacts from mudflow. Impacts would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-Than-Significant Impact. The proposed project would comply with regional and local regulations requiring preparation of an SWPPP, and would not obstruct existing water quality control plans or groundwater sustainable management plans. Although the project would add impervious surfaces to the project site, once operational, the project site would contain landscaped areas and other pervious surfaces that would allow water to percolate into the subsurface soils. Additionally, the project would incorporate structural and treatment control BMPs to ensure that the project would not adversely affect water quality. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.11 Land Use and Planning

a) Would the project physically divide an established community?

No Impact. The proposed project is located within the existing Norco College campus on an already partially developed site. The proposed project is compatible with adjacent land uses and facilities for college uses. The proposed project would not divide the established community and is not expected to result in additional physical barriers between nearby land uses. No impact would occur.

b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project site is designated under the City of Norco's General Plan as Public Land with a zoning designation for Open Space (City of Norco 2012a). The site is already being used by the District as a passive recreation park to honor and commemorate Norco College's veteran population. Norco College has been identified in both the City of Norco's General Plan and Zoning Ordinance for such a purpose. The project would not conflict with any of the proposed goals within the City of Norco's General Plan, including the loss of protected species, open space, community design cohesion, or the development and preservation of Norco's unique history and animal-keeping lifestyle. The proposed project is therefore consistent with the City of Norco General Plan.

Open space, an important aspect of the Norco College and master plan would be maintained by the landscaped area on the southern portion of the project site.

Overall, the proposed project does not violate any policies within the City of Norco's General Plan, Municipal Code, or any applicable specific plans in the area. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation and would not represent a significant impact to the physical environment. No impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12 Mineral Resources

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The State Mining and Reclamation Act of 1975 (California Public Resources Code Section 2710 et seq.) requires that the California State Geologist implement a mineral land classification system to identify and protect mineral resources of regional or statewide significance in areas where urban expansion or other irreversible land uses may occur, thereby potentially restricting or preventing future mineral extraction on such lands.

As mandated by the Act, aggregate mineral resources within the state are classified by the State Mining & Geology Board through application of the Mineral Resource Zone (MRZ) system. The MRZ system is used to map all mineral commodities within identified jurisdictional boundaries, with priority given to areas where future mineral resource extraction may be prevented or restricted by land use compatibility issues, or where mineral resources may be mined during the 50-year period following their classification. The MRZ system classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The State Geologist classifies MRZs within a region based on the following factors (DOC 2000):

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-2a: Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present.
- MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-3a: Areas containing known mineral deposits that may qualify as a mineral resource
- MRZ-3b: Areas containing inferred mineral deposits that may qualify as mineral resources.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

The City of Norco's General Plan does not identify any mineral recovery sites within the vicinity of the College. Section 3.3.3 of the General Plan identifies only two MRZ designations within the City limits: MRZ-3a (areas containing known mineral deposits that may qualify as mineral resources) and MRZ-2b (areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present). The MRZ-2b area is located along the edge of the Temescal Wash near the City of Corona and would not be impacted by the proposed project. Further, the General Plan states that the only known resource that may be valuable locally would be crushed rock for construction-related material and is primarily associated with the Norco Hills and the hills and slopes around Lake Norconian, north and east of the college. However, the General Plan further states that the hillsides are designated for residential purposes, and those hills are more valuable to the City as an open space resource than as a potential mineral resource. Section 3.3.3 concludes that no goals or policies are included in the General Plan to either encourage or preserve opportunities related to mineral extraction.

The proposed project site is not currently being used for mineral resource extraction, has no history of such use, is currently part of the existing College, and is identified in both the City's General Plan and Zoning Ordinance for such uses. No mining operations would be impacted by the project. Given these factors, the proposed project would not result in the loss of availability of a known mineral resource that would be of future value to the City, County of Riverside, or the residents of the state.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. Please refer to Section 3.11(a). The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.13 Noise

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level (L_n), the day–night average noise level (L_{dn}), and the community noise equivalent level (CNEL). Each of these descriptors uses units of dBA. Table 18 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable; a change of 5 dB is clearly noticeable; and a change of 10 dB is perceived as doubling or halving of the sound level.

Table 18
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)

Table 18
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013a.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors. L_{max} is the greatest sound level measured during a designated time interval or event.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and as such, are often treated as equivalent to one another.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not

a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors near the project site include residential uses located to the south, the Norco College STEM Center Annex to the east, and a middle school to the northeast. These sensitive receptors represent the nearest land uses with the potential to be impacted by construction and operation of the proposed project.

Existing Noise Conditions

Noise measurements were conducted near the project site on March 14 and 19, 2019, to characterize the existing noise levels (Figure 5, Noise Measurement and Modeling Locations). Table 19 provides the location, date, and time the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current

American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 19
Measured Noise Levels

Receptors	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	Adjacent to Norco College STEM Center Annex	3/14/19	11:19 a.m.–11:34 a.m.	65.0	85.4
ST2	South side of John F. Kennedy Middle College High School	3/14/19	11:50 a.m.–12:05 a.m.	64.0	76.9
ST3	South of project site, adjacent to residential neighborhood	3/19/19	9:23 am. – 9:38 a.m.	60.6	73.3
ST4	Norco College campus, in front of Student Services Building	3/14/19	10:48 a.m. to 11:03 a.m.	61.9	71.8

Source: Appendix F.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval.

Four short-term noise measurement locations (ST1 – ST4) were conducted adjacent to nearby noise-sensitive land uses. The measured energy-averaged (L_{eq}) and maximum (L_{max}) noise levels are provided in Table 19. The field noise measurement data sheets are provided in Appendix F. The primary noise source consisted of traffic on the local roadways (Third Street and campus access roads); secondary noise sources included rustling leaves, distant traffic (from the I-15 freeway) and distant conversations. As shown in Table 19, the measured sound levels ranged from approximately 61 to 65 dBA L_{eq}.

Regulatory Setting

City of Norco

The project site is located within the City of Norco, as are the existing residences and other noise-sensitive land uses in the surrounding area. The City outlines its noise regulations and standards as they pertain to this project in its General Plan (City of Norco 2003) and Municipal Code (City of Norco 2014b). As a state-funded agency, the District is not regulated by City noise standards; although the District will make every effort to adhere to the Municipal Code regulations, it is not bound by them. The information provided below is presented for informational purposes.

City of Norco General Plan

The City of Norco has adopted the compatibility guidelines documented by the State Department of Health Services, which specify average noise limits for long-term, stationary noise sources, but does not document specific thresholds for temporary activities, such as construction noise. The following policies within the General Plan Noise Element (City of Norco 2003) pertain to construction noise:

- **Policy 2.2.2b:** All construction equipment should be equipped with noise attenuation features including mufflers and engine shrouds that are at least as effective as original manufacturer equipment.
- **Policy 2.2.2c:** The City should regulate wherever feasible the hours of operation for construction areas including haul routes that may include residential streets and/or sensitive land uses.

City of Norco Municipal Code

Pursuant to Municipal Code Section 9.07.040, general sound level standards, no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied residential property to exceed a maximum noise level of 55 dBA between 7:00 a.m. and 10:00 p.m., and 45 dBA between 10:00 p.m. and 7:00 a.m. However, construction-related events subject to a permit issued by the City of Norco are exempt from the general sound level (City of Norco 2014). In addition, Sections 15.01.110 and 15.30.020 of the City of Norco Municipal Code limit construction activity to between 6:30 a.m. and 7:00 p.m. from Monday through Friday (City of Norco 2014).

The operational noise levels contained in Municipal Code Section 9.07.040 are not applicable to:

- Facilities owned or operated by or for a governmental agency;
- Capital improvement projects of a governmental agency;
- The maintenance or repair of public properties;
- Public safety personnel in the course of executing their official duties, including, but not limited to, sworn peace officers, emergency personnel and public utility personnel. This exemption includes, without limitation, sound emanating from all equipment used by such personnel, whether stationary or mobile;
- Public or private schools and school-sponsored activities;

- City Sanctioned Events. The provisions of this title shall not apply to those reasonable sounds emanating from occasional public and private outdoor or indoor gatherings that require a City permit, public dances, shows, bands, sporting and entertainment events conducted and in compliance with such permit;
- Private construction projects involving no more than one unit located within one-quarter of a mile from an inhabited dwelling; provided that: Construction does not occur between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday and 7:00 p.m. and 8:00 a.m., on Saturday and Sunday, unless specified by permit, (5) Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 8:00 a.m. and 7:00 p.m., (6) Motor vehicles, other than off-highway vehicles, or (7) Construction-related single events or continuous events subject to a permit issued by the City of Norco. (Municipal Code Section 9.07.020.);
- Heating, exhaust, and air conditioning equipment

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Less-Than-Significant Impact with Mitigation Incorporated. Construction noise and vibration levels are temporary phenomena, which can vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor.

Equipment that would be in operation during proposed construction would include, in part, excavators, concrete saws, compressors, welders, and paving equipment. Table 20 presents typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet (note that these are maximum noise levels). Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level presented in Table 20. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time. Construction noise in a well-defined area typically attenuates at approximately 6 dB per doubling of distance.

Table 20
Typical Construction Equipment Noise Emission Levels

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Air compressor	81
Backhoe	80
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	81
Grader	85
Impact wrench	85
Jackhammer	88
Loader	85
Paver	89
Pneumatic tool	85
Pump	76
Roller	74
Saw	76
Truck	88

Source: DOT 2018.
Note: dBA = A-weighted decibels.

At the nearest point, project construction would take place within approximately 110 feet of the nearest noise-sensitive land uses (the STEM Center Annex to the east). More typically, when project construction does not take place at the nearest project site boundaries, the typical source-receiver distance would be approximately 175 feet. Project construction would take place within approximately 170 feet of the residences to the south; the typical source-receiver distance would be approximately 280 feet.

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels. Although the model was funded and promulgated by the Federal Highway Administration, the RCNM is often used for non-roadway projects because the same types of construction equipment used for roadway projects are often used for other types of construction. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were

derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Construction scenario assumptions, including phasing and equipment mix, were based on information from the District and the CalEEMod default values developed for the air quality and GHG emissions impacts analysis. Table 21 summarizes these estimated construction noise, with separate calculations provided for the different types of construction activities that would occur for this project. The RCNM inputs and outputs are provided in Appendix F.

Table 21
Construction Noise Model Results Summary

Construction Phase	Construction Noise at Representative Receiver Distances (L_{eq} (dBA))		
	Receiver	*Nearest Construction Work - Receiver Distance*	*Typical Construction Work - Receiver Distance*
Demolition	STEM Center Annex	79	75
	Residences to the South	75	71
Site Preparation	STEM Center Annex	77	73
	Residences to the South	73	69
Grading	STEM Center Annex	77	74
	Residences to the South	74	70
Trenching	STEM Center Annex	74	70
	Residences to the South	70	66
Building Construction	STEM Center Annex	74	71
	Residences to the South	71	67
Paving	STEM Center Annex	74	70
	Residences to the South	70	66
Architectural Coatings	STEM Center Annex	67	63
	Residences to the South	63	59

As shown in Table 21, the construction noise levels during the nearest construction work at the adjacent STEM Center Annex are predicted to range from approximately 67 dBA L_{eq} (during the architectural coatings phase) to approximately 79 dBA L_{eq} (during demolition). More typically, construction noise levels would range from approximately 63 to 75 dBA L_{eq}. At the nearest residences to the south, the construction noise levels during nearest construction work are predicted to range from approximately 63 dBA L_{eq} to approximately 75 dBA L_{eq}. More typically, construction noise levels would range from approximately 59 to 71 dBA L_{eq}. Compared to the ambient noise levels measured in the project vicinity, noise levels from construction would (during the louder phases) result in substantial temporary noise level increases at the adjacent noise-sensitive land uses. With implementation of MM NOI-1, noise levels from construction activities would be reduced to a level of less than significant.

Operation

Less-Than-Significant Impact. Long-term (i.e., operational) noise associated with the proposed project would include traffic noise from additional vehicle trips, as well as noise from on-site mechanical equipment such as heating, ventilation and air conditioning (HVAC) equipment. The proposed project includes an outdoor deck, and periodic outdoor events are anticipated.

Traffic Noise

The proposed project would generate additional traffic trips along existing roads in the area, particularly Third Street, from which the staff, students, and visitors of the proposed project would take access. Based upon traffic counts conducted for the proposed project, Third Street currently has typical weekday average daily traffic volumes in the project vicinity of approximately 15,870 vehicles, with AM peak-hour volumes of approximately 1,930 vehicles and PM peak-hour volumes of approximately 1,590 vehicles. Based upon calculations conducted as part of the Transportation and Traffic analysis, the proposed project would generate approximately 51 additional daily trips, of which 5 would occur during the AM peak hour and 5 would occur during the PM peak hour. Because it generally requires a doubling of traffic volumes to increase the ambient noise level by 3 dBA the change in sound level, which the average listener would describe as barely noticeable (Harris 1991), the incremental increase in vehicle trips (approximately 0.3%) from the project would be far less than the doubling of traffic required to produce a noticeable change in traffic noise levels. Thus, the potential noise impact associated with project traffic would be less than significant.

On-site Mechanical Equipment and Event Noise

HVAC equipment would have the potential to create noise impacts. The specific details (location, size, manufacturer, and model) of the HVAC equipment have not yet been determined. However, based on examination of several major manufacturers' HVAC equipment specifications for representative models (details of which are provided in Appendix F), the dimensionless sound power levels[8] were found to range from approximately 68 dBA to 92 dBA.

[8] Sound power or acoustic power is the rate at which sound energy is emitted, reflected, transmitted, or received, per unit time. It is calculated and expressed in watts and as sound power level (L_W) in decibels. It is the power of the sound force on a surface of the medium of propagation of the sound wave. For a sound source, unlike sound pressure (L_P), sound power is neither room-dependent nor distance-dependent. Sound pressure is a measurement at a point in space near the source, whereas the sound power of a source is the total power emitted by that source in all directions. The relation between sound power and sound pressure used for this analysis was the following:
$L_P = L_W - 20*\text{Log}(R) + 2.5$, where R is the source–receiver distance of interest, in feet—as for a free field above a reflecting plane (Diehl 1973).

The nearest existing off-site noise-sensitive use (the STEM Center Annex) would be approximately 200 feet to the east of the proposed Veterans Resource Center building. Conservatively assuming a sound power level of 92 dBA, the noise level at a distance of 200 feet would be approximately 49 dBA. The noise level would be approximately 45 dBA at the nearest residence, approximately 300 feet away. Therefore, noise from on-site mechanical equipment would not exceed the City's stationary-source noise standard (55 dBA L_{eq} daytime, 45 dBA L_{eq} nighttime) as detailed previously, nor would it result in a substantial noise increase. Therefore, impacts associated with on-site mechanical noise would be less than significant.

The Veterans Resource Center would host approximately 6 events per year with approximately 100 to 150 attendees. In addition, an undetermined number of events may be held for the College's community partners. These events would be held during weekday or weekend evenings from 4:00 p.m. to 8:00 p.m. The following events would be held at the Veterans Resource Center:

- Veterans Social: to celebrate student veteran achievements throughout the year.
- Veterans BBQ: to celebrate Veterans Day and Memorial Day
- Student Veterans of America: fundraising events such as a chili cook off, salsa competition, and ticket sales for a veterans benefit concert.

Potential noise impacts at adjacent existing noise-sensitive land uses (the residences to the south and the STEM Center Annex to the east) from the proposed event noise was assessed, using conservative estimates and assumptions regarding the usage of the outdoor space and standard acoustical calculations for noise propagation, and the addition of noise sources.

It was conservatively assumed that 100% of the maximum estimated number of event attendees (i.e., 150 persons) would be speaking with a raised voice, and that this would be continuous throughout a full 1-hour period of time. It was also assumed that amplified music would be limited to a reasonable level. Specifically, the volume of amplified music was assumed to be equivalent to two persons speaking with a raised voice, continually (i.e., equivalent to 300 additional persons). Additionally, it was assumed that events would not be permitted after 10:00 p.m. Thus, the applicable noise standard would be the Municipal Code noise source threshold for daytime (7:00 a.m. to 10:00 p.m.) of 55 dBA L_{eq}. The results of the events noise analysis are summarized in Table 22, and the detailed calculation spreadsheet is contained in Appendix F.

Table 22
Outdoor Events Noise Model Results Summary

Receiver Description	Total Event Noise Level (dBA L_{eq})	Applicable Daytime Standard (55 dBA L_{eq}) Exceeded?	Measured Existing Ambient Noise Level (dBA L_{eq})	Combined Event Noise plus Existing Ambient (dBA L_{eq})	Resultant Increase Above Existing Ambient Noise Level (dBA L_{eq})	Significant Increase?
Nearest Residential Outdoor Land Use (south of project site)	52.9	No	65.0	65.3	0.3	No
STEM Center Annex	51.0	No	60.6	61.0	0.4	No

Notes: dBA = A-weighted decibels; L_{eq} = equivalent continuous sound level (time-averaged sound level).

As shown in Table 22, the estimated noise levels from events would be approximately 53 dBA L_{eq} at the nearest residence to the south, and approximately 51 dBA L_{eq} at the STEM Center Annex to the east. As shown in Table 22, the resultant noise levels from proposed on-site events would not exceed City of Norco noise standards and would not result in a substantial noise level increase compared to existing measured ambient noise levels. Therefore, noise from proposed events would be less than significant. No mitigation is required.

Mitigation Measure(s)

To reduce potentially significant impacts related to construction of the proposed project, the following mitigation is provided.

MM-NOI-1: Prior to grading permit issuance, the Riverside Community College District shall ensure the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise-reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.
- Construction activities should be limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Saturday.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less-Than-Significant Impact. Construction activities have the potential to expose persons to excessive ground-borne vibration or ground-borne noise. Caltrans has collected ground-borne vibration information related to construction activities indicating that continuous vibrations with a PPV of approximately 0.1 inches/second begin to annoy people (Caltrans 2013b). The heavier pieces of construction equipment, such as an excavator, would have PPVs of approximately 0.089 inches/second or less at a distance of 25 feet (DOT 2018). Ground-borne vibration is typically attenuated over short distances. At the distance from the nearest residences to the nearest construction work (approximately 110 feet), and with the anticipated construction equipment, the PPV vibration level would be approximately 0.009 inches/second. This vibration level would be below the vibration threshold of potential annoyance of 0.1 inches/second. During the majority of the rest of the construction work, the distances to the nearest off-site noise- and vibration-sensitive land uses would be substantially greater (approximately 640 feet or more).

The major concern with regard to construction vibration is related to building damage. Construction vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches/second or greater for buildings of reinforced-concrete, steel, or timber construction. The heavier pieces of construction equipment used would include typical construction equipment for this type of project, such as backhoes, front-end loaders, and flatbed trucks. Pile driving, blasting, and other special construction techniques would not be used for construction of the proposed project; therefore, excessive ground-borne vibration and ground-borne noise would not be generated. Vibration levels from project construction would be less than the thresholds of annoyance and potential for structural damage. Operation of the proposed project would not result in any sources of vibration. Therefore, impacts would be less than significant.

c) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the project site is Corona Municipal Airport, which is located approximately 2.1 miles southwest of the project site. According to Riverside County Airport Land Use Compatibility Plan (Riverside County ALUC 2004), the project site is located outside of the Corona Municipal Airport's influence area boundary. Thus, air traffic noise associated with the airport would not expose construction workers, operational staff, students or visitors to excessive noise levels. Therefore, no impacts associated with public airport and associated air traffic noise would occur.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14 Population and Housing

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-Than-Significant Impact. The proposed project would not directly induce substantial population growth in the area, because residential units are not proposed as part of the project. However, the proposed project would require temporary construction workforces, which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the Veteran's Resource Center building and associated on-site improvements. The number of construction workers needed during any given period would largely depend on the specific stage of construction but would likely average a few dozen workers at any given time throughout the workday. These short-term

positions are anticipated to be filled primarily by workers who reside in the project area vicinity; therefore, construction of the proposed project would not generate a permanent increase in population within the project area.

Once operational, the project would consist of a new building for the Veterans Resource Center. The District, as the lead agency, has anticipated the addition of such a space as part of its master planning efforts for the College. Under existing conditions, the Veterans Resource Center already operates within the Student Services Building. However, as the College's student veteran population has increased in recent years, the Veterans Resource Center has outgrown its current facilities. The proposed project would provide the Veteran's Center with a larger and state-of-the-art space that would allow it to continue to provide services to its student veteran population. These services would include mental health services, financial aid, academic counseling, tutoring, study spaces, and other support services. However, once operational, the existing staff would relocate to the new Veterans Resource Center, and additional staff would not be required..

Further, the proposed project would generally connect to existing utilities and infrastructure located adjacent to the project site. The proposed project would not construct new or extend existing utilities or infrastructure into areas not currently served by such improvements. Thus, the proposed project would not indirectly induce population growth, and no impacts associated with population growth inducement would occur.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project consists of the construction of a new Veterans Resource Center on an existing lot within the college boundaries. The proposed project would not displace existing housing or people and would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

3.15 Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-Than-Significant Impact. The City has two fire stations within the boundaries of the City: Fire Station No. 21 (the Corydon Avenue Fire Station, 3367 Corydon Avenue) and Fire State No. 22 (Sixth Avenue Fire Station, 3902 Hillside Avenue). The Corydon Avenue Fire Station is within 3 miles of the proposed project site and would likely service Norco College as needed. The station houses a 1,500-gallon-per-minute first-line fire engine, a reserve engine, and paramedics, and is staffed 24 hours a day, 7 days a week. The City also has mutual aid responses from Corona City Fire Department and CAL FIRE for large vegetation or structure fires.

Although the proposed project may require fire protection and/or paramedic services in the event of an emergency, the project is not expected to result in the need for new or physically altered fire facilities, or result in the stations' inability to maintain acceptable service ratios, response times, or other performance objectives. The increase in demand for fire protection services due to the proposed project would result in a less-than-significant impact.

Police protection?

Less-Than-Significant Impact. While the City of Norco is served by the City's Police Department in order to address any issues in and around the Norco College, the District has their police department, with 28 sworn officers, 3 sergeants, 4 detectives, 16 sworn police officers, and 28 community service officers (non-sworn) (Norco College 2018b). The bulk of the District police department staff are located at the main college in Riverside; however, there

are a number of full-time officers assigned to Norco College, as well as a number of community service officers and part-time officers for shift overlap and special services. The proposed project is not anticipated to place a new demand on the existing police functions and would only be involved the relocation of a use that already occurs within the College. Therefore, the proposed project would result in a less-than-significant impact to police protection services.

Schools?

No Impact. As discussed previously in Section 3.13(a), construction and operation of the proposed project would not increase the population within the area. The proposed project is necessary in order to provide the Norco College Veterans Resource Center with an appropriately sized facility to serve Norco College's population of student veterans. Therefore, the project would not generate the need for additional school capacity. No impact would occur.

Parks?

Less-Than-Significant Impact. As discussed previously in Section 3.13(a), construction and operation of the proposed project would not increase the population within the area. The proposed project is necessary in order to provide the Norco College Veterans Resource Center with an appropriately sized facility to serve Norco College's population of student veterans. The proposed project would result in a small reduction in the amount of passive recreation trails that exist on site. Additionally, the Norco Horse Trail located adjacent to the project's northern boundary would not be affected by the project. Given that the proposed project would maintain recreational opportunities on the project site, the project would not generate the need for additional parks. Impacts would be less than significant.

Other public facilities?

No Impact. The proposed project would not result in adverse impacts related to the provision of other public facilities, including emergency medical services or libraries. The proposed project is needed under existing conditions and would not contribute to significant growth in the surrounding community and would result in additional demand for public facilities. No impacts to other public facilities are anticipated.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16 Recreation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. The proposed project does not include any residential uses that may increase the utilization of existing neighborhood parks in the vicinity such that substantial physical deterioration of the facility or an increase in park facilities would occur or be accelerated. The proposed project involves the construction and operation of a Veterans Resource Center. No impacts related to the increase of use to existing parks will occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less-Than-Significant Impact. As discussed previously in Section 3.14, the project site currently contains a veteran's park that consists of passive recreation trails. As discussed throughout this MND, although the project would not include the construction of recreation facilities, proposed construction would result in less-than-significant physical effects on the environment. Therefore, impacts with the proposed recreational facilities would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17 Transportation and Traffic

a) Would the project conflict with a program plan, ordinance or policy addressing the performance of the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-Than-Significant Impact. A Focused Traffic Analysis for the Norco College Veterans Resource Center was prepared by Dudek in March 2019 and is included as Appendix B of this MND. The technical memorandum includes a description of the roadway system, existing traffic, bicycle, pedestrian and transit conditions in the vicinity of the proposed project, and provides an estimate of the project's trip generation for the daily, and AM and PM peak hour conditions.

Since the proposed project would primarily cater to College functions for veteran students, the analysis used the traffic generation rates provided by the ITE Trip Generation Manual, 10th edition (2017) for Junior/Community College (ITE Land Use Code 540) to calculate trips generated by the proposed project. Table 23 provides a summary of the project trip generation.

Table 23
Project Trip Generation

Land Use	Size/Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Rates[1]								
Junior/Community College (ITE 540)[1]	Per TSF	20.25	1.59	0.48	2.07	0.93	0.93	1.86
Trip Generation								
Norco Veterans Resource Center	2.500 TSF	51	4	1	5	3	2	5

Notes: TSF – thousand square feet
[1] Trip rates from the ITE 2017.

As shown in Table 23, the proposed project would generate approximately 51 average daily trips, including 5 AM peak hour trips (4 inbound and 1 outbound) and 5 PM peak hour trips (3 inbound and 2 outbound). Because the project would generate a low number of daily traffic and peak hour trips that would be part of existing college related activities, it would not cause a measurable impact to the roadway segment and intersections in the study area. The project would not create any significant traffic impacts, and a comprehensive traffic impact analysis for the proposed project would not be warranted.

The project would not conflict with any of the goals or policies included in the City of Norco General Plan Circulation Element (City of Norco 2000). As such, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

Less-Than-Significant Impact. Per CEQA Guidelines Section 15064.3 b(1), for land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. CEQA Guidelines Section 15063 (c)(3)(C), recommends screening thresholds for land use projects to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. Per the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), in the absence of substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with an SCS or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

The project would be part of existing College-related activities, and would not increase student enrollment or employees by itself. The proposed project would generate approximately 51 daily trips, which is lower than 110 trips per day screening threshold for small projects, and therefore it is not anticipated to generate a significant level of VMT to cause a significant transportation impact. As such, the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Impacts would be less than significant.

c) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-Than-Significant Impact. Vehicular access to the proposed project would be via existing John F. Kennedy Middle College High School (JFK MCHS) - STEM Center driveway connecting to Third Street. This access leads to the existing parking lot, east of the project site, which would be expanded to include additional spaces. The proposed project would include exterior site improvements, such as landscaping, a vehicle drop-off area, associated parking, and a pedestrian access from Third Street, which would enhance project's connectivity to the existing setting. As such, the project would not substantially increase hazards due to a roadway design feature or incompatible uses. Impact would be less than significant.

d) Would the project result in inadequate emergency access?

Less-Than-Significant Impact. All project-related traffic would access the existing parking lot via the JFK MCHS-STEM Center driveway-Third Street intersection. The project would not adjust or alter Third Street or access to the parking area and therefore would not create significant impediments for emergency access. Norco College has implemented traffic management measures (traffic cones and barricades at JFK MCHS-STEM Center driveway–Third Street and Windy Way–Third Street intersections) that prohibit left turns in and out of Third Street. However, adequate emergency access would be provided during both short-term construction and long-term operation of the proposed project. Construction of the proposed project would not involve any street or driveway closures that could impede emergency access. Additionally, vehicular trips for the project would be low and not cause any adverse traffic impacts. Therefore, impacts to emergency access would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

3.18 Tribal Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less-Than-Significant Impact. As previously discussed in Section 3.5(a), the project site does not contain any resources that are either listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Therefore, impacts associated with historical resources would be less than significant.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less-Than-Significant Impact With Mitigation Incorporated. The Sacred Lands Files search conducted by the NAHC failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC provided a list of 34 Native American groups and individuals who may have knowledge of cultural resources in the project area. Letters were sent to each of the 34 representatives, requesting any knowledge of resources in the project area.

To date, the District received responses from four tribes, which requested formal consultation:

- Gabrieleño Band of Mission Indians—Kizh Nation
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño Indians

Gabrieleño Band of Mission Indians—Kizh Nation

The Gabrieleño Band of Mission Indians—Kizh Nation provided a written request for consultation on January 9, 2019. In response to the tribe's request, the District provided the draft Cultural Report via email on February 13, 2019. The tribe confirmed that the project location was outside of their ancestral tribal territory and asked the District to defer to other tribes.

Pechanga Band of Luiseño Indians

The Pechanga Band of Luiseño Indians provided a written request for consultation on January 24, 2019. A conference call between the District and the tribe occurred on March 1, 2019. As a follow up to the call, the tribe requested information regarding the project grant, and requested the archeological, cultural, and tribal cultural resources section of the MND for review. The District sent the draft Cultural Report and grant information on March 15, 2019. The District emailed the

tribe to confirm there were no further questions on March 28, 2019, and April 29, 2019. The tribe confirmed consultation was complete on April 29, 2019.

Rincon Band of Luiseño Indians

The Rincon Band of Luiseño Indians provided a written request for consultation. A conference call between the District and the tribe occurred on March 21, 2019. The tribe requested that Worker Environmental Awareness Program training be provided to construction workers prior to earthwork and asked for an example of the PowerPoint presentation slides. A sample PowerPoint presentation was sent to the tribe on March 21, 2019. No further comments were received from the tribe. The tribe confirmed consultation was complete on April 5, 2019.

Soboba Band of Luiseño Indians

The Soboba Band of Luiseño Indians provided a written request for consultation. A conference call between the District and the tribe occurred on March 28, 2019. The tribe requested a copy of the proposed tribal cultural resource mitigation measures. The draft mitigation measures were sent to the tribe on April 2, 2019. The tribe sent a list of suggested edits to the draft mitigation measures on April 2, 2019. The tribe recommended that a monitor be present during all earth-moving activities. The District replied on April 29, 2019, offering the tribe an opportunity to spot check during the earth-moving activities. The District and the tribe coordinated via email until the tribe and the District agreed on a final draft of the mitigation measures on May 28, 2019.

During the formal consultation process, the District provided each tribe with proposed mitigation, and after consultation with the tribes, determined that implementation of **MM-TRC-1** and **MM-TRC-2** would appropriately mitigate impacts to tribal cultural resources to less-than-significant levels. Therefore, with implementation of **MM-TRC-1** and **MM-TRC-2**, the project would have a less-than-significant impact with respect to tribal cultural resources.

MM-TRC-1 Worker Environmental Awareness Program Training shall be provided for all construction personnel involved in the new ground disturbance. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the

significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act (CEQA; 14 CCR 15064.5(f), California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g., preparation of an archaeological treatment plan, testing, or data recovery) may be warranted. If Native American resources are discovered or are suspected, Native American tribes, as indicated by the Native American Heritage Commission, shall be notified to evaluate the significance of the resource.

MM-TRC-2 In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19 Utilities and Service Systems

a) Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?

Wastewater Treatment Facilities

Less-Than-Significant Impact. The WMWD manages the wastewater for the proposed project service area. According to the WMWD's updated 2015 UWMP, the wastewater collection system for the College is serviced by the WMWD (2016). The WMWD currently treats wastewater via the Western Water Recycling Facility and the West Riverside County Regional Wastewater Treatment Plant. These two plants process the bulk of the WMWD's

service area, aside from a small portion treated by the City of Riverside. The City is primarily serviced by the West Riverside County Regional Wastewater Treatment Plant, which has a design capacity of 14 million gallons per day, providing more than sufficient wastewater capacity for the proposed project and growth within the WMWD service area. Both facilities produce tertiary effluent as part of their processes, which is suitable for subsequent uses such as irrigation but is typically cleaned and discharged into the Santa Ana River. However, according to the 2015 UWMP, the City of Norco is anticipated to take up to 895 acre-feet per year of recycled water to be used for landscaping needs and to supply Lake Norconian (WMWP 2016).

Existing sewer infrastructure is located within roadways surrounding the Norco College campus and the proposed project site, and it is anticipated to have adequate capacity to serve the proposed project. The proposed project would only minimally increase Norco College's wastewater generation and would not require any necessary improvements to existing infrastructure serving the project site. The project would not result in the need for additional wastewater treatment capacity or infrastructure beyond what is already planned as part of the WMWD and City planning efforts. The District would construct all necessary infrastructure extensions of existing lines to the site in order to meet the sewer demands of the project. In addition, the District would pay all applicable connection fees and monthly usage charges that may be necessary as part of the final project. Any potential impacts related to wastewater would be less than significant.

Water Treatment Facilities

Less-Than-Significant Impact. Please refer to Section 3.18(d), below. The proposed project's water demands would be served by existing water supplies, and the project would not require the construction of new water treatment facilities. Existing water conveyance infrastructure is located within roadways surrounding the Norco College and the proposed project site, and it is anticipated to have adequate capacity to serve the proposed project. The proposed project would only minimally increase Norco College's water demand and would not require any necessary improvements to existing infrastructure serving the project site. The project would not result in the need for additional water conveyance infrastructure beyond what is already planned as part of the WMWD and City planning efforts. The District would construct all necessary infrastructure extensions of existing lines to the site in order to meet the water demands of the project. In addition, the District would pay all applicable connection fees and monthly charges that may be necessary as part of the final project. Any potential impacts related to water would be less than significant. Therefore, impacts associated with the construction of new or expanded water treatment facilities would be less than significant.

Storm Water Facilities

Less-Than-Significant Impact. Under existing conditions, the majority of the project site is undeveloped. Thus, implementation of the project would increase the amount of impervious areas on site and alter the existing drainage patterns. The project would be required to conform to all applicable federal, state, and local requirements, including the current MS4 Permit adopted by the Santa Ana RWQCB. Compliance with these requirements would ensure the new drainage system is designed with adequate capacity to capture stormwater flow. Therefore, impacts associated with the construction of new or expanded stormwater facilities would be less than significant.

Other Facilities

Less-Than-Significant Impact. As part of the proposed project, utility service lines, including those for electric power, natural gas, and telecommunications services, would be extended from their current locations within the College campus to the project site for operation of the proposed project. Given that the activity of connecting utilities from their current locations on campus to the proposed project would require ground disturbance and the use of heavy machinery associated with trenching, the connection of these utility services to the proposed project could potentially result in environmental effects. However, the extension of these utility lines is part of the proposed project analyzed herein. As such, any potential environmental impacts related to these components of the proposed project are already accounted for in this MND as part of the impact assessment conducted for the entirety of the proposed project. No adverse physical effects beyond those already disclosed in this MND would occur as a result of implementation of the proposed project's utility system connections. Additionally, the project would constitute a nominal increase in utility usage, which has already been accounted for in growth projections for the College, City, and by each utility provider. No modifications to utility infrastructure would be necessary outside of the project site. As such, impacts associated with the construction or expansion of utility line connections would be less than significant.

b) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, and reasonably foreseeable future development during normal, dry and multiple dry years or are new or expanded entitlements needed?

Less-Than-Significant Impact. The California Urban Water Management Planning Act (Water Code Sections 10610–10656) requires water utilities providing water for municipal uses to more than 3,000 customers or supplying more than 3,000 acre-feet per year to prepare a UWMP every 5 years. The proposed project would be served by the WMWD,

which last updated their UWMP in 2016. The vast majority of the water for the WMWD's service area is part of the State Water Project, along with wholesale supplies purchased from the Metropolitan Water District. Additionally, the Arlington Desalter provides high-quality water sources to the City. According to the 2015 UWMP, the WMWD has determined that water resources are sufficient to handle all projected growth within their service area, including during multiple dry years (WMWD 2016).

A Water Supply Assessment for the proposed project is not required pursuant to California Water Code, Section 10910, since the project as proposed does not meet the criteria under California Water Code, Section 10912, nor does it meet the definition of a "water demand project" pursuant to State CEQA Guidelines, Section 15155(a). Based on the site engineering and design plans, the District would construct all necessary infrastructure extensions of existing lines to the site in order to meet the water and sewer demands of the project. The District would also install all necessary fire service with backflow device lines and fire hydrants to ensure a reliable and appropriate water source exists on site for firefighting purposes. In addition, the District would pay all applicable connection fees and monthly usage charges to the City for the provision of water to the project site.

Due to the limited water requirements for the proposed project, sufficient capacity for both domestic water and sewer is reasonably expected. Moreover, based on WMWD's 2015 UWMP, the City's projected water supplies are expected to be sufficient to meet the additional water demand resulting from the proposed project, in addition to existing and planned future uses. Impacts would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-Than-Significant Impact. As discussed previously in Section 3.18(a), the proposed project would only minimally increase Norco College's volume of wastewater treated by the wastewater treatment provider (WMWD). The proposed project would not result in the determination by WMWD that it does not have sufficient capacity to serve the proposed project's anticipated wastewater demand. As previously discussed, the WMWD maintains sufficient wastewater infrastructure and service capacity and the proposed project will produce minimal wastewater. Impacts would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-Than-Significant Impact. The Riverside County Waste Management Department manages Riverside County's solid waste system through the provision of facilities and programs that meet or exceed all applicable local, state, federal, and land use regulations. The department manages seven Riverside County Sanitary Landfills: Badlands, Blythe, Desert Center, El Sobrante, Lamb Canyon, Mecca II, and Oasis (RCDWR 2018). Each of these landfills has sufficient capacity to accommodate the project's minimal solid waste disposal needs and are permitted to receive non-hazardous municipal solid waste (CalRecycle 2018).

Construction of the proposed project would consist of the clearing of existing on-site improvements (i.e., concrete curbs and landscaping) and is not anticipated to generate substantial amounts of waste. Any number of local landfills typically utilized by the City of Norco has sufficient capacity to accommodate this volume of non-hazardous waste. Only minimal waste is anticipated once the proposed operations center is built, and the College can easily handle it as part of its day-to-day waste stream. Any impacts related to solid waste would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Impact. The proposed uses for the project site are consistent with surrounding educational uses of the site. The proposed project would not violate any adopted federal, state, and local policies and regulations related to solid waste. Compliance with these regulations would result in a less-than-significant impact.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20 Wildfire

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. As discussed in Section 3.9(f), Third Street is the only roadway that provides ingress and egress for the Norco College campus; therefore, Third Street is a de facto emergency access route for Norco College. Construction of the project, including construction of the project driveway, would cause temporary lane closures within Third Street and could temporarily obstruct emergency access. However, in order to execute improvements within the Third Street right-of-way, the District would be required to obtain an encroachment permit from the City. As a requirement for the City's encroachment permit, the project would be required to prepare and submit a TCP. The TCP would define the locations of all lanes that would need to be temporarily closed due to construction activities, and also define the use of flag persons, warning signs, lights, barricades, cones, and other necessary measures for each construction closure. The TCP would also include provisions to accommodate emergency services at all times, such as stopping work for emergency vehicle passage and short detours around project construction. Police departments, fire departments, ambulance services, and paramedic services would be noticed at least 1 week in advance of each closure by the District. These provisions would ensure that Third Street would be able to continue to provide emergency access throughout the duration of project construction. Further, the project would not interfere with the District's ability to implement its Emergency Operations Plan.

Once constructed, operation of the proposed project would not result in any actions that would significantly impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts associated with adopted emergency response plans or emergency evacuation plans are less than significant.

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-Than-Significant Impact. According to maps prepared by CAL FIRE, much of the project site is located within a Very High Severity Fire Hazard Zone (CAL FIRE 2010). The proposed project is located in an area where urban development currently exists and is not susceptible to the threat of fire from wildlands. While there is a substantial amount of open space around Lake Norconian to the north of the Norco College campus, this area does not represent a significant source of wildland fire risk, and the proposed project itself is not located within a fire hazard area.

As such, in the unlikely event of a wildfire in the areas proximate to the project site, all occupants at the project site and College would evacuate the area, as directed by local fire officials. Additionally, the project would be located within the existing College campus, on a flat project site, surrounded by existing development. As such, the proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors. Therefore, impacts would be less than significant.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-Than-Significant Impact. Under the existing conditions, the project site is undeveloped, but several landscape features exist throughout, including young planted ornamental trees, decomposed granite walkways, and a stand of flags located at the northern end of the project site. The proposed project would not involve installation or maintenance of infrastructure that would exacerbate fire risk. Although the proposed project would involve installation of utilities within the project site, these utilities would be located underground, and therefore would not exacerbate fire risk. Therefore, impacts associated with installation or maintenance of associated infrastructure resulting in exacerbated fire risk would be less than significant.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less-Than-Significant Impact. There is no evidence of slope instabilities at the site and there are no significant slopes located on or near the project site that may be considered susceptible to seismically induced landslides. The proposed project is located on relatively flat land aside from a 10-foot-high dirt lip along the south edge of the site. During the grading phase of the project, the project site would be leveled and the south slope would be removed. Therefore, the project site would not include any significant slopes that may be considered susceptible to landslides, post-fire instability, or drainage changes. As such, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.21 Mandatory Findings of Significance

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less-Than-Significant Impact With Mitigation Incorporated. As discussed in Section 3.4, through implementation of **MM-BIO-1** through **MM-BIO-3**, the project would not result in significant impacts to biological resources. In addition, because of the low potential for the inadvertent discovery of cultural resources within the project site, the project archaeologist determined that no additional management recommendations are necessary beyond standard measures to address unanticipated discoveries of archaeological resources, as outlined in **MM-CUL-1**. In the event that intact paleontological resources are located on the project area, ground-disturbing activities associated with construction of the proposed project, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of **MM-GEO-1**, impacts would be reduced to below a level of significance. During the formal consultation process, the District provided each tribe with proposed mitigation, and after consultation with the tribes, determined that implementation of **MM-TRC-1** and **MM-TRC-2** would appropriately mitigate impacts to tribal cultural resources to less than significant levels. Therefore, with mitigation incorporated, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less-Than-Significant Impact with Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and

the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project-related biological resources, cultural resources, geological resources, and tribal cultural resources impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with biological resources, cultural resources, geological resources, and tribal cultural resources impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's biological resources, cultural resources, geological resources, and tribal cultural resources impacts would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, by incorporating all mitigation measures outlined herein, the project would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, the project would result in individually limited, but not cumulatively considerable, impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-Than-Significant Impact With Mitigation Incorporated. As evaluated throughout this document, with incorporation of mitigation, environmental impacts associated with the proposed project would be reduced to less-than-significant levels. Thus, the proposed project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with incorporation of mitigation.

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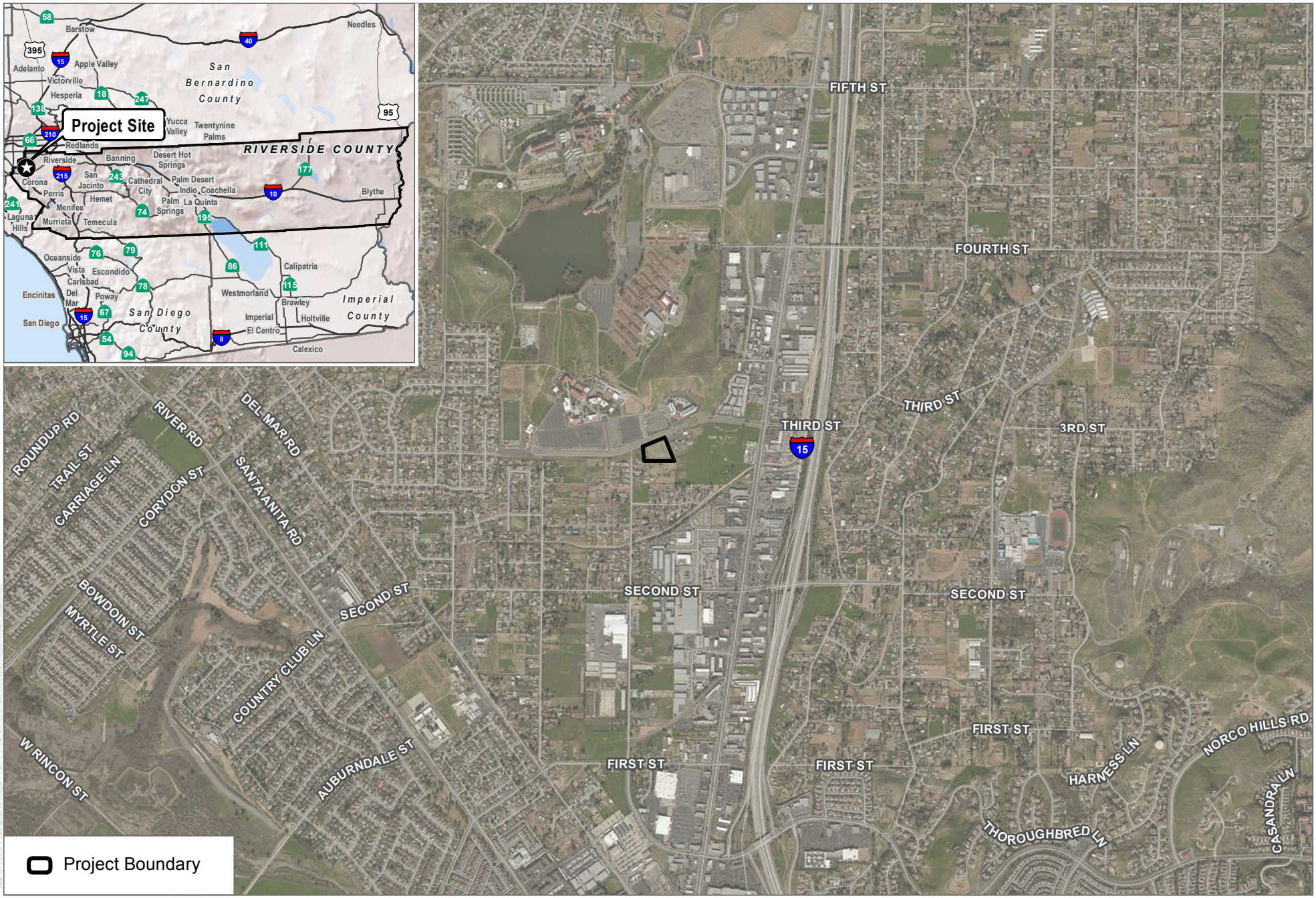
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4.2 List of Preparers

Dudek

Rachel Struglia, Principal in Charge
Caitlin Munson, Environmental Planner
Patrick Cruz, Environmental Analyst
Brad Comeau, MA, RPA, Archaeologist
Mike Greene, Senior Acoustician
Tyler Friesen, GIS
Nina Isaieva, PhD, GIS
Amy Seals, Senior Technical Editor



SOURCE: NAIP 2016

DUDEK

0 1,000 2,000 Feet

FIGURE 1

Project Location

Norco College Veterans Resource Center MND

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SOURCE: Ruhnau CLarke Architects 2018

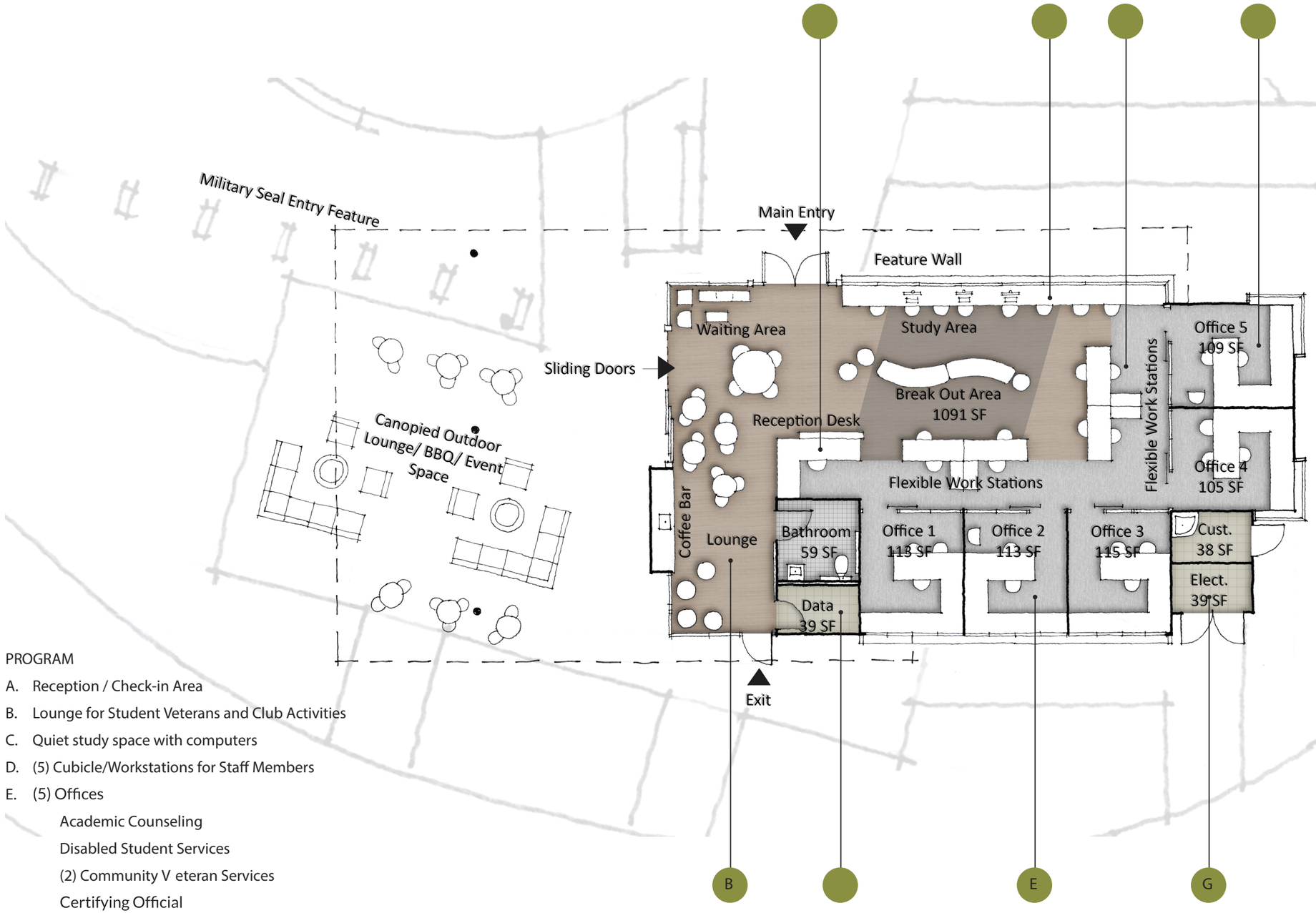
FIGURE 2

Site Plan

Norco College Veterans Resource Center MND

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PROGRAM

A. Reception / Check-in Area
B. Lounge for Student Veterans and Club Activities
C. Quiet study space with computers
D. (5) Cubicle/Workstations for Staff Members
E. (5) Offices
   - Academic Counseling
   - Disabled Student Services
   - (2) Community V eteran Services
   - Certifying Official
G. Utility Rooms (Restrooms / IT (Data) / Electrical

SOURCE: Ruhnau CLarke Architects 2018

FIGURE 3

Interior Layout

Norco College Veterans Resource Center MND

DUDEK

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SOURCE: Ruhnau CLarke Architects 2018

FIGURE 4

Visual Simulation

Norco College Veterans Resource Center MND

DUDEK

Path: Z:\Projects\11730\1\MAP\DOC\MND

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SOURCE: Bing Maps 2019

DUDEK

0 150 300 Feet

FIGURE 5

Noise Measurement and Modeling Locations

Norco College Veterans Resource Center MND

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