2050
GENERAL PLAN UPDATE

DRAFT
PROGRAM ENVIRONMENTAL IMPACT REPORT

SCH No. 2024110840

AUGUST 2026

CITY OF
NORCO
HORSETOWN USA

City of Norco

2050

General Plan Update

Program Environmental Impact Report

SCH No. 2024110840

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ES. Executive Summary

ES.1 Introduction

This document is a Program Environmental Impact Report (PEIR) with respect to the proposed Norco 2050 General Plan Update (GPU) and has been prepared by the City of Norco (City) to comply with the California Environmental Quality Act (CEQA).

CEQA requires that projects subject to an approval action by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. Section 15050 of the *CEQA Guidelines* states that environmental review shall be conducted by the Lead Agency, defined in *CEQA Guidelines* Section 15367 as the public agency with principal responsibility for approving a project. The project is subject to approval actions by the City, which is therefore Lead Agency for CEQA purposes.

In accordance with *CEQA Guidelines* Section 15123, this section of the PEIR provides a brief description of the project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

ES.2 Overview of the Proposed Project

a. Project Objectives

Most development projects have focused objectives that reflect a need for the provision of new development, such as a school, a shopping center, or an office building; or the objectives reflect a landowner's goals for developing to the "highest and best use." In the case of the proposed 2050 GPU, no individual development projects are being evaluated. Rather, the *2050 General Plan* is a comprehensive set of objectives to guide the growth and development of the city over the next 25 years. In a broad sense, the objectives of the project can be broken down as follows:

- Keep Norco "Norco;"
- Preserve Norco's small-town character;
- Support and attract businesses;
- Establish a more prominent downtown environment;
- Position Norco as a prime visitor destination;
- Create safe streets and trails; and
- Expand and enhance Norco's amenities and services.

More detailed objectives of the 2050 GPU are reflected in the numerous Goals and Policies of the *General Plan*. These statements are referenced and listed throughout Section 4.0 (*Subsections 4.1* through *4.19*) of this PEIR.

b. Project Location

Norco lies approximately 50 miles southeast of downtown Los Angeles within the northwest corner of Riverside County, near the confluence of Riverside, San Bernardino, and Orange Counties. The growing urban areas of San Bernardino County lie to the north and connect directly with Norco via the Interstate 15 (I-15) freeway. Orange and Los Angeles Counties lie to the west and connect to Norco via the 91 and 71 Freeways. The majority of Riverside County lies directly to the east, connecting to Norco via State Route (SR) 91 just south of the city and SR 60 approximately five miles to the north. To the south lies the rapidly urbanizing area of southwestern Riverside County that connects to Norco via the I-15 freeway. Norco is bordered by the cities of Eastvale and Jurupa Valley to the north, Corona to the west and south, and Riverside and unincorporated Riverside County to the east.

c. Project Characteristics

The City is preparing a comprehensive update of the City of Norco *General Plan* in response to changes in conditions in the city and new State laws enacted since the preparation of the current *General Plan*, such as Assembly Bill (AB) 1358 (Complete Streets), Senate Bill (SB) 99 (Evacuation Analysis), SB 379 (Climate Adaptation), SB 932 (Safe Systems), SB 1241 (Wildfire Hazards), and SB 1000 (Environmental Justice).

The *2050 General Plan* includes updates of the following elements required by State Planning and Zoning Law: (1) Land Use and Community Character, including the Land Use Map; (2) Open Space; (3) Public Facilities and Services; (4) Mobility and Access; (5) Resource Conservation and Management; (6) Safety; and (7) Noise. The updates to these elements address environmental justice in accordance with California Government Code Section 65302. The City's 2021–2029 Housing Element was certified in 2022, and no update is proposed at this time.

The *2050 General Plan* includes goals, policies, and implementation actions developed based on community outreach to advance the City's vision and community priorities. The city is largely developed at this time with equestrian-oriented, large-lot, residential neighborhoods with a rural and agricultural atmosphere. Commercial uses in the city are primarily located along Sixth Street, Hamner Avenue, and River Road.

ES.3 Summary of Environmental Impacts and Mitigation Measures

Table ES-1, Summary of Project Impacts, Mitigation Measures, and Level of Impact After Mitigation—Norco General Plan Update PEIR presents a summary of environmental impacts and any associated mitigation measures.

ES.4 Alternatives to the Proposed Project

a. No Project/Existing General Plan Alternative

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (*CEQA Guidelines*, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project/Existing General Plan Alternative assumes that the proposed 2050 GPU would not be adopted.

b. Norconian Resort Site Alternative

This alternative would implement the Norco 2050 GPU, as evaluated in this PEIR, with additional land uses on the Norconian Resort Site. It should be noted that the Norconian Resort Site Alternative would implement all the same Goals and Policies outlined in the *2050 General Plan*. The additional growth that would occur under this alternative would be associated with the Norconian Resort Site, once one of the nation's premier destinations with a rich and layered history.

ES.5 Areas of Known Controversy and Issues to be Resolved

There are no areas of known controversy and no issue to be resolved. In accordance with AB 52 and SB 18, the City has consultation scheduled and is ongoing with the Pechanga Band of Indians.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	Aesthetics		
a) Would the project have a substantial adverse effect on a scenic vista?	Less than Significant Impact. Future development projects will be required to conform with applicable policies and *Municipal Code* regulations, such as the Norco *Municipal Code* Chapter 18.41 "Architectural Review," which includes design review that assesses the extent to which the proposed development project considers and protects visual resources. Therefore, potential impacts to public views or scenic vistas associated with buildout of the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project substantially damage scenic resources, including, but not limited to, unique mature trees, unique rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact. The I-15 is designated as an eligible State scenic highway that travels in a generally north-south direction and provides views of the Equestrian Historic District and Equestrian Landmarks within the city, which serve to preserve the City's animal-keeping and equestrian heritage. Notwithstanding, the City would implement the Land Use and Community Character and Conservation policies in the *2050 General Plan* to ensure that impacts to scenic resources are reduced.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
c) Would the project 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; or	Less than Significant Impact. Although visual character would change throughout the city with new development, the change would be consistent with or enhance existing surroundings and would not be degraded. As future projects are planned, they would adhere to the applicable policies and regulations. Therefore, potential impacts to visual character associated with the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
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. All future development projects would be required to comply with *2050 General Plan* policies and regulations that concern light and glare, including lighting standards for each zoning designation provided in the City *Municipal Code*. In addition to guidance provided by the *2050 General Plan* Goals and Policies, the City's *Municipal Code* Chapter 15.12 "Security and Safety Standards" provides lighting standards regulating energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the city.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	Agricultural Resources		
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use?	No Impact. There are no lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Planning Area, there would be no impact to lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance following buildout of the 2050 GPU.	No mitigation measures are required.	No Impact.
b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?	Less Than Significant Impact. According to the California Department of Conservation Williamson Act contract map, there are no active Williamson Act contracts within the city. Therefore, there would be no conflict with an existing zoning for agricultural use or a Williamson Act contract.	No mitigation measures are required.	Less Than Significant Impact.
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	No Impact. There is no Timberland Production or equivalent zoning district in the City of Norco, nor are there any zoning districts in the city that allow timber production as a use by right. Therefore, there is no component of the proposed 2050 GPU that has the potential to conflict with zoning for, or cause	No mitigation measures are required.	No Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
(as defined by Government Code Section 51104(g))?	rezoning of, "forest land," "timberland," or lands zoned Timberland Production.		
d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact. The City of Norco does not contain any forest land areas within city limits, therefore, there would be no loss of forest land because of the proposed 2050 GPU buildout. Further, Riverside County provides a map of forestry resources within the County in the Multipurpose Open Space element of their general plan. According to the Riverside County General Plan, the City of Norco is designated "Cities" and does not contain forestry resources.	No mitigation measures are required.	No Impact.
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. There are no forest lands present within the City of Norco. Therefore, buildout of the 2050 GPU would not result in significant adverse impacts to the conversion of forest land to non-forest use	No mitigation measures are required.	No Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	Air Quality		
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact. Future development facilitated by the 2050 GPU would continue to be subject to applicable SCAQMD regulations, the Norco *Municipal Code*, and project-specific environmental review, as appropriate. Accordingly, the 2050 GPU would not conflict with or obstruct implementation of the AQMP or other applicable regional air quality planning efforts. Therefore, impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project result in a cumulatively 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. Future discretionary development projects facilitated by the 2050 GPU would continue to undergo project-specific review and would be required to comply with applicable SCAQMD regulations. Through implementation of the *2050 General Plan's* land use framework, *Goal C-7* and associated Air Quality Element policies, and applicable regulatory requirements, the 2050 GPU would support regional efforts to attain applicable air quality standards and would not result in a cumulatively considerable contribution to regional criteria pollutant	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	emissions. Therefore, impacts would be less than significant.		
c) Would the project expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact. Future development projects with the potential to expose sensitive receptors to substantial pollutant concentrations would continue to be evaluated during project-specific environmental review and would be required to comply with applicable SCAQMD regulations and other regulatory requirements. Through implementation of *Goal C-7*, associated Air Quality Element policies, and applicable regulatory requirements, exposure of sensitive receptors to substantial pollutant concentrations would be minimized. Therefore, impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
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. Future development projects would continue to be subject to applicable SCAQMD regulations, the Norco *Municipal Code*, and project-specific review processes intended to minimize nuisance conditions and land use compatibility conflicts. Because odor-generating emissions associated with future development would generally be localized,	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	intermittent, and subject to existing regulatory controls, implementation of the 2050 GPU would not result in odor impacts affecting a substantial number of people. Therefore, impacts would be less than significant.		
	Biological Resources		
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 CDFW or USFWS?	Less Than Significant Impact. As future development is planned, it must also adhere to applicable 2050 GPU policies. Adherence to 2050 GPU policies would ensure that sensitive species are protected and impacts to these sensitive species would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
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, and regulations or by the CDFW or USFWS?	Less Than Significant Impact. As future development is planned, it must also adhere to applicable 2050 GPU policies and regulations; the intent of which is to provide the protection and conservation of sensitive natural communities and species. Adherence to these and other policies would ensure that riparian habitats are maintained, and impacts are minimized. Impacts to	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	sensitive vegetation communities and riparian habitat associated with development facilitated by the 2050 GPU would be less than significant.		
c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact. Direct impacts would require a Section 404 permit for impacts to U.S. Army Corps of Engineers (USACE) jurisdictional waters, and a Section 1602 Streambed Alteration Agreement for impacts to CDFW jurisdictional waters, and a Section 401 Water Quality Certification for impacts to RWQCB jurisdictional waters.	No mitigation measures are required	Less Than Significant Impact.
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. Future developments would be required to comply with applicable Federal, State, and regional laws and regulations that concern the preservation of significant wildlife movement corridors, including the WR-MSHCP, MBTA, and CEQA. As future projects are planned, they must adhere to applicable *2050 General Plan* policies and regulations, which would ensure that land use and development regulations are applied to reduce developmental impacts to sensitive biological areas such as wildlife movement	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	corridors. Accordingly, impacts to wildlife corridors would be less than significant.		
e) Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	Less Than Significant Impact. Development facilitated by the 2050 GPU would adhere to Conservation Element Policies of the *2050 General Plan*, which would ensure that potential impacts to biological resources within the city are taken into consideration and reduced or minimized in conjunction with future development.	No mitigation measures are required.	Less Than Significant Impact.
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. All future development would be required to undergo project-specific environmental review pursuant to CEQA, which requires an evaluation of impacts with respect to conflict with the WR-MSHCP and mitigation for significant impacts. As future projects are planned, they must adhere to applicable *2050 General Plan* policies. Therefore, future development would not conflict with the WR-MSHCP, and impacts associated with growth forecast under the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
	Cultural Resources		

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* §15064.5?	Less than Significant Impact. Conformance with specific *2050 General Plan* policies would ensure that new development would preserve and take into consideration historical resources, such as the City's Equestrian Historic District and Equestrian Landmark, and Beacon Hill, when proposed. Therefore, potential impacts to historical resources associated with growth accommodated by the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* §15064.5?	Less Than Significant Impact. Accordingly, while future development facilitated by the 2050 GPU could result in impacts to archaeological resources, such impacts would be addressed through project-level environmental review, regulatory compliance, and implementation of the Goals and Policies of the *2050 General Plan*. Therefore, impacts on archaeological resources would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact. All development facilitated by the 2050 GPU would be required to adhere to existing regulations regarding the treatment of human remains. Thus, impacts on human	No mitigation measures are required.	Less Than Significant Impact.

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	remains, including those interred outside of formal cemeteries, would be less than significant.		
	Energy		
a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact. Although implementation of the 2050 GPU would increase overall energy demand as a result of planned growth within the city, the increase would be consistent with projected population, housing, and employment growth and would occur within a framework of energy-efficient land use planning, renewable energy development, utility infrastructure planning, building electrification, active transportation improvements, and mandatory State energy efficiency requirements.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact. The 2050 GPU would accommodate future growth within the city's existing boundaries while promoting renewable energy development, energy efficiency, electrification, active transportation, and efficient utility planning. As a result, implementation of the 2050 GPU would support, rather than obstruct, the objectives	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	of applicable State and local plans related to renewable energy and energy efficiency. Therefore, the 2050 GPU would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.		
	Geology and Soils		
a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?	Less Than Significant Impact. As future projects are planned and developed, they will be required to adhere to the *2050 General Plan* policies and applicable State laws and local regulations. Therefore, potential soil erosion impacts associated with the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact. Projects in areas with known potential for soil erosion would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1*, as well as adhere to the grading and other recommendations to minimize impacts associated with erodible soils. As future projects are planned and	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	developed, they will be required to adhere to the *2050 General Plan* policies and applicable State laws and local regulations. Therefore, potential soil erosion impacts associated with the 2050 GPU would be less than significant.		
c) Would the project be located or occur 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. Projects in areas with known geologic instability conditions would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1*, as well as adhere to the grading and other recommendations to minimize impacts associated with unstable soils. This would ensure that potential site-specific liquefaction hazards are identified and properly mitigated prior to development. As future projects are planned and developed, they will be required to adhere to the *2050 General Plan* policies and applicable State laws and local regulations. Therefore, potential geologic instability impacts associated with the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating	Less Than Significant Impact. Implementation of *2050 General Plan* policies, compliance with the CBC, City ordinances and established development and engineering standards and codes, as well as conformance	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
substantial direct or indirect risks to life or property?	to the recommendations of a site-specific geotechnical report, would help minimize risks in conjunction with future development related to expansive soils. Therefore, potential expansive soil impacts associated with growth accommodated by the 2050 GPU would be less than significant.		
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of water?	Less Than Significant Impact. Ref See discussion in *Threshold c)*, above.	No mitigation measures are required.	Less Than Significant Impact.
f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic features?	Less Than Significant Impact. Future development could result in direct impacts on paleontological resources should grading occur in areas of high paleontological sensitivity. Construction activities such as grading and excavation may result in accidental destruction or disturbance of paleontological resources. Buildout of the 2050 GPU would implement *Policy OSC 18.1*, which requires paleontological resource assessments for development projects in areas with moderate to high paleontological	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	sensitivity, and implement appropriate measures to avoid, minimize, document, and preserve significant paleontological resources and unique geologic features discovered during construction, consistent with applicable State regulations and professional standards.		
	Greenhouse Gas Emissions		
a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact. Growth accommodated by the 2050 GPU would result in GHG emissions from transportation, residential and commercial energy use, solid waste disposal, and water conveyance associated with an increase in households, employment, and population through 2050. However, as demonstrated below, these emissions would not result in a significant impact on the environment.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	Less Than Significant Impact. Growth forecast under the 2050 GPU would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. A conflict with a GHG reduction plan occurs when a project creates conditions under which the goals of the applicable plan, policy,	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	or regulation could not be achieved. As demonstrated below, the GPU's land use policies, General Plan Goals and Policies, and the City's continued participation in applicable regional and subregional programs support, rather than obstruct, the GHG reduction goals established in the 2022 CARB Scoping Plan.		
	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?	Less Than Significant Impact. Future development would be required to comply with applicable Federal and State laws and regional regulations pertaining to the transport, use, disposal, and accidental release of hazardous materials, including but not limited to CERCLA, RCRA, Title 22 of the California Public Health and Safety Code, the UFC, and Chapter 15.09 of the City's *Municipal Code* which requires adherence to State fire laws and the Fire Chief regarding the storage, use, and handling of hazardous materials. Adherence to the *2050 General Plan* policies listed above would ensure that all hazardous materials transported through the city are along designated routes and avoid sensitive land uses. As future projects are planned and developed, they must adhere to the *2050*	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	General Plan policies and applicable Federal and State laws and local regulations. Therefore, potential hazardous materials impacts associated with the 2050 GPU would be less than significant.		
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. See discussion in *Threshold a)*, above.	No mitigation measures are required.	Less Than Significant Impact.
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. All future development would be required to comply with applicable Federal and State laws and regional regulations. Compliance with requirements of the HMMS and existing applicable Federal, State, and regional regulations, as well as adherence to applicable policies of the *2050 General Plan*, would minimize the risks associated with exposure of sensitive receptors within schools to hazardous materials. Accordingly, impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	Less Than Significant Impact. As future projects are planned and developed, they must adhere to the *2050 General Plan* policies and applicable Federal and State laws and local regulations discussed above. Therefore, potential impacts of development of a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 associated with the 2050 GPU would be less than significant.	No mitigation measures are required	Less Than Significant Impact.
e) 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, resulting in a safety hazard for people residing or working in the project area?	Less Than Significant Impact. While the Planning Area is within the AIA for the Corona Municipal Airport, development facilitated by the 2050 GPU would adhere to the requirements of the Corona Municipal Airport Land Use Compatibility Plan, as well as other applicable Federal and local regulations which ensure public safety. Therefore, impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
f) Would the project impair implementation of or physically interfere with an adopted emergency response	Less Than Significant Impact. Future development would be reviewed and approved by the Riverside County Fire Department prior to issuance of building permits to ensure that it would not preclude	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
plan or emergency evacuation plan?	or interfere with emergency access or fail to comply with fire department standards. Adherence to Resilient IE and *2050 General Plan* policies would ensure that the City's emergency response plan and City ordinances are updated regularly to reflect current evacuation and emergency procedures.		
	Hydrology		
a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact. The NPDES General Construction permit requires preparation and implementation of SWPPP and WQMP, which must include erosion and sediment control BMPs that would meet or exceed measures required by the NPDES General Permit, as well as BMPs that control hydrocarbons, trash and debris, and other potential construction-related pollutants. Chapter 15 of the City *Municipal Code* also provides regulations for stormwater management and discharge control, including proof of compliance with the NPDES permits prior to the issuance of grading, development, or occupancy permits. As future projects are planned, they must	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	adhere to the *2050 General Plan* policies and regulations.		
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 future projects are planned, they must adhere to the *2050 General Plan* policies and applicable local, State, and Federal regulations and requirements. Therefore, potential impacts to groundwater recharge associated with growth accommodated by the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
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 would:			
i. Result in substantial erosion or siltation on- or off-site?	Less Than Significant Impact. Future development projects would be required to comply with applicable laws and regulations that concern stormwater runoff and protection of drainage patterns, including the City *Municipal Code*. Chapter 17 of the City's *Municipal Code* controls the	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	development of drainage facilities. As future projects are planned, they must adhere to the *2050 General Plan* policies and regulations. Therefore, potential impacts associated with the 2050 GPU 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. See discussion in *Threshold i)*, above.	No mitigation measures are required.	Less Than Significant Impact.
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?*	Less Than Significant Impact. See discussion in *Threshold i)*, above.	No mitigation measures are required.	Less Than Significant Impact.
iv. *Impede or redirect flood flows?*	Less Than Significant Impact. Future development projects would be required to comply with applicable laws and regulations that concern flooding, including the *Municipal Code*. As future projects are planned, they must adhere to *2050 General Plan* policies and regulations. Therefore, potential impacts relative to impeding or	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	redirecting flood flows associated with the 2050 GPU would be less than significant.		
d) Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less Than Significant Impact. In addition to compliance with mandatory California Building Code requirements, implementation of Goals and Policies of the *2050 General Plan* would help ensure proper siting and design in accordance with the California Building Code requirements, which would be constructed to minimize risk of pollutant release due to project inundation, as well as provide adequate stormwater infrastructure for flood control.	No mitigation measures are required.	Less Than Significant Impact.
e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact. Construction and operation of the development envisioned under the 2050 GPU would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Implementation of projects under the 2050 GPU would be restricted to projects for which sufficient water supplies have been secured and approved.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Land Use and Planning			
a) Would the project physically divide an established community?	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
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?	Less Than Significant Impact. Implementation of the proposed *2050 General Plan* would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State, nor would it result in the loss of availability of a locally important mineral resource recovery site. The proposed *2050 General Plan* would allow future mineral resource extraction activities that are compatible with surrounding land uses.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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?	Less Than Significant Impact. See discussion in *Threshold a)*, above.	No mitigation measures are required.	Less Than Significant Impact.
	Noise		
a) Would the development facilitated by the project result in exposure of persons to noise levels in excess of applicable noise standards?	Less Than Significant Impact. Implementation of the proposed 2050 GPU would continue to require future discretionary development projects to comply with the City's *Municipal Code*, Noise Element policies, and applicable development review procedures intended to evaluate and reduce stationary noise impacts. Through implementation of these policies and existing regulatory requirements, the 2050 GPU would minimize the potential for substantial stationary noise conflicts between future development and existing noise-sensitive land uses.	No mitigation measures are required.	Less Than Significant Impact.
b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact. Because implementation of the 2050 GPU would continue to require compliance with the City's *Municipal Code* and applicable Noise Element policies intended to reduce	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	groundborne noise and vibration impacts, exposure of persons to excessive groundborne noise or vibration levels would be less than significant.		
c) Would the project result in substantial permanent increase in ambient noise levels above levels existing without the project?	Less Than Significant Impact. Future discretionary development projects implemented under the 2050 GPU would continue to undergo project specific review to evaluate potential operational noise impacts and ensure consistency with the City's Municipal Code and *General Plan* Noise Element policies. Therefore, implementation of the proposed 2050 GPU would not result in a substantial permanent increase in ambient noise levels above levels existing without the project, and impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant Impact. Implementation of the *Municipal Code* requirements and Noise Element policies would reduce the potential for substantial temporary or periodic increases in ambient noise levels associated with future development under the 2050 GPU. In addition, future discretionary development projects with the potential to generate	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	substantial temporary construction noise would continue to undergo project specific review to evaluate potential impacts and identify feasible mitigation measures, where necessary.		
e) For a project located in 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?	Less Than Significant Impact. Future discretionary development projects located within airport influence areas will continue to undergo project specific review for consistency with applicable airport land-use compatibility requirements and noise standards. Through compliance with the Riverside County ALUCP, the City's *Municipal Code*, and applicable Noise Element policies, implementation of the proposed 2050 GPU would not expose people residing or working within the project area to excessive airport related noise levels. Therefore, impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
	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	Less Than Significant Impact. As the 2050 GPU includes a more conservative population and housing growth forecast compared to SCAG 2050 projections, implementation of the 2050 GPU would not result in substantial unplanned population	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
example, through extension of roads or other infrastructure)?	growth or a substantial increase in housing demand beyond what is anticipated and planned for within the city. Further, the acreage of residential land uses designated by the 2050 GPU is consistent with State requirements that a general plan provides appropriately designated land to accommodate future housing demand.		
b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact. The 2050 GPU does not propose any large-scale public works projects, such as new roadways, airports, reservoirs, utilities, or other infrastructure that would result in the displacement of existing housing. Given that the Norco 2050 GPU includes Goals and Policies to increase overall housing in the city and that there are no current plans for displacement of housing, it is not known when or where construction of replacement housing would occur so it cannot be determined what project-specific environmental impacts would result from the construction and operation of replacement housing. As potential residential development or redevelopment projects are identified, additional project-specific environmental	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	analysis, as necessary, would be completed at that time.		
	Public Services and Recreation		
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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:		No mitigation measures are required.	Less Than Significant Impact.
i. Fire protection?	Less Than Significant Impact. Adherence to the proposed *2050 General Plan* Goals and Policies would ensure that future development incorporates adequate fire protection infrastructure, emergency access, water supply capacity, and emergency response planning to reduce potential impacts related to fire protection services.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	Therefore, impacts associated with the provision of new or physically altered fire protection facilities would be less significant with implementation of *General Plan* policies.		
ii. Police protection?	Less Than Significant Impact. No new police facilities are specifically proposed as part of implementation of the proposed *2050 General Plan*. However, future growth accommodated by the proposed *2050 General Plan* could increase demand for police protection services and may require additional staffing, equipment, facility improvements, or expanded emergency response capabilities over time. Adherence to the Goals and Policies of the proposed *2050 General Plan* would ensure impacts associated with the provision of new or physically altered police facilities would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
iii. Schools?	Less Than Significant Impact Potential environmental impacts associated with future school facility construction would be evaluated on a project-specific basis, as applicable. Future development would also continue to comply with applicable State requirements regarding school impact fees	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	and school facility planning. Implementation of the proposed Goals and Policies would support coordination with the Corona-Norco Unified School District to plan for future educational facility needs. Impacts would be less than significant.		
iv. Other public facilities?	Less Than Significant Impact. No new library or public facilities are specifically proposed as part of the proposed *2050 General Plan*. Because the proposed *2050 General Plan* is a program-level planning document, the precise timing, location, and design of future public facilities are not known at this time. Future public facility improvements would be evaluated on a specific basis, as applicable. Impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
b) 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?	Less Than Significant Impact. Because the proposed *2050 General Plan* includes policies intended to maintain and expand recreational resources while planning for future growth, implementation of the proposed *2050 General Plan* would not result in substantial deterioration of existing recreational facilities or create significant adverse physical environmental effects	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	associated with new or expanded recreational facilities. Therefore, impacts related to parks and recreation would be less than significant.		
c) 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. See discussion in *Threshold b)*, above.	No mitigation measures are required.	Less Than Significant Impact.
	Transportation		
a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact. Implementation of policies requiring traffic impact studies, Complete Streets design, multimodal connectivity, transit coordination, and context-sensitive street design would support an integrated circulation system serving all travel modes. Implementation of these policies, together with future project-level transportation analysis and review, would ensure that future development remains consistent with applicable circulation system plans, ordinances, and policies. Therefore, the proposed *2050 General Plan* would not conflict with an applicable	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	program, plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant.		
b) Would the project conflict or be inconsistent with *CEQA Guidelines* § 15064.3, subdivision (b)?	Less Than Significant Impact. The Transportation Study found that the RIVCOM predicts VMT/SP to decrease in the future due to improved development and transportation patterns, and the proposed *2050 General Plan* is expected to produce VMT at a rate that would not result in a significant impact. Implementation of the proposed Circulation Element policies would further support reductions in VMT by promoting mixed-use and transit-supportive development patterns, expanding bicycle and pedestrian connectivity, improving access to transit services, and encouraging alternatives to single-occupancy vehicle travel. Policies related to active transportation, future mobility corridors, regional transit coordination, and vehicle miles reduction would support long-term transportation efficiency and reduce reliance on automobile travel throughout the city. Compliance with these policies, combined with implementation of future transportation	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	improvements and development review procedures, would help ensure consistency with *CEQA Guidelines* Section 15064.3, subdivision (b). Therefore, based on the findings of the Transportation Study and implementation of the proposed *2050 General Plan* Goals and Policies supporting multimodal transportation and VMT reduction, the proposed *2050 General Plan* would not conflict with *CEQA Guidelines* Section 15064.3, subdivision (b). Impacts related to vehicle miles traveled would be less than significant.		
c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact. Although future development accommodated by the proposed *2050 General Plan* may incrementally increase traffic and modify portions of the circulation network, compliance with applicable roadway design standards, implementation of proposed *2050 General Plan* policies, and project-level review procedures would ensure the proposed *2050 General Plan* would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
d) Would the project result in inadequate emergency access?	Less Than Significant Impact. Compliance with applicable roadway design standards, coordination with CAL FIRE/Riverside County Fire Department, and implementation of evacuation planning and roadway improvement strategies identified in the Evacuation Assessment would support continued emergency access and evacuation operations throughout the city. Therefore, while future development facilitated by the proposed *2050 General Plan* may incrementally increase travel demand within the circulation system, implementation of the proposed *2050 General Plan* would not substantially impair emergency response or evacuation capabilities. Impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
Tribal Cultural Resources			
a) Is the project listed as 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. Conformance with specific *2050 General Plan* policies would ensure that new development would preserve and consider historical resources, such as the City's Equestrian Historic District and Equestrian Landmark, and Beacon Hill, when proposed. Therefore, potential impacts on historical resources	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	associated with growth accommodated by the 2050 GPU would be less than significant.		
b) Is the project 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact. Pursuant to SB 18 and AB 52, Native American tribes were contacted early in the 2050 GPU process to ensure that tribal resources were adequately considered. No sacred uses/tribal cultural resources have been identified in Tribal communications. As future projects are planned, they must adhere to applicable *2050 General Plan* policies and regulations; therefore, potential impacts to tribal cultural resources associated with growth accommodated by the 2050 GPU would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.
	Utilities		
a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or	Less Than Significant Impact. *Water*. Based on the City's 2020 UWMP, which demonstrates that available water supplies would substantially exceed projected demand under normal, single-dry, and multiple dry-year conditions, and with implementation of the proposed *2050*	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	*General Plan* policies related to water supply reliability, conservation, infrastructure maintenance, and regional coordination, the proposed *2050 General Plan* would not require new or expanded water treatment facilities beyond those already planned. Adequate water supplies would be available to serve the implementation of the proposed *2050 General Plan* and reasonably foreseeable future development. *Wastewater Treatment*. Sufficient treatment capacity is expected to remain available to serve projected growth. As discussed above, average daily wastewater flows are projected to increase from approximately 1.8 MGD to approximately 2.1 MGD under buildout conditions, representing an increase of approximately 0.3 MGD. Even with this increase, projected flows would remain below the city's available treatment capacity of 2.7 MGD and conveyance capacity of 2.5 MGD, utilizing approximately 78 percent and 84 percent of those capacities, respectively. *Stormwater Drainage*. Implementation of the proposed *2050 General Plan* would not require new or expanded stormwater drainage facilities that would result in		

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	significant environmental effects, and impacts would be less than significant. *Electric Power*. With implementation of the proposed *2050 General Plan* Goals and Policies related to system maintenance, demand management, and energy efficiency, impacts associated with the need for new or expanded electric power facilities would be less than significant. *Natural Gas*. SoCalGas would be able to accommodate the projected increase in demand associated with implementation of the proposed *2050 General Plan*, and impacts related to natural gas infrastructure would be less than significant. *Telecommunication Facilities*. Through implementation of the proposed *2050 General Plan* policies related to telecommunications facility siting, undergrounding, infrastructure sharing, and public safety, adequate telecommunications infrastructure would be available to serve future development, and impacts related to telecommunications facilities would be less than significant.		

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant Impact. See discussion in *Threshold a)*, above.	No mitigation measures are required.	Less Than Significant Impact.
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. See discussion in *Threshold a)*, above.	No mitigation measures are required.	Less Than Significant Impact.
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. Because the amount of solid waste that would be generated from implementation of the proposed *2050 General Plan* would remain below the permitted daily capacity of the El Sobrante Landfill, and the proposed *2050 General Plan* contains a goal and policies intended to promote recycling, organics diversion, and waste reduction, impacts	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	related to landfill capacity and solid waste disposal 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. See discussion in *Threshold d)*, above.	No mitigation measures are required.	Less Than Significant Impact.
	Wildfire		
a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact. Implementation of the proposed *2050 General Plan* would facilitate additional development within areas of the city, including locations in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface. However, the proposed *2050 General Plan* includes policies intended to improve emergency access, evacuation planning, and emergency response coordination. In addition, future development projects would be required to comply with applicable fire and building code requirements and would be subject to review by CAL FIRE/Riverside County Fire Department to ensure adequate emergency access and evacuation capabilities are maintained.	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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. Implementation of the proposed *2050 General Plan* would facilitate future development within areas of the city, including areas located in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface. However, the proposed *2050 General Plan* includes policies requiring fire-safe development standards, defensible space, vegetation management, emergency preparedness planning, and coordination with CAL FIRE/Riverside County Fire Department. In addition, future development would be required to comply with applicable fire and building code requirements intended to reduce wildfire risk.	No mitigation measures are required.	Less Than Significant Impact.
c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, 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. Compliance with applicable regulations, including the California Fire Code, Public Resources Code Sections 4290 and 4291, and other fire safety standards, would reduce potential wildfire and environmental impacts associated with infrastructure installation and maintenance. As discussed above, the proposed *2050 General Plan* includes policies requiring fire-safe development standards,	No mitigation measures are required.	Less Than Significant Impact.

TABLE ES-1, SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND LEVEL OF IMPACT AFTER MITIGATION—NORCO GENERAL PLAN UPDATE PEIR

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
	vegetation management, fuel modification measures, and coordination with CAL FIRE/Riverside County Fire Department. Compliance with these policies and regulations would reduce potential impacts associated with infrastructure improvements and maintenance activities.		
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. Compliance with applicable regulations, including building and fire codes, would reduce potential risks associated with post-fire flooding, erosion, debris flows, and slope instability. Therefore, implementation of the proposed *2050 General Plan* would not expose people or structures to substantial risks associated with post-fire conditions, and impacts would be less than significant.	No mitigation measures are required.	Less Than Significant Impact.

1. Introduction

The City of Norco is the Lead Agency responsible for preparing this Program Environmental Impact Report (PEIR) to evaluate the potential environmental impacts of the proposed City of Norco 2050 General Plan Update (GPU) Project. This section provides information on the background of the 2050 GPU; the environmental review process being conducted by the City of Norco for the 2050 GPU; and the organization and content of this Program Environmental Impact Report (PEIR).

1.1 Program Environmental Impact Report

As Lead Agency, the City has determined that a PEIR shall be prepared for the Project, pursuant to the *California Environmental Quality Act (CEQA) Guidelines* (Section 15168). In accordance with *CEQA Guidelines* Section 15168, a PEIR may be prepared on a series of actions that can be characterized as one large project, including future development of public and private projects, to the extent it contemplates and adequately analyzes the potential environmental impacts of each subsequent action. Additionally, the *CEQA Guidelines* identify the following advantages to preparing a PEIR for a project that meets the criteria described above:

1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,

2) Ensure consideration of cumulative impacts that might be slighted in a case-by case analysis,

3) Avoid duplicative reconsideration of basic policy considerations, and

4) Allow the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, (5) Allow reduction in paperwork (Section 15168[b]).

This PEIR is an informational document that provides decision-makers, public agencies, and the public with detailed information about the potential significant adverse environmental impacts of the project. By recognizing the environmental impacts, decision-makers will have a better understanding of the physical and environmental changes that would accompany the approval of the 2050 GPU.

The 2050 GPU includes goals, policies and associated implementation programs that would serve to reduce potential environmental impacts from future development consistent with the *General Plan*.

As part of the PEIR and included as Section 6, Alternatives to the proposed land use and circulation changes associated with the 2050 GPU. These alternative development scenarios may further reduce or avoid significant impacts associated with the 2050 GPU.

1.2 Overview of 2050 General Plan Update

A general plan is a State-required legal document (Government Code Section 65300) that guides decisions of local elected and appointed officials (decision-makers) when making determinations about the allocation of resources and the future physical form and character of development in cities and counties. It is the official statement of a jurisdiction regarding the extent and types of development needed to achieve a community's vision for physical, economic, social, and environmental goals. State law requires that the general plan includes an integrated and internally consistent set of goals, policies, standards, programs, and diagrams. State law and guidelines require that general plans should be maintained and amended or updated periodically as conditions and needs change.

The following provides a general summary of the location of the 2050 GPU, a minor project description, and project growth due to the 2050 GPU.

a. Project Location

The City of Norco is located in Western Riverside County, approximately 50 miles southeast of Los Angeles along the Interstate 15 freeway between Interstate 60 and State Route 91. Norco is bordered by the Santa Ana River and the Cities of Eastvale and Jurupa Valley to the north, by the City of Corona to the west and south, and the City of Riverside and unincorporated Riverside County to the east. The City of Norco is approximately 9,000 acres or 14 square miles in area.

b. Project Description

The City is preparing a comprehensive update of the Norco *General Plan* in response to changes in conditions in the city and new State laws enacted since the preparation of the current *General Plan*, such as Assembly Bill (AB) 1358 (Complete Streets), Senate Bill (SB) 99 (Evacuation Analysis), SB 379 (Climate Adaptation), SB 932 (Safe Systems), SB 1241 (Wildfire Hazards), and SB 1000 (Environmental Justice).

The *2050 General Plan* includes updates of the following elements required by State Planning and Zoning Law: (1) Land Use and Community Character, including the Land Use Map; (2) Circulation ; (3) Infrastructure and Facilities(4) Open Space and Conservation; (5) Safety; and (6) Noise. The updates to these elements address environmental justice in accordance with California Government Code Section 65302. The City's 2021–2029 Housing Element was certified in 2022, and no update is proposed at this time.

The *2050 General Plan* includes goals, policies, and implementation actions developed based on community outreach to advance the City's vision and community priorities. The city is largely

developed at this time with residential agricultural neighborhoods with a rural, equestrian-oriented atmosphere. Commercial uses in the city are primarily located along Sixth Street, Hamner Avenue, and River Road.

c. Projected Growth

The *2050 General Plan* addresses growth projected through 2050 for the city as presented below which includes individual development projects that have been approved but not developed and future growth that could occur by the year 2050 on vacant and underutilized parcels land in the city. Table 1-1, Norco General Plan 2050–Projected Growth represent the anticipated growth to occur under full development of the 2050 GPU.

TABLE 1-1, NORCO GENERAL PLAN 2050–PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Existing Conditions	9,808	7,147	15,006	25,389
Growth from Proposed Land Use Plan	0	+1,110	+1,794	+3,106
Projected Total by Year 2050	9,808	8,257	16,800	28,495

Based on community input, the *General Plan* Goals and Policies focus on maintaining the existing character of the city's residential neighborhoods, establishing a more prominent downtown that is consistent with the character of the community, maintaining and enhancing the city's parks and community facilities, continuing to conserve the city's natural open space, particularly along the Santa Ana River and Norco Hills, and enhancing Norco as a destination offering equestrian and agricultural experiences, including events that celebrate Norco's heritage and Western traditions.

1.3 Purpose and Legal Authority

The scope of analysis for this PEIR was determined by the City of Norco through preliminary review and a scoping and public outreach process. The NOP was distributed for a 30-day public review period which occurred from November 20, 2024, to December 20, 2024. The City of Norco held a scoping meeting in conjunction with the NOP to present the project and solicit feedback from the public and agency representatives. The scoping meeting was held December 3, 2024 between 6:00 PM to 8:00 PM at the Norco Council Chambers

Through the input provided by the City of Norco in these scoping activities, it was determined that the 2050 GPU would have the potential to result in significant environmental impacts in the following issue areas:

- Aesthetics
- Land Use and Planning

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.4 Environmental Review Process

CEQA requires that the Lead Agency provide the public and other public agencies with the opportunity to review and comment on the Draft PEIR. The City is providing a 45-day period for review and comment on this Draft PEIR, starting August 14, 2026 and ending on September 28, 2026.

This Draft PEIR have been submitted to the State Clearinghouse for reivew by State agencies, responsible agencies, other public agencies, and to all interested parties that have requested notice and copies of the Draft PEIR.

The Draft PEIR is also available for review at the following locations:

- City of Norco Community Development Department, 2870 Clark Avenue, Norco, California, 92860
- Norco Community Library, 3240 Hamner Avenue, Suite 101B, Norco, California, 92860

In addition, the Draft PEIR is available on the City's website at:

Written comments on the Draft PEIR may be submitted to:

City of Norco
Community Development Department
2870 Clark Avenue
Norco, California 92860
Attention: Colby Cataldi, Community Development Director

Agency responses should include the name of a contact person within the commenting agency.

After the public review and comment period, written responses to all comments pertaining to environmental issues will be prepared and incorporated into the Final PEIR. As required by CEQA, responses to comments submitted by responsible public agencies will be distributed to

those agencies for review 10 days prior to consideration of the Final PEIR by the appropriate decision-making body. The Planning Commission will review and consider the PEIR in draft or final form and make recommendations concerning the *2050 General Plan*. The City Council will consider certification of the the Final PEIR and adoption of the *2050 General Plan*.

1.5 Organization of the Program EIR

A description of the organization of this PEIR and the content of each section is provided below. The Draft PEIR is organized as follows:

- Executive Summary presents a concise summary of the environmental information, analysis, and conclusions in this PEIR.
- Section 1.0, Introduction provides information on the background of the proposed Project, the environmental review process, and organization of the PEIR.
- Section 2.0, Project Description presents a description of the proposed Project, which addresses the location of the Project, the objectives of the proposed Project, the characteristics of the proposed Project, and the approvals being requested from the City.
- Section 3.0, Environmental Setting describes the existing physical setting of the Project Site and the surrounding area.
- Section 4.0, Environmental Impact Analysis contains information and analysis of the potential for the proposed Project to result in significant environmental effects for each of the topics evaluated in this PEIR.
- Section 5.0, Alternatives discuss alternatives to the proposed Project that have been developed and analyzed to provide additional information on ways to avoid or lessen the impact of the proposed Project.
- Section 6.0, Other CEQA Considerations contains a discussion of other topics required by the *CEQA Guidelines* to be included in the PEIR, including the potential for the proposed Project to induce additional growth and a discussion of any potential, significant irreversible environmental changes that could result from the proposed Project.
- Section 7.0, Report Preparers identifies persons involved in the preparation of this PEIR or who contributed information incorporated into this PEIR.
- Section 8.0, References identify the principal documents, reports, maps, and other information sources referenced in this PEIR.
- Appendices to this PEIR include technical information and other materials prepared to support the analysis in this PEIR.

2. Project Description

The project analyzed in this Program Environmental Impact Report (PEIR) is the proposed City of Norco 2050 General Plan Update, herein referred to as, "2050 General Plan Update (GPU)" or "proposed Project." This section of the PEIR describes the key characteristics of the proposed 2050 GPU, including the location and geographic extent of the plan area, project objectives, and the intended uses of this PEIR.

2.1 2050 Norco General Plan Update

A general plan is a State-required legal document (Government Code Section 65300) that guides decisions of local elected and appointed officials (decision-makers) when making determinations about the allocation of resources and the future physical form and character of development in cities and counties. It is the official statement of a jurisdiction regarding the extent and types of development needed to achieve a community's vision for physical, economic, social, and environmental goals. State law requires that the general plan includes an integrated and internally consistent set of goals, policies, standards, programs, and diagrams. State law and guidelines require that general plans should be maintained and amended or updated periodically as conditions and needs change.

The Norco *2050 General Plan* is proposed to guide the city's growth and development through 2050. Like all California cities, Norco periodically updates its *General Plan* to respond to changing conditions and community needs. Shaped by community input, the *General Plan* identifies Norco's shared vision and priorities, which focus on maintaining the existing unique character of Norco, while supporting a stronger local economy and the tax revenue needed to sustain Norco's lifestyle and services.

The Norco *2050 General Plan* establishes goals, policies, and strategies addressing a range of topics, including land use and community character; economic development; transportation; parks, trails, and natural open space; natural resources conservation; safety; air quality; noise; and infrastructure. It also provides an implementation program to guide how and when these Goals and Policies will be pursued and which City departments are responsible for implementing them. The Plan will also support the City's pursuit of grants to fund important public improvements and community benefits.

2.2 Project Proponent / Lead Agency

City of Norco
Community Development Department
2870 Clark Avenue
Norco, California 92860
Colby Cataldi, Community Development Director

2.3 Project Location

Norco lies approximately 50 miles southeast of downtown Los Angeles within the northwest corner of Riverside County, near the confluence of Riverside, San Bernardino, and Orange Counties. Figure 2-1, Regional Location, and Figure 2-2, Local Vicinity illustrate the location of Norco.

The growing urban areas of San Bernardino County lie to the north and connect directly with Norco via the Interstate 15 (I-15) Freeway. Orange and Los Angeles Counties lie to the west and connect to Norco via the 91 and 71 Freeways. The majority of Riverside County lies directly to the east, connecting to Norco via State Route 91 just south of the city and State Route 60 approximately five miles to the north. To the south lies the rapidly urbanizing area of southwestern Riverside County that connects to Norco via the I-15 Freeway. Norco is bordered by the cities of Eastvale and Jurupa Valley to the north, Corona to the west and south, and Riverside and unincorporated Riverside County to the east.

2.4 Statement of Objectives

In accordance with Section 15124 of the *CEQA Guidelines*, an EIR must present a statement of objectives sought by the proposed project. A description of the project's objectives defines the project's intent and facilitates the formation of project alternatives. Specifically, Section 15124 (b) of the *CEQA Guidelines* states the following requirement:

> *"A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project."*

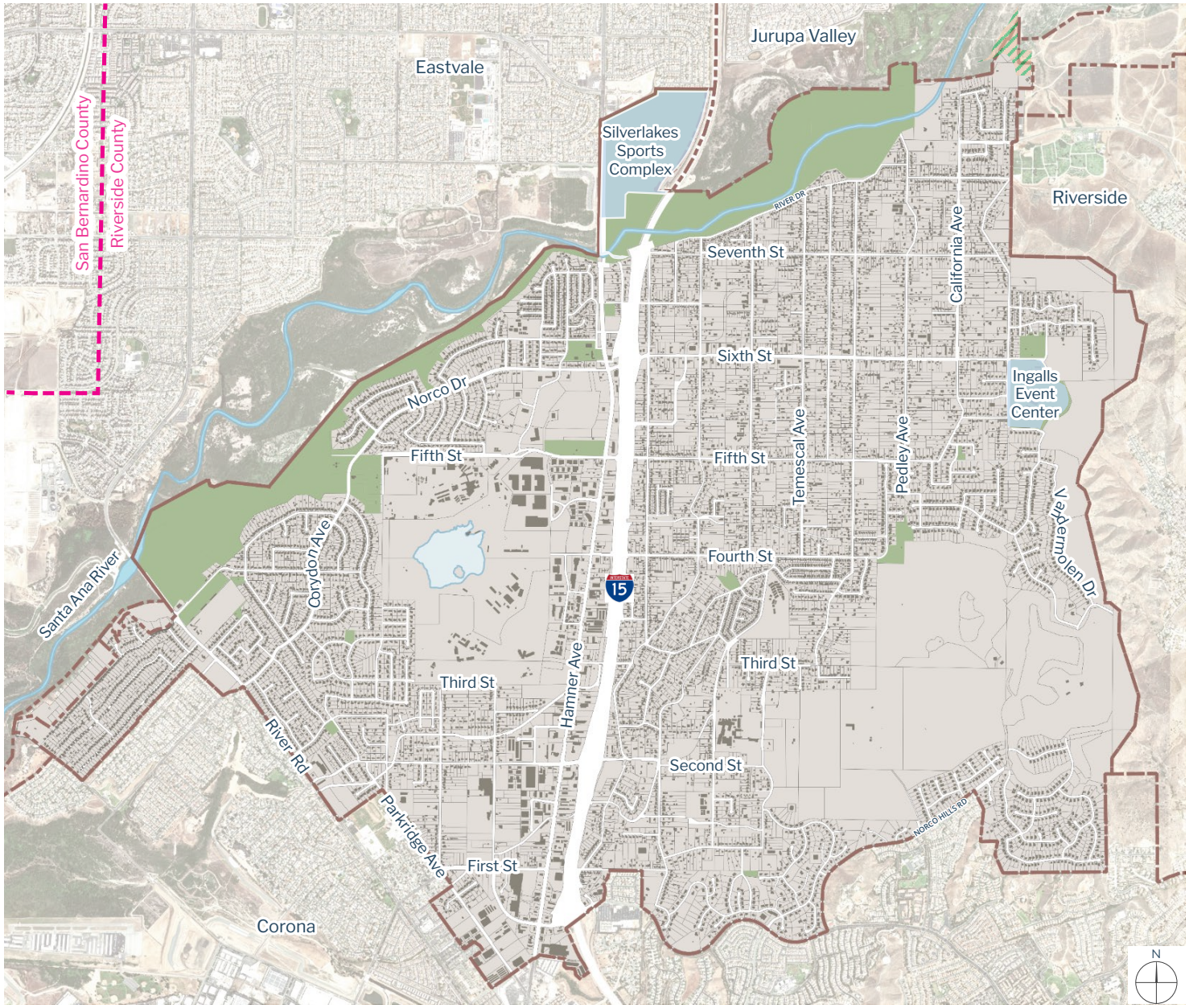
Most development projects have focused objectives that reflect a need for the provision of new development, such as a school, a shopping center, or an office building; or the objectives reflect a landowner's goals for developing to the "highest and best use." In the case of the proposed 2050 GPU, no individual development projects are being evaluated.

FIGURE 2-1, REGIONAL LOCATION



SOURCE: Google Earth – 2024.

FIGURE 2-2, LOCAL VICINITY



Legend

- City Limit
- County Boundary

SOURCE: City of Norco, Sargent Town Planning - 2026.

Rather, the *General Plan* is a comprehensive set of objectives to guide the growth and development of the city over the next 25 years. In a broad sense, the objectives of the Project can be broken down as follows:

- Keep Norco "Norco;"
- Preserve Norco's small-town character;
- Support and attract businesses;
- Establish a more prominent downtown environment;
- Position Norco as a prime visitor destination;
- Create safe streets and trails; and
- Expand and enhance Norco's amenities and services.

More detailed objectives of the Project are reflected in the numerous Goals and Policies of the *General Plan*. These statements are referenced and listed throughout Section 4.0 (subsections 4.1 through 4.20) of this PEIR.

2.5 General Plan Organization and Content

The Norco *2050 General Plan* is organized into twelve chapters, including Introduction, Context, and Community Vision and Priorities sections, eight General Plan Chapters addressing topics required by California General Plan law, and a General Plan Implementation chapter. A description of each chapter is provided below:

Chapter 1 – Introduction. This chapter describes the purpose of a General Plan, the reasons for updating it, the relationship to State general plan requirements, how Norco's *General Plan* is organized, and how it will be implemented.

Chapter 2 – Context. This chapter addresses Norco's history, existing physical context, and overview of Norco's core values.

Chapter 3 – Community Vision and Priorities. This chapter presents the community's vision and priorities for Norco's future and explains how these apply to each of Norco's geographic areas—all with the fundamental objective to keep Norco "Norco" by preserving, protecting, and promoting Norco's core values. This chapter also identifies focus areas where change is anticipated or prioritized, or where a site's historic or environmental significance warrants more detailed guidance.

Chapter 4 – Land Use and Community Character Element. This chapter ensures that future private development and public improvements are planned, coordinated, and designed in a manner that preserves Norco's lifestyle—including the development patterns, design character, land uses, activities, and services that support it—for current and future generations. It also

establishes Goals and Policies to preserve and strengthen Norco's defining qualities through the built environment, prioritizing maintenance, preservation, enhancement, improvement, and targeted placemaking in key areas so Norco can evolve while remaining true to its core values.

The City of Norco was incorporated to preserve its agricultural, animal-keeping lifestyle and rural, equestrian-oriented atmosphere, which continue to define its physical character and community identity. As the surrounding region continues to urbanize, preserving Norco's unique physical and cultural identity becomes increasingly important.

The Land Use and Community Character Element establishes Goals and Policies to preserve and strengthen Norco's defining qualities through the built environment, prioritizing maintenance, preservation, enhancement, improvement, and targeted placemaking in key areas so Norco can evolve while remaining true to its core values. It reflects what Norconians value and provides direction to ensure the City's core values remain central to decision-making.

The purpose of the *General Plan* Land Use Map is to guide the general distribution, location, and extent of the various types of land uses in the city. Figure 2-3, Land Use Map depicts the land use designations from the 2004 *General Plan*. In addition, Table 2-1, Land Use Designation Standards provides a summary of the allowed range of uses, development intensities, and intended physical design characteristics for each designation and overlay.

TABLE 2-1, LAND USE DESIGNATION STANDARDS

Designation	Intent	Standards		
		Maximum Density	Maximum Height[1]	Allowed Land Uses
Residential Agricultural (RA)	To provide for the development of agricultural and animal-keeping oriented living areas that maintain contiguous undeveloped open land on each and every residential lot.	2.0 DUA	2.5 stories or 35 feet	**Residential:** Single-Family **Agricultural**: Animal Keeping, Nurseries, Greenhouse, Orchards, Horticultural Operations
Hillside Areas (HS)	To provide for the development, subject to the preparation of a specific plan, of agricultural, open space, recreational, and/or low-density residential uses in a manner that recognizes the unique character and challenges of hillside development, including minimizing mass grading.	2.0 DUA	2.5 stories or 35 feet	
Residential Low Density (RL)	To maintain the single-family residential character of residential lots.	4.4 DUA	2.5 stories or 35 feet	**Residential:** Single-Family
Commercial General (CG)	To support a wide range of community- and regional-serving commercial and hospitality uses that take advantage of highway proximity.	0.75 FAR	2 stories or 35 feet; 4 stories or 50 feet with CUP	**Commercial:** Retail, Restaurant, Cafe, Service, Office, Hospitality
Commercial Community (CC)	To support local, community-serving commercial uses, especially those supporting Norco's agricultural, animal-keeping lifestyle.	0.6 FAR	2 stories or 35 feet 2 stories or 25 feet within 20 feet of A-1 Zone	**Commercial:** Retail, Restaurant, Cafe, Service, Office, Hospitality
Industrial (I)	To provide areas for light manufacturing, warehousing, research, and related activities that strengthen Norco's economy, and to ensure development is compatible with surrounding uses and consistent with Norco's rural, equestrian-oriented atmosphere.	1.0 FAR	M-1 and M-2 Zones: 35 feet; 40 – 50 feet with CUP M-3 Zone: 35 feet; 40 feet to hide rooftop equipment; 20 feet within 75 feet of Pacific Avenue	**Industrial:** Light Industrial, Manufacturing Commercial: Office, Research and Development, Business Services, Commercial Services that support primary uses
Open Spaces (OS)	To conserve Norco's natural and riparian areas to protect ecological health, enhance recreational opportunities, preserve scenic quality, and maintain a balanced relationship between the built and natural environments; to ensure the provision of land for parks, athletic fields, recreational facilities, equestrian recreation areas, and event venues that support a full range of indoor and outdoor activities, from passive recreation to active community and regional events; and to promote the preservation and enhancement of the trail network within Norco's open space areas to provide recreational access, strengthen connectivity, and support continuous equestrian circulation throughout the community.	Natural Open Space: 0.01 FAR Parks & Recreation: 0.05 FAR Regional Recreation/Sports Complex: 0.15 FAR	No requirements	**Public:** Parks and recreation uses, including recreation facilities (playgrounds, athletic fields and courts, paths, trails, fitness equipment); natural features (open green spaces, water features); and community amenities (shelters, pavilions, benches, seating, public restrooms, dog parks, outdoor event spaces, indoor gyms, visitor center buildings)
Public Facilities (PF)	To support the development of public facilities owned and operated by government, quasi-government, and public utility agencies with uses that serve the general public, and to identify locations for public utility infrastructure (e.g., electrical substations, sewer lift stations, storm drain conveyance channels).	0.6 FAR	35 feet	**Public:** Government or quasi-public buildings or facilities, active and passive recreational facilities, schools, public utility facilities
Housing Development Overlay (HDO)	To enable the introduction of new multi-family housing in standalone and mixed-use configurations on vacant or underutilized sites where multi-family housing is not permitted by the underlying land use designation.	Residential: 30 DUA2 + Commercial: 0.3 FAR	4 stories or 48 feet, whichever is less[3]	**Residential:** Multi-family in freestanding or mixed-use configuration Commercial: Retail, Restaurant, Cafe, Services, Office, Hospitality Public: Parks and Recreation
Preservation and Development (PAD)	To manage the development through a specific planning process of large sites in a way that protects and highlights Norco's unique natural landscapes, open spaces, and historical buildings.	0.6 FAR	35 feet	**Commercial:** Retail, Restaurant, Service, Office, Research and Development, Business Services, Hospitality, Resort **Public**: Parks and Recreation

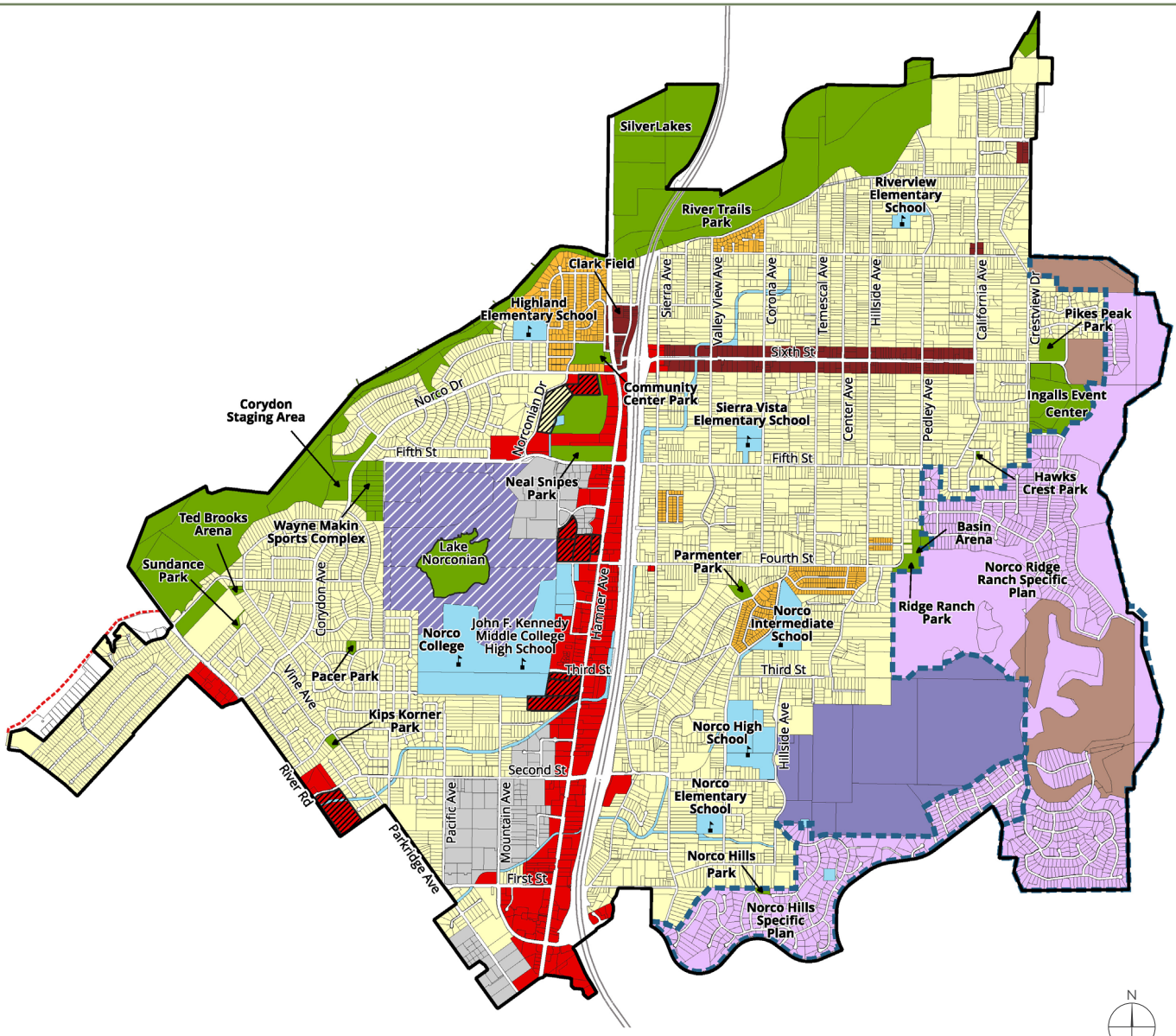
TABLE 2-1, LAND USE DESIGNATION STANDARDS

Designation	Intent	Standards		
		Maximum Density	Maximum Height[1]	Allowed Land Uses
Preservation and Development - Norconian (PAD-NOR)	To manage the development of the Norconian Resort Site through a specific planning process in a way that protects and highlights the site's unique topography and historical buildings and landscapes.	Residential: 20 DUA Commercial: 0.6 FAR	3 stories or 40 feet, whichever is less[3]	**Commercial:** Retail, Restaurant, Service, Office, Research and Development, Business Services, Hospitality, Resort **Residential:** Single-Family, Multi-Family Public: Parks and Recreation
Specific Plan (SP)	To govern master-planned development governed by an adopted specific plan that establishes land use and development regulations, circulation and infrastructure requirements, and implementation measures. Applies to areas governed by the Norco Ridge Ranch Specific Plan (NRRSP) and Norco Hills Specific Plan (NHSP).	NRRSP: 0.6 DUA NHSP: 0.9 DUA	35 feet	**Residential:** Single-Family **Public:** Parks and Recreation

Abbreviations
DUA = Dwellings Units per Acre
FAR = Floor Area Ratio
CUP = Conditional Use Permit

Notes
[1] Overall building height shall be regulated by the number of stories above the adjacent sidewalk and the height in feet measured from adjacent sidewalk level to the top of the uppermost cornice or parapet of any building or structure.
[2] Density bonus may permit up to 35 DUA (Norco Municipal Code, Chapter 18.65 | Residential Density Bonus Provisions).
[3] In the HDO, the maximum height may only be reached at least 100 feet from the project site boundary. Maximum height shall be further limited within 100 feet of site edges per the Objective Development Standards (ODS).

FIGURE 2-3, LAND USE MAP



Source: City of Norco, Sargent Town Planning (2026)

Legend

Boundaries
- Norco City Boundary
- Sphere of Influence
- Specific Plan Boundary

Residential Designations
- RA (Residential Agricultural)
- HS (Hillside Areas)
- RL (Residential Low Density)

Commercial Designations
- CG (Commercial General)
- CC (Commercial Community)

Industrial Designations
- I (Industrial)

Open Space Designations
- OS (Open Space)

Public Facilities Designations
- PF (Public Facilities)

Special Designations
- PAD (Preservation and Development)
- PAD-NOR (Preservation and Development - Norconian)
- HDO (Housing Development Overlay)
- SP (Specific Plan)

SOURCE: City of Norco, *General Plan*.

Norco has a Year 2026 population of 25,401. Norco is currently growing at a rate of 0 percent annually and its population has increased by 0.01 percent since the most recent census, which recorded a population of 25,398 in Year 2020. The 2050 GPU will address growth projected through 2050 for the city is presented in Table 2-2, Norco General Plan 2050–Projected Growth. The projected growth includes pipeline projects (specific projects that have been entitled for development but not yet built), and future growth (development that could occur by the year 2050 on some of Norco's vacant and underutilized parcels). This PEIR analyzes impacts based on the growth projections presented in Table 2-2.

TABLE 2-2, NORCO GENERAL PLAN 2050–PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Existing Conditions	9,808	7,147	15,006	25,389
Growth from Proposed Land Use Plan	0	+1,110	+1,794	+3,106
Projected Total by Year 2050	9,808	8,257	16,800	28,495

Chapter 5 – Circulation Element. This Element establishes the framework for a multimodal transportation network that is uniquely Norco, including roadways, pedestrian-equestrian trails, bike facilities, sidewalks, and truck and transit routes on selected streets. It also establishes Goals and Policies that address congestion management, improved traffic flow, and enhanced safety outcomes for all modes, while preserving the unique character of Norco's neighborhoods and commercial corridors.

The functional classification of roadways is designed to support Norco's unique rural, equestrian-oriented atmosphere while ensuring efficient mobility for all users. The roadway network consists of a hierarchy of streets, including urban arterials, major arterials, collectors, and local streets, each serving a specific function in accommodating traffic flow, access, and multimodal travel. Figure 2-4, Roadway Classifications, illustrates the varying functional classifications of roadways within the City of Norco.

Non-motorized travel encompasses walking, cycling, and equestrian activities, all of which are central to Norco's lifestyle. Improvements to facilities for these modes can help to achieve speed reduction and safety objectives, thereby rebalancing and improving the overall performance of the transportation network. Enhancing the non-motorized travel network includes expanding pedestrian-equestrian trails, improving pedestrian and cycling connections, and integrating pedestrian-equestrian trails into the overall circulation framework. As the heart of Norco's non-motorized system and an integral component of its overall circulation network, the city's extensive pedestrian-equestrian trail network, as shown in Figure 2-5, Pedestrian-Equestrian Trail Network, reflects its identity. This interconnected system of trails provides safe, accessible,

and convenient routes for equestrians, linking residential areas, parks, commercial centers, and regional open spaces.

Chapter 6 – Infrastructure and Facilities Element. This Element guides the provision of essential utility infrastructure (water, reclaimed water, wastewater, stormwater, energy, and telecommunications), public facilities and services, parks, recreational amenities, and event facilities. This Element also establishes Goals and Policies that address the maintenance, improvement, and, where necessary, expansion of utility infrastructure. It addition, it addresses the management, maintenance, and enhancement of parks, recreational and event facilities, and the programming offered within them, as well as the provision of schools, libraries, solid waste and recycling services, and other public services necessary to serve the community.

Chapter 7 – Housing Element. This Element analyzes Norco's housing needs. It also establishes Goals and Policies to meet current and future housing demands for all members of the community, including low-income households, individuals with disabilities, and those experiencing homelessness. It is the only Element that must be approved ("certified") by the State of California and is updated on a separate eight-year cycle. The current 2021–2029 Housing Element was certified in October 2022.

Chapter 8 – Open Space and Conservation Element. In accordance with Government Code Section 65302(d), the Open Space and Conservation Element addresses the conservation, development, and sustainable use of natural resources, including but not limited to water, soils, natural gas, fossil fuels, renewable energy sources, and mineral deposits. Strategies to improve air quality and reduce greenhouse gas emissions that contribute to global climate change are also discussed. In addition, this element provides guidance to enhance and protect cultural, historic, and tribal cultural resources as well as Norco's natural open space and trails, and sensitive biological resources that are fundamental components of Norco's environment.

Chapter 9 – Safety Element. This Element establishes a comprehensive framework for protecting the health, safety, and welfare of the community from natural and human-caused hazards. It guides land use planning, infrastructure investment, and community preparedness to reduce vulnerability, strengthen resilience, and support effective emergency response and recovery.

Consistent with California Government Code requirements, it addresses hazardous materials, airport hazards, wildland and urban fires, seismic and geologic risks, flooding, emergency management, evacuation routes, and emerging hazards related to weather and climate change. It also establishes Goals and Policies to safeguard critical facilities and infrastructure, emphasize proactive risk reduction, ensure adherence to State and Federal standards, coordinate with regional agencies for an integrated approach to emergency management, and guide future development in reducing hazard exposure.

Regarding seismic and geologic hazards, as required by California State Government Code Section 65302 (g), each city and county must provide a draft of its safety element or amendment

of its safety element to the California Geological Survey of the Department of Conservation prior to adoption, for review to determine if all known seismic and other geologic hazards are addressed (Gov. Code 65302.5(a)).

Chapter 10 – Noise Element. This Element promotes a healthier, more livable environment by ensuring that noise is managed effectively in the planning and development process. It identifies existing and potential noise sources, including traffic, industrial activities, outdoor events, and construction). It also establishes Goals and Policies for noise and vibration throughout the city, supports effective noise management, and reduces exposure to excessive noise through measures such as updated zoning regulations, sound barriers, and building code enforcement.

As required by Government Code Section 65302(f), the Noise Element evaluates community noise levels, provides a noise and land use compatibility matrix, and provides existing and future noise levels from major noise sources in the community including traffic. Future development accommodated under the *General Plan's* envisioned growth has the potential to expose new land uses to roadway noise. To evaluate this potential, future roadway noise levels associated with traffic generated by the *General Plan's* envisioned growth were compared to existing roadway noise conditions.

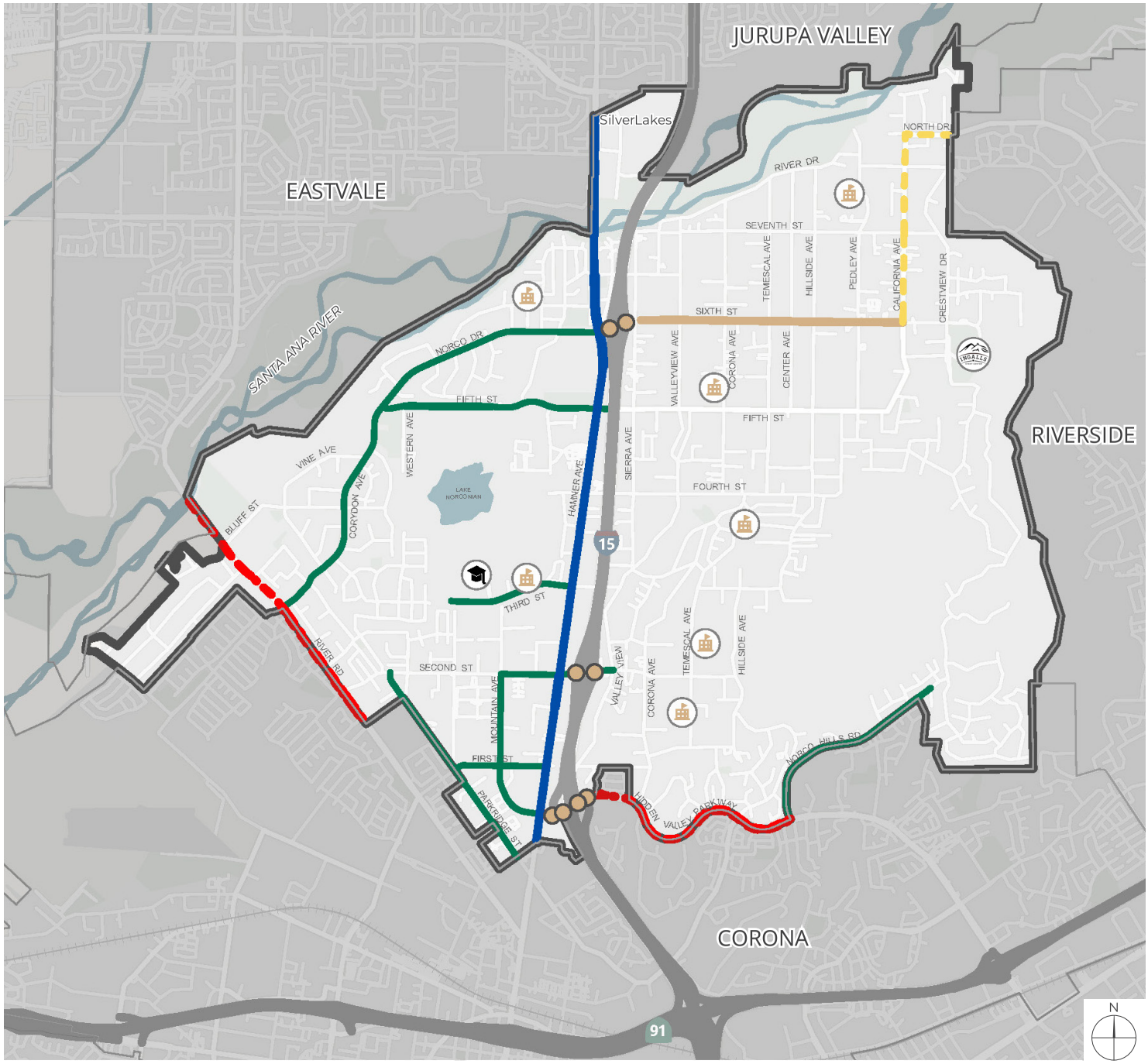
Chapter 11 – Implementation. This chapter provides a Work Plan for City departments to carry out the implementation actions in the *General Plan.*

Other required topics:

Air Quality. Because land use and transportation are the primary generators of air pollution and greenhouse gas emissions, the content of this required Element is integrated throughout the *General Plan* in the relevant Element that addresses the root causes of air pollution: Land Use and Community Character Element, Circulation Element, Open Space and Conservation Element, and Safety Element.

Environmental Justice. This topic is addressed through Goals and Policies woven throughout the *General Plan* to promote more equitable living, working, shopping, and recreation environments for all residents of Norco.

FIGURE 2-4, ROADWAY CLASSIFICATIONS

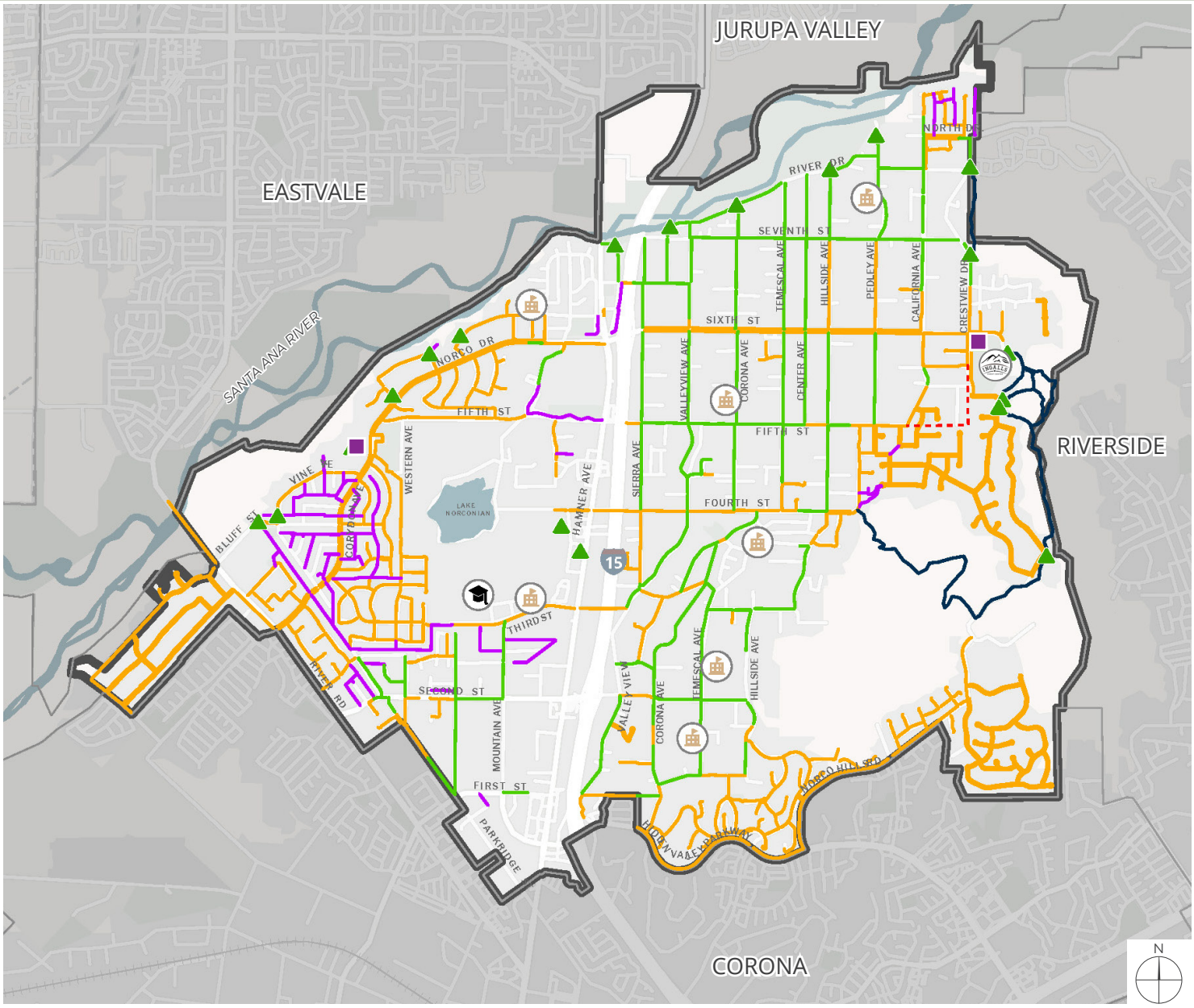


Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Freeway Ramps
- Freeway
- Urban Arterial
- Major Arterial 4E
- Major Arterial 4
- Major Arterial 2E
- Collector Streets
- Local Streets

SOURCE: City of Norco – 2026.

FIGURE 2-5, PEDESTRIAN–EQUESTRIAN TRAIL NETWORK



Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Bridle Trails
- Backyard Trails
- Soft Shoulder Trails
- Norco Hills Trails
- Entry Point
- Staging Areas

SOURCE: Comprehensive Trail Master Plan – 2018.

2.6 General Plan Update Strategy

The fundamental purpose of the 2050 GPU is to function as a policy document to guide land use decisions within the city's planning area through the year 2050. The vision for the city through 2050 was developed with extensive community input. Based on this input and in recognition of the State's planning priorities, a vision and community roadmap were developed.

a. Community Vision and Priorities

1. Community Character

Norco's all-American ambiance, large-lot properties, and picturesque views feel refreshingly removed from congestion or chaos, and residents enjoy over 400 acres of open space, 15 City-owned parks with indoor and outdoor amenities, and one of the largest networks of horse trails in the nation, earning the nickname, which evolved into an official trademark, Horsetown USA.®

Norco's large-lot design with fewer homes per acre results in a lower tax base and, therefore, limited revenue to address increasing costs of services, aging infrastructure, and maintenance of streets, trails, parks, facilities, and amenities. Norco's spacious properties afford residents opportunities to enhance their quality of life, but they also present financial challenges for the City as a service provider.

The *General Plan* is intended to safeguard Norco's distinctive lifestyle for future generations while identifying innovative strategies to generate sustainable revenue to support essential amenities and services.

2. Community Vision

The following Vision Statement was developed through an extensive community outreach process that included surveys, public meetings, community outreach booths at various events, and open houses:

> *Norco will be a premier community for animal-keeping and small-plot agriculture—a community that is guided by its core values, celebrates its rich, rooted heritage, takes pride in its small-town character, supports its local businesses, and preserves a rural, equestrian-oriented atmosphere that cannot be found anywhere else in Southern California.*

3. Community Priorities

Together with the Vision Statement, the following Community Priorities, developed through the community outreach process, guide the *General Plan's* objective to preserve, protect, and promote Norco's core values and introduce new revenue-generating uses and activities.

- Ensure Norco remains authentic and is guided by its core values: the preservation, protection, and promotion of Norco's agrarian heritage; all-American, small-town

character; agricultural, animal-keeping lifestyle; and rural, equestrian-oriented atmosphere.

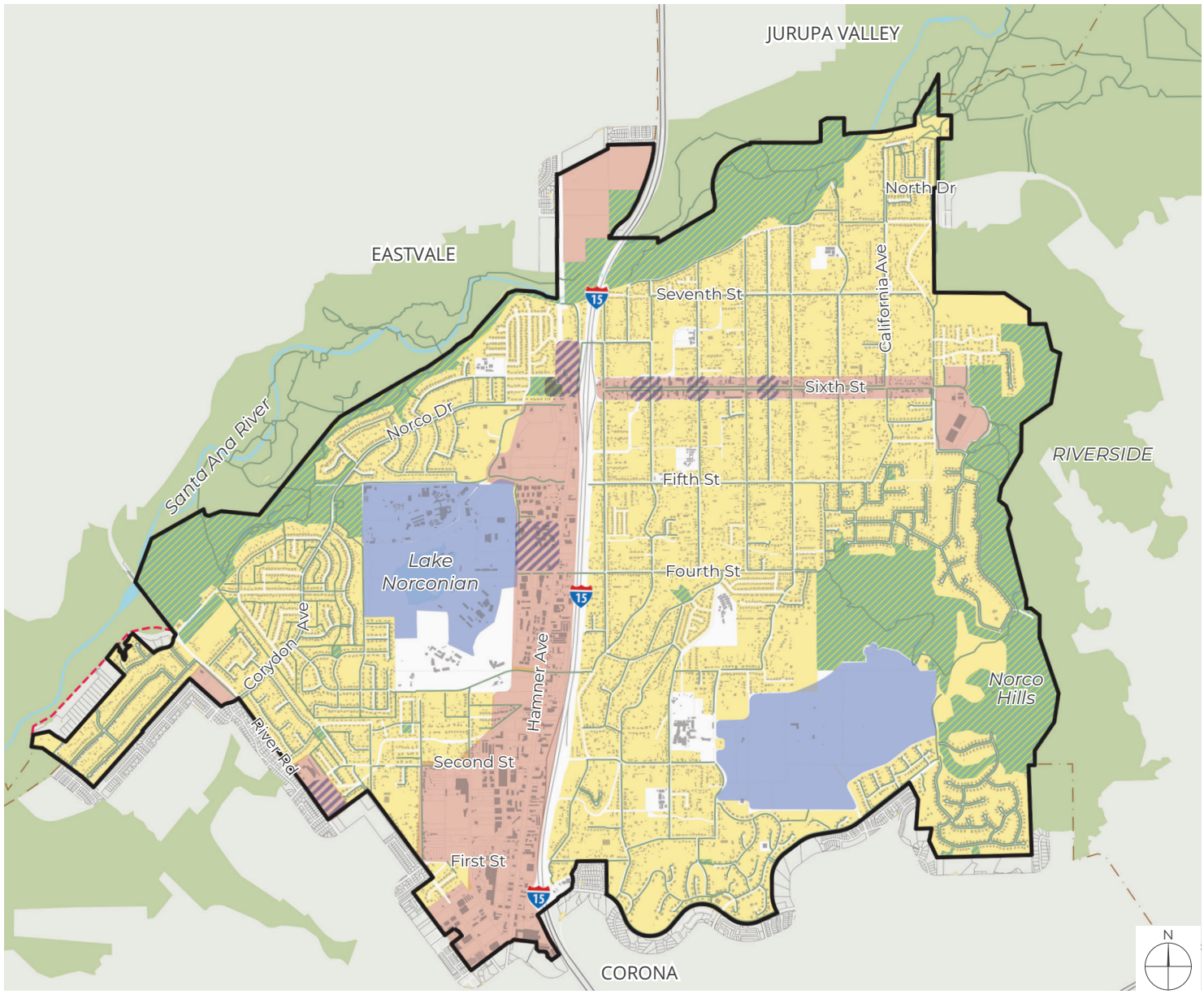
- Ensure that all new development and public improvements are designed to complement Norco's small-town scale, character, equestrian amenities, and agrarian architecture.
- Support and retain essential local businesses that align with Norco's agricultural, animal-keeping lifestyle, and attract new businesses and events that enhance offerings and generate sustainable revenue that supports essential amenities and services.
- Establish a destination for Norco's residents and visitors that complements and leverages Norco's character and offers unique opportunities for shopping, dining, and socializing.
- Expand Norco's unique equestrian and agricultural events and introduce more visitor experiences that celebrate and promote Norco's agrarian heritage and Western traditions.
- Improve Norco's street and trail networks to enhance equestrian access, support safe and comfortable travel for all modes and abilities, and better support Norco's character and atmosphere.
- Expand and enhance Norco's parks, open spaces, facilities, and services in ways that uphold its core values, while providing safe and convenient equestrian, pedestrian, and bicycle access to these amenities.
- Promote and support youth-based equestrian, agricultural, athletic, and arts programs and experiences to sustain Norco's lifestyle for future generations.

b. Community Roadmap

The various elements of the *General Plan* translate the vision and priorities into goals, policies, and implementation actions to provide a "roadmap" that embodies the spirit of Norco's core values and adapts to the needs of future generations. This section describes the community's vision and priorities for each of Norco's geographic areas, indicating where change is anticipated and where existing conditions are expected to remain largely unchanged. Key components illustrated in Figure 2-6, Community Roadmap include:

- Areas of Conservation. Norco's parks, trails, and natural open spaces.
- Areas of Preservation. Norco's residential lots are zoned for residential agriculture and designed to support farming, gardening, food production, and animal-keeping.
- Areas of Enhancement. Norco's commercial corridors (Sixth Street, Hamner Avenue, and River Road), event centers (Ingalls Event Center and SilverLakes), and employment areas.
- Focus Areas. Areas where change is anticipated or prioritized—the North Hamner Gateway, the Fourth Street and Hamner Avenue area, the Second Street and River Road area, and the Sixth Street Corridor—or where a site's historic or environmental significance warrants more detailed guidance—the Norconian Resort Site and the former Wyle Laboratories Site.

FIGURE 2-6, COMMUNITY ROADMAP



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Existing Trails
- Open Space Outside City
- Areas of Conservation
- Areas of Preservation
- Areas of Enhancement
- Areas not under direct City control (schools and public facilities)

Focus Areas

- Placemaking Priority Areas
- Special Planning Areas

SOURCE: City of Norco; Sargent Town Planning – 2026.

1. Areas of Conservation: Parks, Trails, and Open Space

Areas of Conservation, illustrated in Figure 2-7, Areas of Conservation, consist of Norco's parks, trails, and natural open space areas, such as the Santa Ana River and undeveloped areas of the Norco Hills. These spaces provide residents with areas to ride horses, hike, and recreate. In addition, Norco's extensive trail network is an integral, linear component of the open space network, connecting virtually all residences to Norco's parks and natural open spaces. In addition, these open spaces shelter wildlife and help cleanse stormwater before it percolates into the water table or into the Santa Ana River. Through the *General Plan*, the City of Norco will continue to conserve parks, trails, recreation facilities, equestrian amenities, and natural open spaces.

2. Areas of Preservation: Neighborhoods

Areas of Preservation, illustrated in Figure 2-8, Areas of Preservation, include Norco's neighborhoods; the places where residents live, ride horses, farm, raise animals, and run home-based businesses. Strategies for preserving and enhancing Norco's distinctive neighborhood character and atmosphere include:

- Preserve existing equestrian trails and fencing along Norco's neighborhood streets in keeping with the Equestrian Historic District and Equestrian Landmark and introduce missing trail segments in conjunction with new development.
- Retain existing land use classifications and development standards, especially those requiring on-site animal-keeping areas, such as the dedicated Primary Animal Keeping Areas (PAKA).
- Ensure that new homes built on vacant parcels and owner-initiated improvements and additions to private homes, including Accessory Dwelling Units (ADU), maintain required animal-keeping areas and preserve the right to keep animals.
- Balance Norco's lifestyle with State housing requirements by requiring residential development site plans to identify designated animal-keeping areas, access to animal-keeping areas, and locations for proposed or future ADUs, ensuring the right to keep animals and engage in small-plot agriculture is preserved for future property owners.
- Refine existing property maintenance standards to ensure street-facing building facades and front yards contribute to and do not detract from Norco's established character.
- Update the city's land use standards to clarify the types of small businesses allowed on residential properties and how those businesses may be advertised along the street.
- Calm and discourage cut-through traffic along neighborhood streets.
- Maintain and improve Norco's extensive road and trail network, parks, and recreational facilities.

Neighborhood land use and community character Goals and Policies are described in Chapter 4, Land Use and Community Character Element. Neighborhood street and trail Goals and Policies are described in Chapter 5, Circulation Element and Chapter 9, Open Space and Conservation Element.

3. Areas of Enhancement: Corridors and Event Centers

Areas of Enhancement, illustrated in Figure 2-9, Areas of Enhancement, include Norco's commercial corridors and employment areas where targeted improvements are needed to strengthen visual quality and economic performance. These areas often have aging or inconsistent building design, business mixes that do not fully meet community needs or economic goals, and fragmented streetscape character, which reduces appeal to residents, visitors, businesses, and investors.

Priority improvements include upgraded streetscapes, stronger agrarian architectural standards that better reflect Norco's core values, a broader mix of businesses, and improved visitor experience along key routes to destinations.

The principal areas of enhancement include:

- Commercial Corridors: Sixth Street, Hamner Avenue, River Road
- Event Centers: Ingalls Event Center, SilverLakes
- Employment Areas: South Hamner Employment District

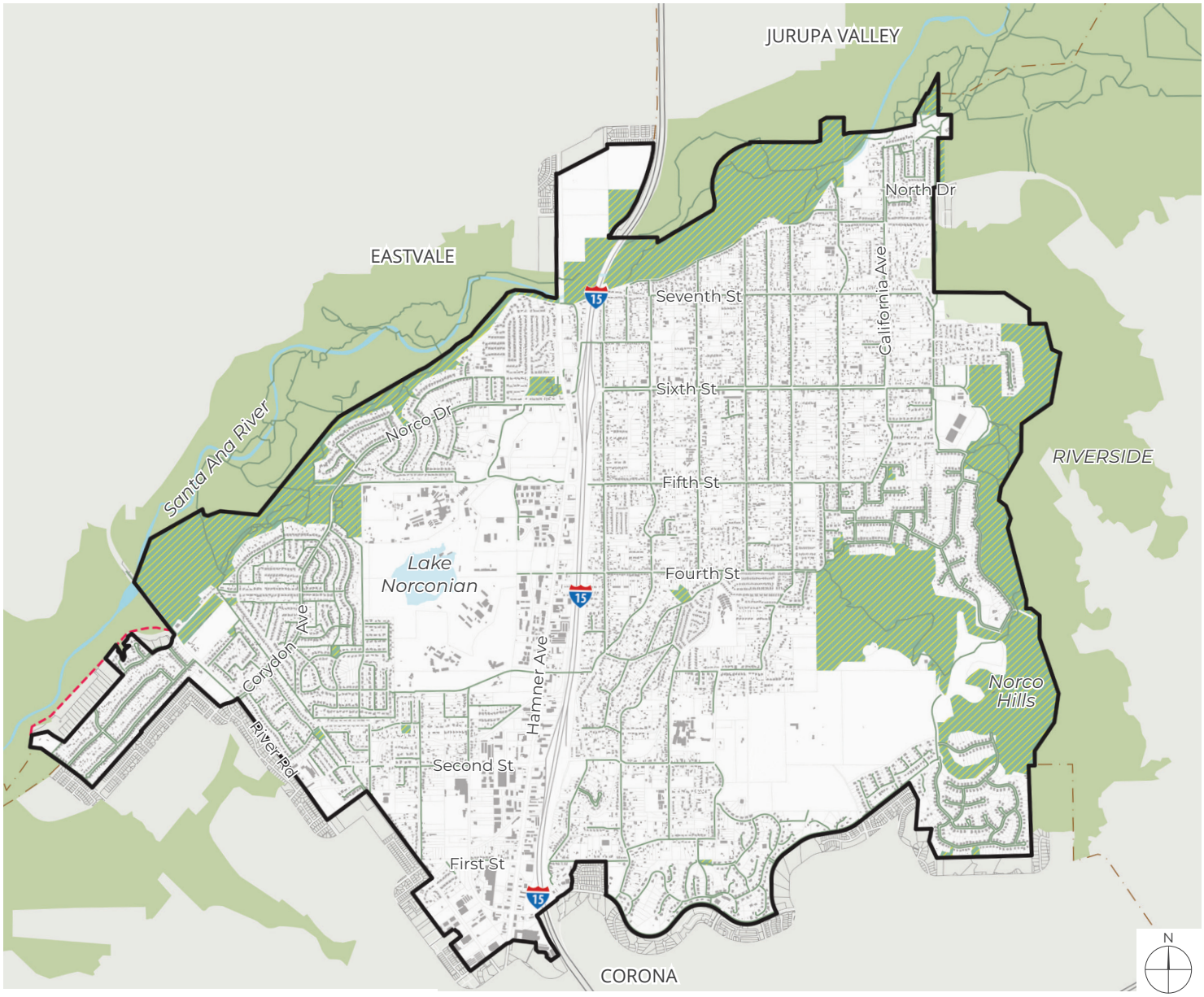
4. Focus Areas

The *General Plan* identifies six focus areas, shown in Figure 2-10, Focus Areas, within the city where change is anticipated or prioritized, or where a site's historic or environmental significance warrants more detailed guidance. This summarizes key opportunities, priorities, and strategies for each area and provides the foundation for related goals, policies, and implementation actions in subsequent chapters. These focus areas fall into one of two categories: "Placemaking Priority Areas" or "Special Planning Areas."

Placemaking Priority Areas (PPAs) include four opportunity areas where the potential value of coordinated public and private improvements is especially high and closely aligned with community priorities. For each PPA, a clear vision and strategic direction is defined to help identify catalytic actions and guide future investment. These areas include:

- North Hamner Gateway. This area was the original town site of Rex Clark's Downtown. This area holds significant potential for transformation into the vibrant, walkable, and authentic downtown environment that the community desires.

FIGURE 2-7, AREAS OF CONSERVATION

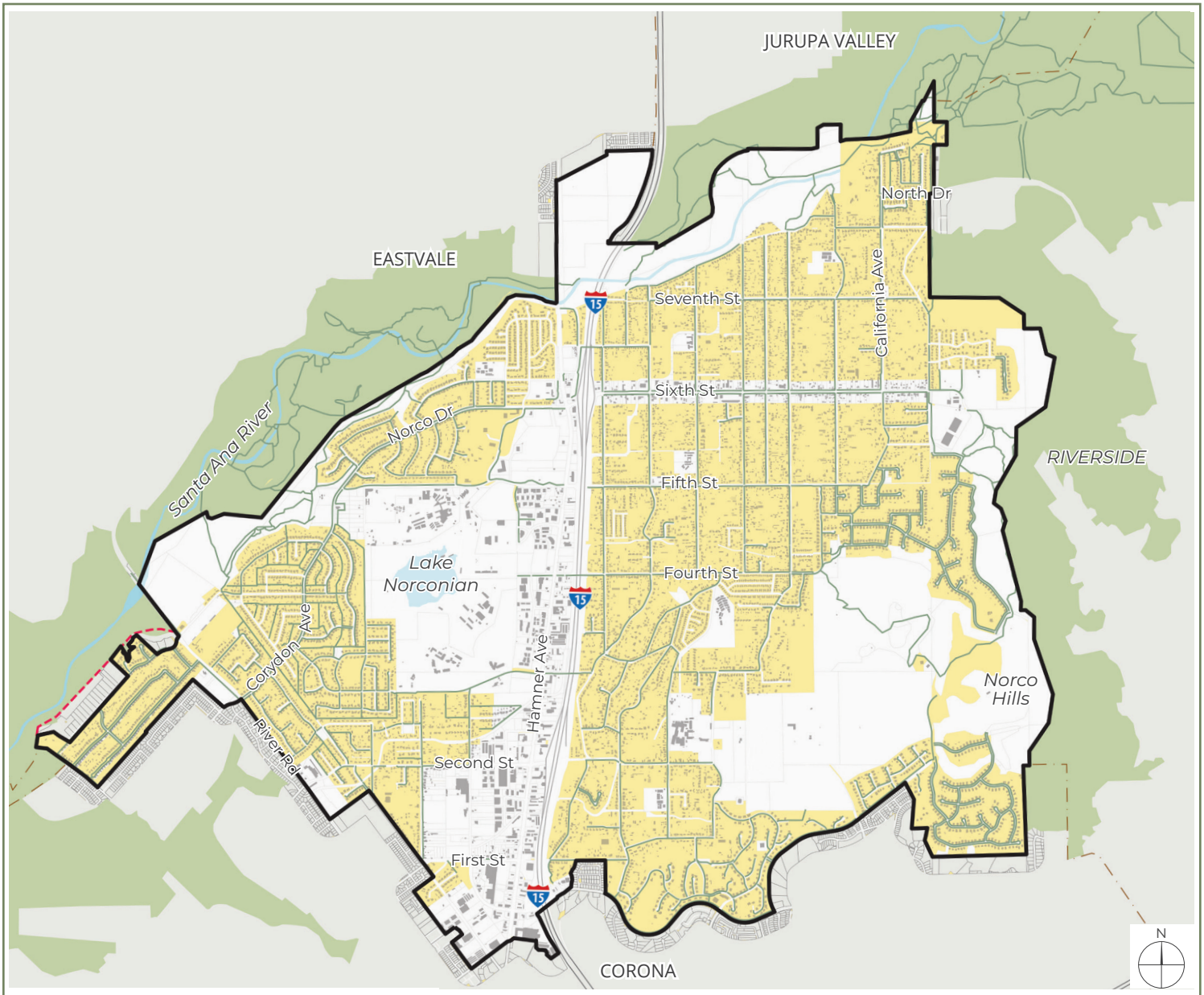


Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Existing Trails
- Open Space Outside City
- Areas of Conservation

SOURCE: City of Norco; Sargent Town Planning – 2026.

FIGURE 2-8, AREAS OF PRESERVATION

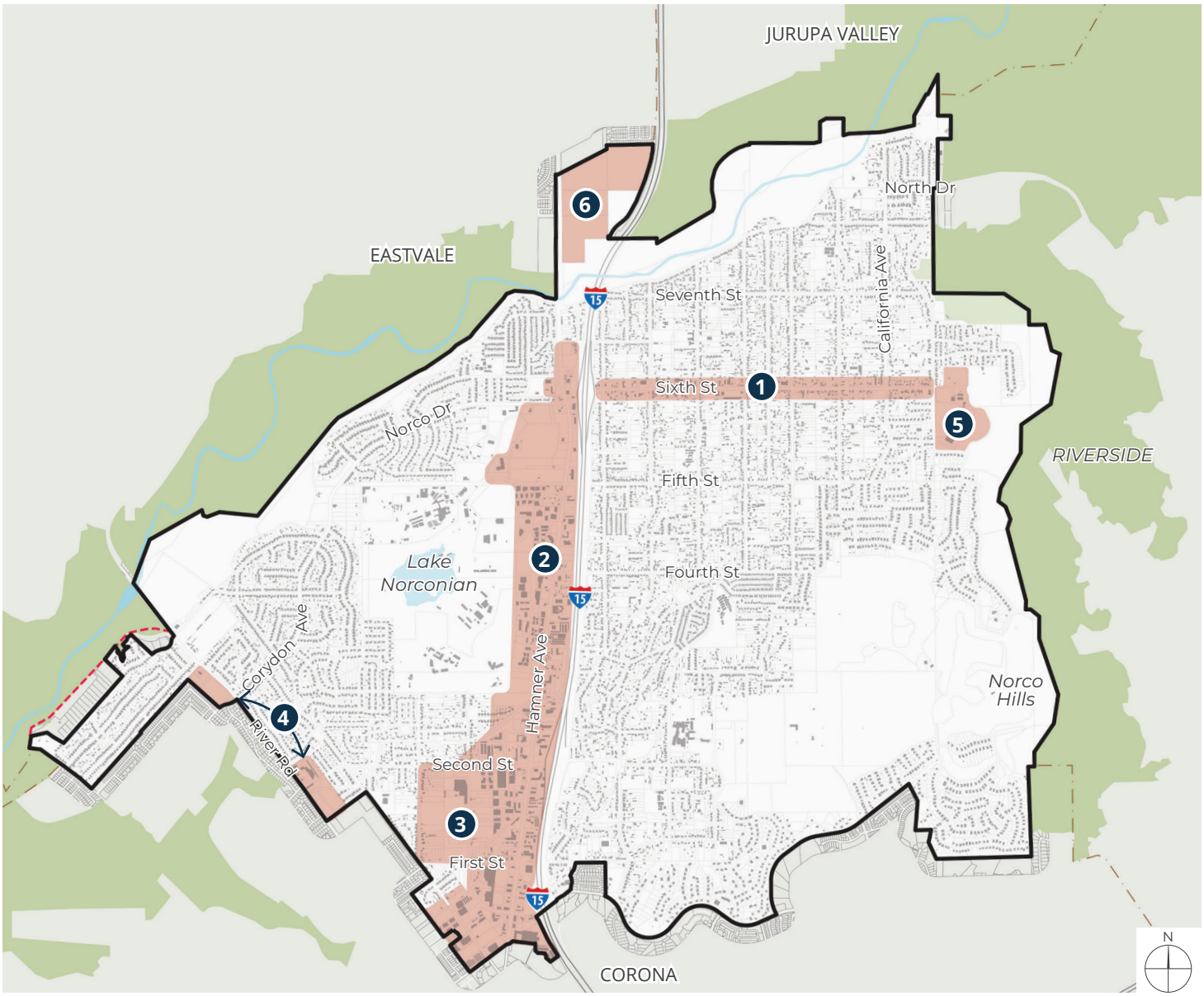


Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Existing Trails
- Open Space Outside City
- Areas of Preservation

SOURCE: City of Norco; Sargent Town Planning – 2026.

FIGURE 2-9, AREAS OF ENHANCEMENT

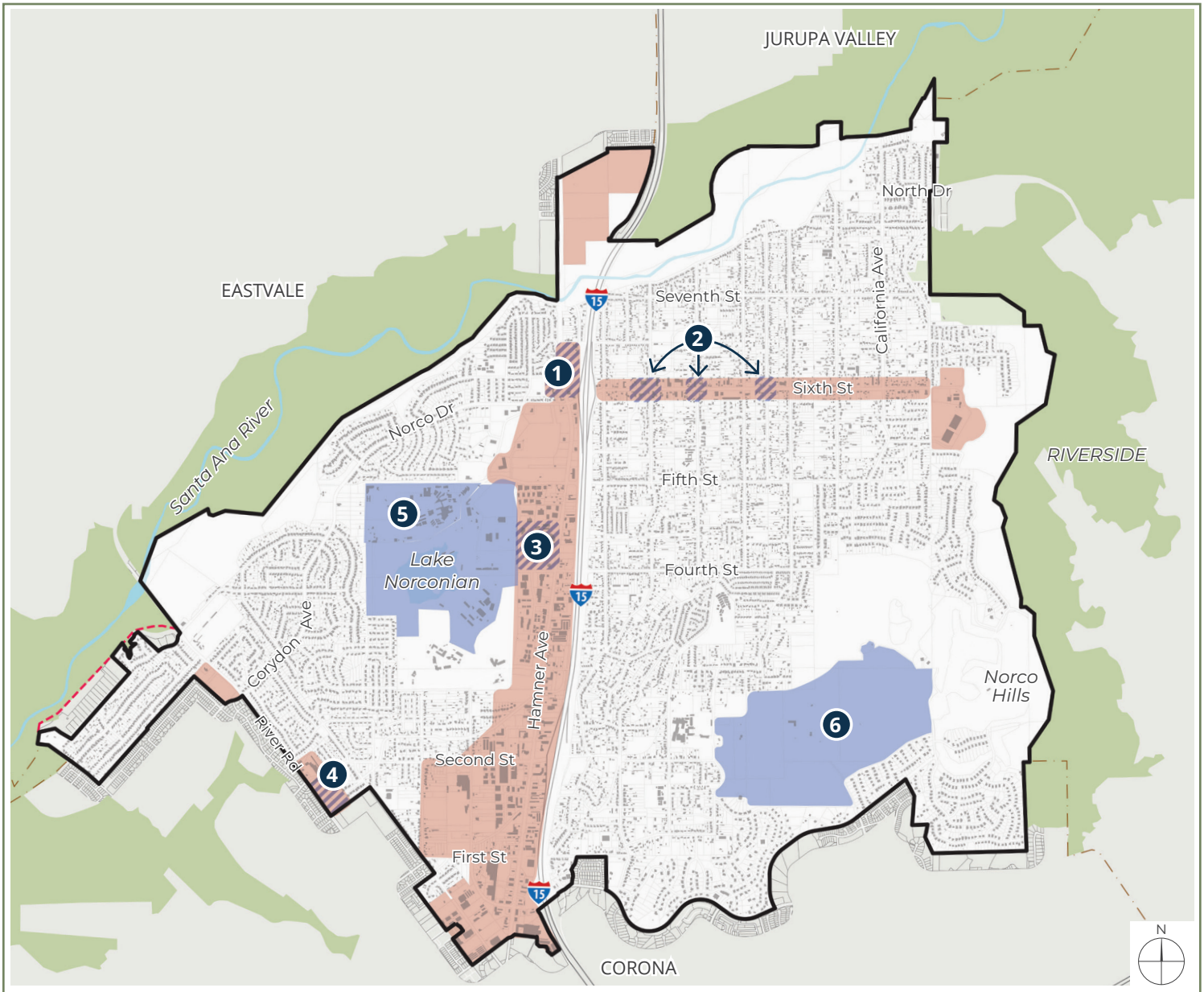


Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Natural Open Space Outside City
- Areas of Enhancement
- 1 Sixth Street Corridor
- 2 Hamner Avenue Corridor
- 3 South Hamner Employment Area
- 4 River Road Corridor
- 5 Ingalls Event Center
- 6 SilverLakes

SOURCE: City of Norco; Sargent Town Planning – 2026.

FIGURE 2-10, FOCUS AREAS



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Natural Open Space
- Areas of Enhancement
- Placemaking Priority Areas
  - 1 North Hamner Gateway
  - 2 Sixth Street
  - 3 Fourth Street and Hamner Avenue
  - 4 Second Street and River Road
- Special Planning Areas
  - 5 Norconian Resort Site
  - 6 Wyle Laboratories Site

SOURCE: City of Norco; Sargent Town Planning – 2026.

- Sixth Street. Sixth Street is an important focal point of Norco's built environment. Central to Norco's lifestyle, it features a range of essential businesses that support the daily needs of residents, including feed and tack shops, veterinary services, and other specialty businesses.
- Fourth Street and Hamner Avenue. Vacant land subject to the Housing Development Overlay (HDO) near the intersection of Fourth Street and Hamner Avenue provides an opportunity for new housing, businesses, and community amenities that can both satisfy State housing requirements and maintain neighborhood patterns and forms that celebrate and bolster Norco's atmosphere.
- Second Street and River Road. Vacant land subject to the Housing Development Overlay (HDO) at Second Street and River Road offers an opportunity for new housing and a small neighborhood-serving retail center designed to respect the scale and character of surrounding single-family neighborhoods while helping meet State housing requirements.

Special Planning Areas (SPAs) are sites that require focused, comprehensive planning beyond citywide policy guidance. Due to size, historic significance, environmental conditions, and/or redevelopment complexity, these areas should be guided by a Specific Plan or comparable detailed planning document. These areas include:

- Norconian Resort Site. The Norconian Hotel opened in 1929 as one of the nation's premier resort destinations. It was later converted and expanded during World War II into a Naval hospital, and, in the early 1960s, it became a State prison. Today, the site offers an opportunity to rehabilitate and adaptively reuse its historic resources while introducing new development and open space consistent with the community's vision and priorities.
- Wyle Laboratories Site. The former Wyle Laboratories Site, located in the Norco Hills, is a unique part of Norco's built and natural environment. Formerly an aerospace rocket testing facility that operated from 1957 to 2004, the site is now largely undeveloped, much of which is natural open space. With its "Preservation and Development" designation and zoning, any future development or substantial reuse of this site must be guided by a Specific Plan consistent with the community priorities of the *General Plan*.

2.7 Intended Use of this Program EIR

The Norco City Council would need to take the following discretionary actions in conjunction with the proposed Project:

- Certification of the Final Program EIR
- Adoption of the proposed *General Plan*

The City's zoning may also be subsequently updated to implement the *General Plan* amendments, consistent with the procedures outlined in Government Code 65850 et seq., including Section 65860(c).

Responsible Agencies include public agencies other than the Lead Agency which have discretionary approval power over the project. The City has not identified any Responsible Agencies at this time.

Trustee agencies include public agencies with jurisdiction over certain resources held in trust for the people of California, which do not have legal authority over approving or carrying out a project. These agencies and their roles, summarized below, may include:

- The State Geologist is responsible for the review of the City's program for minimizing exposure to geologic hazards and for regulating surface mining activities.
- The California Department of Transportation (Caltrans) has responsibility for approving future improvements to the State highway system, including I-15.
- The California Department of Fish and Wildlife (CDFW) has responsibility for issuing take permits and streambed alteration agreements for any projects with the potential to affect plant or animal species listed by the State of California as rare, threatened, or endangered or that would disturb waters of the State.

3. Environmental Setting

The project analyzed in this Program EIR (PEIR) is the proposed City of Norco 2050 General Plan Update, herein referred to as, "2050 General Plan Update (GPU)" or the "proposed Project." This section of the PEIR describes the key characteristics of the *General Plan*, including the project proponent/lead agency, the geographic extent of the plan area, project objectives, required approvals and types and extent of development forecasted under the City of Norco *General Plan*. An updated draft of the *General Plan* has been prepared and is the subject of the analysis in this PEIR.

3.1 Regional Setting

Norco lies approximately 50 miles southeast of downtown Los Angeles within the northwest corner of Riverside County, near the confluence of Riverside, San Bernardino and Orange Counties.

The growing urban areas of San Bernardino County lie to the north and connect directly with Norco via the 1-15 Freeway. Orange and Los Angeles Counties lie to the west and connect to Norco via the 91 and 71 Freeways. The majority of Riverside County lies directly to the east, connecting to Norco via State Route 91 just south of the city and State Route 60 approximately five miles to the north. To the south lies the rapidly urbanizing area of southwestern Riverside County that connects to Norco via the 1-15 Freeway. Norco is bordered by the cities of Eastvale and Jurupa Valley to the north, Corona to the west and south, and Riverside and unincorporated Riverside County to the east

The region is framed by the San Gabriel, San Bernardino and San Jacinto Mountains, rising more than 10,000 feet in elevation to the north, northeast and east of the city, respectively. The Santa Ana Mountains to the south and the Chino Hills to the west complete the framework and restrict the climatic influence of the Pacific Ocean upon the region. It is between these two obstructions that the Santa Ana Canyon passes as it enters Orange County. Potential floodwaters are held above the canyon by the Prado Dam, whose capacity includes a riparian basin and perennial wetlands. In Orange County, the Santa Ana River channel meets the sea about 120 miles from its headwaters near Mt. San Gorgonio, Southern California's highest peak.

3.2 Physical Setting

a. Geographic Setting

The bluffs overlooking the Santa Ana River define the northeastern to southwestern physical edge of the city. A north-south chain of hills defines the eastern physical edge. The City of Norco

contains three particular landscape features: its hills, its position on the Santa Ana River, and Lake Norconian.

The most visually dominant of these features are the eastern hills of Norco. Much of the town rests between the Beacon Hill complex and the larger hills on Norco's eastern border with La Sierra, a district of the City of Riverside. Approximately 2,000 acres of the La Sierra Hills lie within Norco's boundary. These shrub and grassland-covered hills occupy a large portion of the viewshed of the city. The second most prominent landscape feature of Norco is the Santa Ana River. It courses along the northern boundary of the city, providing views from the eroded bluffs of Norco's steep banks. Attractions on the far side include Prado Basin County Park, Rivertrails Park rental horse facility, and portions of Santa Ana River Regional Park. The third, Lake Norconian, a manmade improvement in the landscape that is primarily closed to the public and visually secluded by the surrounding topography, which includes Beacon Hill and the high-security land uses at the Naval Weapons Fleet Analysis Center and CRC, between which the lake sits. Within the lake lies an island so densely vegetated it appears impenetrable, and which serves as a wildlife sanctuary protected by the California Department of Fish and Game. Beacon Hill in the north central portion of the city is another major landmark. It is currently vacant with the exception of the lower slopes where some of the lots have been developed.

The city, as a small plot agricultural community, does not have the range of land uses that are typical for most other cities. There are approximately 9,808 acres of land within the incorporated boundaries of Norco. While large-scale commercial agriculture does exist, many residences partake in a small plot agricultural lifestyle, reflective of the relatively low-density atmosphere of the city. In addition, domestic commercial agriculture, including the keeping of horses and other animals, is widely practiced on many of the larger parcels.

Residential development in Norco has primarily occurred in zones where the lots are 20,000 square feet and over. Such large lot residential zoning now comprises almost half of the incorporated land area in Norco (approximately 46 percent). However, about twenty percent of the lots in this land use category are less than 20,000 square feet. Currently, 13.3 percent of the city's area is used for commercial and industrial activities and for such public institutions as schools and parks.

b. Existing Land Uses

Most land in Norco is designated and zoned for low-density agricultural-oriented residential uses. A central component of the large lot zoning is the open areas reserved for large animal keeping and small plot agricultural uses and – for newer development – a recorded Primary Animal Keeping Area (PAKA), which governs the minimum area of a site that must be devoted to animal keeping and/or agricultural uses and kept clear of structures, except for structures that facilitate animal keeping and agricultural uses, provided they do not cover more than 40 percent of the PAKA.

Commercial uses are concentrated along Sixth Street, Hamner Avenue, and River Road, with pockets along California Avenue and North Drive. Industrial uses are accommodated in the area south of Fifth Street along Horseless Carriage Drive and Town and Country Drive and south of Second Street.

The Norconian Site and the former Wyle Laboratories site are designated and zoned Preservation and Development, which provide for the coordinated development of planned commercial projects in a manner that preserves significant natural landscape features, open lands, and historical buildings.

c. Topography and Water Features

The city lies in the Corona North area, part of the larger Corona–Riverside Basin. The topography is generally flat to gently rolling, with some elevation changes near the edges of the city. The USGS Corona North topo map shows a broad, open basin with scattered low hills and drainage patterns typical of Riverside County. The area is underlain by sedimentary deposits, with some alluvial fans and minor fault-related uplifts.

There are two water bodies in the city—Lake Norconian and the Santa Ana River—which are not utilized for consumption and are categorized as "other resources." These water bodies are used primarily for aesthetic and recreational purposes. Lake Norconian is located at the Naval Warfare Assessment Center (NWAC), which is primarily off-limits to the public; and the Santa Ana River runs along the northern boundary of the city.

Lake Norconian is a manmade lake that was created for recreational purposes with the Norconian Hotel back in the 1920s. In the early 1950s the Navy began using the site for military research, testing, and weapons development, where, as the Naval Surface Warfare Center, it continues to support defense-related research, testing, evaluation, and technical operations. In the 1960s, the state converted the hotel building into a drug rehabilitation and incarceration center, which is now closed, and since that time, the lake has had little public use. Some fishing still occurs with a local fishing license obtained at the NWAC facilities office. Over the years, the lake has become an important riparian habitat for birds.

The Santa Ana River forms the northern boundary of the city and is a naturally occurring element in the landscape, though it has been changed greatly through human intervention. The river now contains year-round flow derived primarily from treated wastewater effluent that is continuously discharged into the river channel. The river itself is not used for potable water supplies but serves an important function in the regeneration of ground water aquifers, especially in Orange County. The function of the river for recreational purposes is limited to the aesthetic values for riverside trails (equestrian, pedestrian, and bicycle) and parks. As a riparian habitat, the river supports numerous species including plants, animals, fish, and fowl both for habitat and foraging.

d. Climate and Air Quality

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Air Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential.

4. Environmental Impact Analysis

This section examines the potential adverse environmental impacts that may result from the implementation of the proposed project. Discussion is focused on the identification of changes that may be considered to be environmentally significant (a substantial, or potentially substantial, adverse change in the environment). Analysis of each environmental issue is organized within the following five subsections:

Environmental Conditions – A description of existing conditions, prior to implementation of the 2050 General Plan Update (GPU), and a discussion of the policy and technical background necessary for analysis of potential impacts. The Existing Conditions Analysis Report was the first technical document prepared for the 2050 GPU. It provided a solid foundation of information and understanding of the community as it is, upon which plans can be developed to guide the community's future growth and development. This information is intended to provide the community and all participants in the General Plan process with a shared understanding of the existing community, as well as the opportunities and conditions that may shape its future. This documents serves as the basis for the "Environmental Setting" section for each environmental topic analyzed in this Program EIR (Section 4.0).

Thresholds of Significance – The thresholds by which the project components are measured to determine if a project would cause a substantial, or potentially substantial, adverse change in the existing environmental conditions.

Impact Analysis – An analysis of the beneficial and adverse effects of the project, including where appropriate, assessments of the significance of potential adverse impacts relative to established criteria and thresholds (relative to existing conditions per CEQA).

Mitigation Measures – Wherever significant adverse impacts relative to existing conditions are identified in the Environmental Impacts section, appropriate and reasonable measures are recommended to avoid or minimize impacts to the extent feasible.

Level of Impact After Mitigation – A discussion of whether adverse impacts would still be significant after mitigation (unavoidable significant adverse impact) or reduced to a level of less than significant or no impact after mitigation.

4.1 Aesthetics

This section describes the current visual conditions in and around the City of Norco and evaluates the potential effects of the proposed 2050 General Plan Update (GPU), on scenic vistas, scenic resources, and visual character and quality, as well as impacts related to light and glare conditions.

a. Existing Conditions

The city is physically defined by natural features along its northwest side, including the Santa Ana River and Beacon Hill, and along the eastern boundary the Norco Hills separate the city from adjoining communities. The city is bordered by the City of Corona on the south.

1. Scenic Resources

The Santa Ana River, the Norco Hills, Beacon Hill, and the nearby San Gabriel, San Bernardino, and Santa Ana mountain ranges are the features of the natural environment within and near Norco that spatially frame the city and provide visual interest. The bluffs overlooking the Santa Ana River define the northeastern to southwestern edge of the city. The Norco Hills, a north-south chain of hills, defines the eastern edge of the city. While broad vistas of the Santa Ana River are not available from many locations in the community, it is a notable visual feature.

The rolling hills located throughout Norco divide the city into a number of small and discrete areas. The most dramatic of these is the Lake Norconian basin. In addition, the hillside area between Norco and Riverside on the eastern edge of the city is a visually defined area developed with residential neighborhoods.

The Corydon Staging Area on Corydon Avenue, located east of Corydon Avenue and south of Fifth Street, as well as other trails in the city provide scenic views of the Santa Ana River and equestrian and other recreational areas. Similarly, the Pumpkin Rock Trail, located atop the Norco Hills behind the Ingalls Event Center provides scenic views of open space adjacent to the eastern boundary of the city, as well as recreational areas. Figure 4.1-1, Existing Street, Park, Trail, and Open Space Network provides the existing open space and recreational areas within the city.

2. Visual Character

The City maintains an open and rural appearance through implementation of a rural standard street design that includes equestrian trails and fencing, and large single-family lots. The numerous trees along with the equestrian trails add a rustic quality that is associated with the animal-keeping lifestyle. The addition of hitching posts and watering troughs, with the extensive system of equestrian trails, supports Norco's animal-keeping lifestyle.

Further, the City implements strategies for preserving and enhancing Norco's distinctive rural, equestrian-oriented atmosphere, such as retaining existing land use classifications and

development standards, especially those requiring on-site animal-keeping areas on all single-family residential lots.

3. Built Environment

Interstate 15 (I-15) freeway, designated as an eligible State scenic highway, roughly splits the city into eastern and western halves.

Features that contribute to Norco's aesthetic character include Beacon Hill, Lake Norconian, the Norconian Hotel, the Norco Community Center, gateway elements along North Hamner Avenue, public art at the Ingalls Event Center, parks, including Neal Snipes Park, Pikes Peak Park, equestrian trails and fencing, and the city's tree canopy.

Situated between Norco Drive and Fifth Street to the west of Hamner Avenue, Beacon Hill is a prominent natural landmark. While areas around the base of the hill been developed, the steeper portions are natural open space.

Lake Norconian is a man-made waterbody sustained by piped well water, located in the western portion of the city. Although it is a man-made waterbody, Lake Norconian includes wetland and riparian habitat that supports a variety of bird species.

The former Norconian Hotel, located on Lake Norconian, is a large Spanish/Mediterranean-influenced building listed on the National Register of Historic Places. The Norconian Hotel opened in 1929 and was purchased by the United States Navy in 1941 and commissioned as the United States Naval Hospital in Corona.

The 429-acre Wyle Laboratories property, located in the southwestern portion of the city, is a former aerospace rocket testing facility that is largely undeveloped, with most of the original buildings removed from the site. This property includes an ephemeral stream and upland habitat areas.

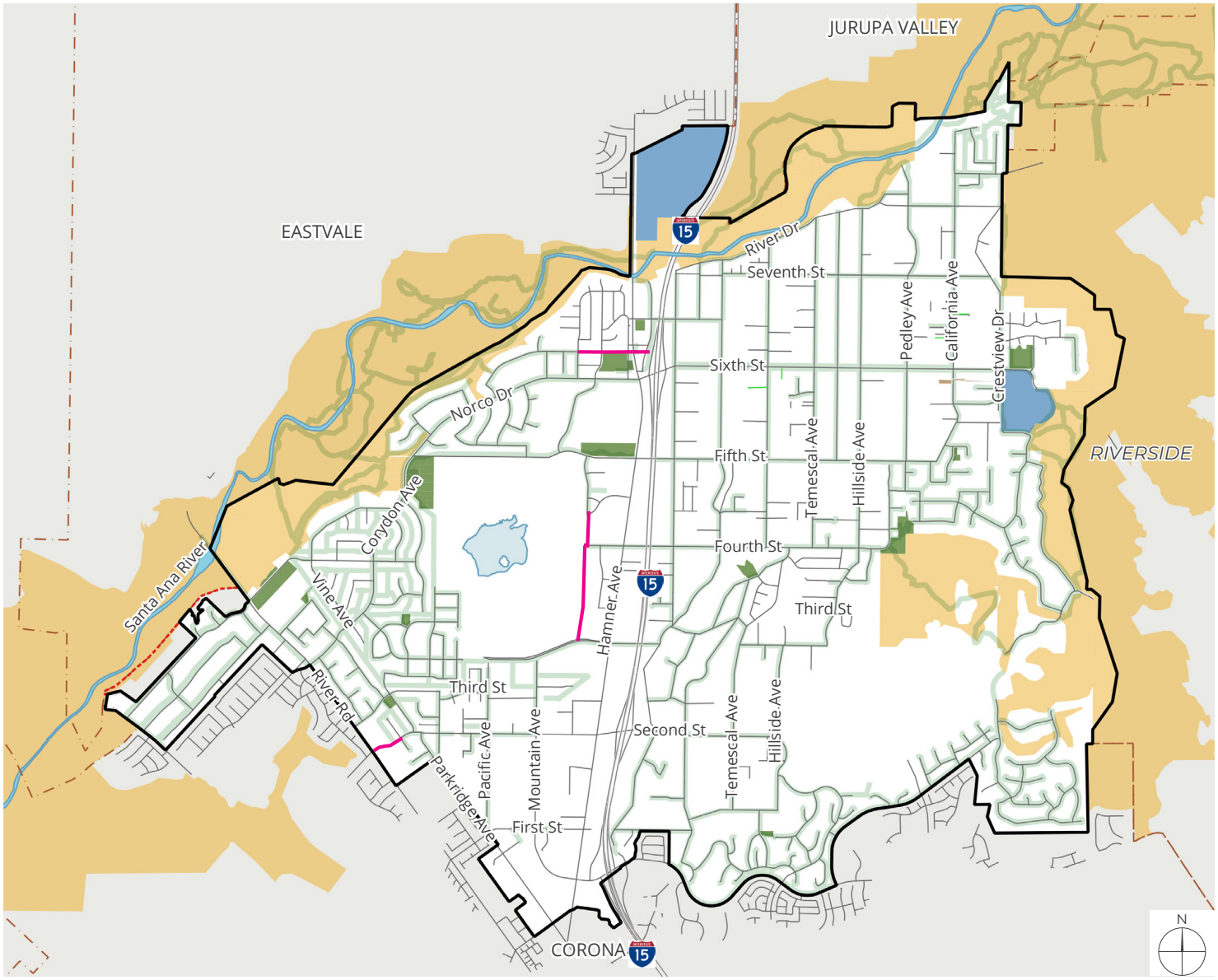
Commercial Corridors

The commercial corridors within the city are located along Sixth Street, Hamner Avenue, and River Road.

The visual characterisitics of these corridors are described further below:

- Sixth Street. Sixth Street is one of Norco's character-defining areas, lined by agrarian-style buildings that are set back fro the street, typically behind or next to parking lots. A number of original single-family houses remain, particularly east of Corona Avenue, some of which have been converted to businesses. The red, white, and blue street striping, equestrian trails, adjacent white, split-rail fencing, and large canopy trees on both sides of the street are an important visual component of Norco's character.

FIGURE 4.1-1, EXISTING STREET, PARK, TRAIL, AND OPEN SPACE NETWORK



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Pedestrian-Equestrian Trails
- Missing Trails
- Parks
- Event Centers
- Open Space

SOURCE: City of Norco; Sargent Town Planning – 2026.

- Hamner Avenue. Although Hamner Avenue is Norco's principal commercial corridor, it generally lacks the visual characteristics associated with Norco, mainly due to its substantial width, buildings set back from the street behind large surface parking lots, and the general absence of streetscape. Some components of Hamner Avenue provide some sense of Norco's character, including Beacon Hill, Neal Snipes Park, a handful of houses that have been convereted to businesses, and localized streetscape.
- River Road. River Road embodies many defining elements of the City's character, including the equestrian trail and fencing along the north side of the street, as well as the agrarian-inspired architecture of the Norco Village Shopping Center.

b. Regulatory Setting

1. State

Caltrans Scenic Highways

The California Department of Transportation (Caltrans) defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designations as a State scenic highway is based on the vividness, intactness, and unity of their view corridors, as described in Caltrans' Scenic Highway Guidelines (Caltrans 2008):

- Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- Unity is the extent to which development is sensitive to and visually harmonious with the natural landscape.

2. Local

Equestrian Historic District

Adopted in October 2021, the Equestrian Historic District celebrates and preserves Norco's agrarian heritage, while ensuring that its distinct character and enduring animal-keeping lifestyle are protected for future generations. A Historic District is a demarcated area with properties that share a common theme. Most of the residentially zoned neighborhoods in Norco share a variety of elements pertinent to an Equestrian Historic District, including equestrian trails, equestrian trail fencing, parks with equestrian amenities, large lots (typically a half-acre or larger), and animal-keeping areas. Approximately 6,000 residential properties, encompassing every property within the City's various animal-keeping zones, are included in the Equestrian Historic District, as shown in Figure 4.1-2, Equestrian Historic District.. Additionally, the Equestrian

Historic District includes commercial properties lining Sixth Street from Sierra Avenue to California Avenue because they reflect the equestrian-oriented atmosphere that is prized in Norco. Additionally, the Equestrian Historic District does not impose any new requirements or obligations on property owners beyond existing zoning regulations.

Equestrian Historic Landmark

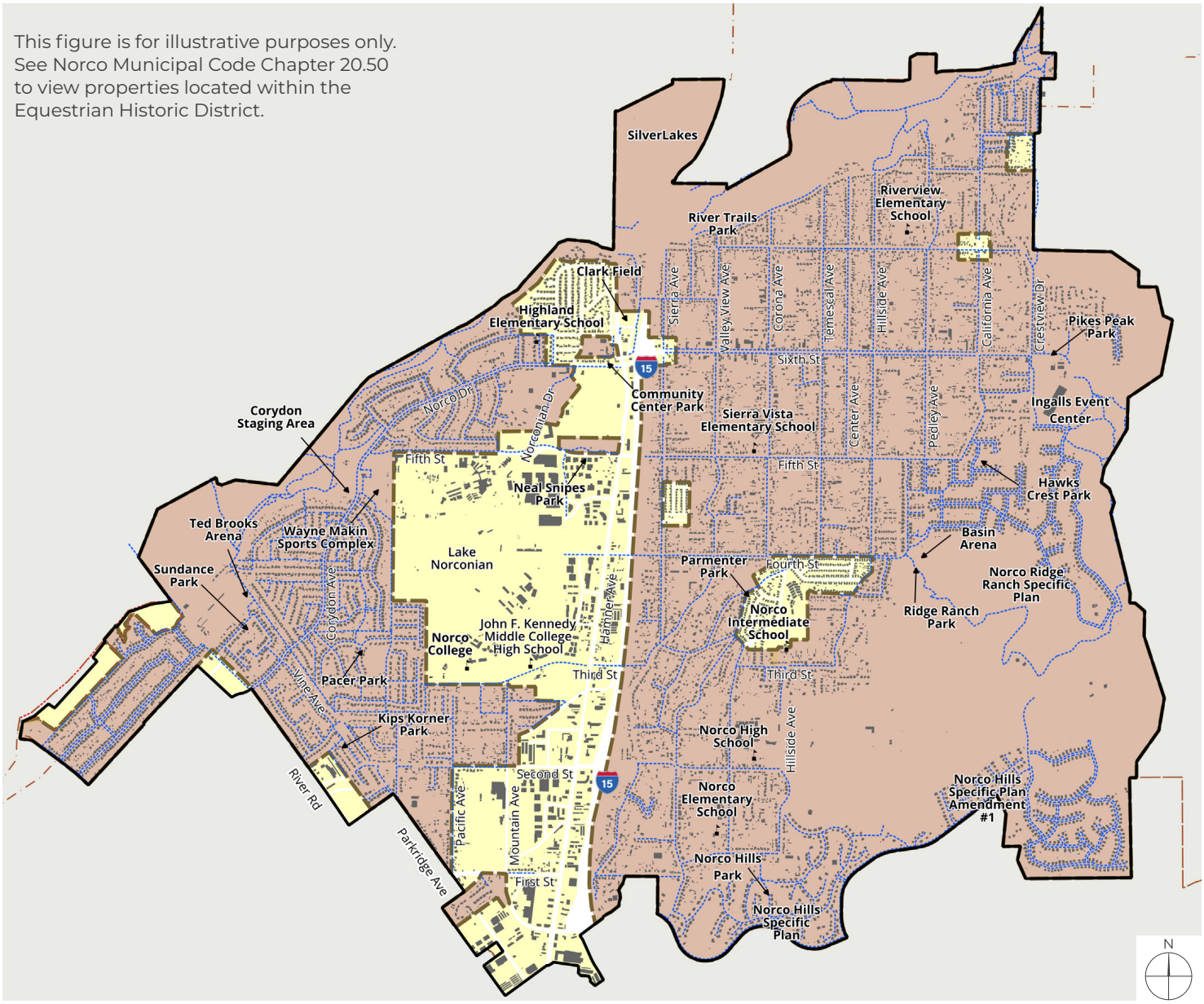
Designated in November 2025, the Equestrian Landmark further elevates the recognition of Norco's profound heritage by preserving the tree elements that are necessary to be recognized as an equestrian community: 1) large lots, 2) equestrian trails, and 3) open space. The Equestrian Landmark, as shown in Figure 4.1-3, Equestrian Landmark, includes: 1) all residential properties in the existing Equstrian Historic District , 2) all residential properties in the City of Norco that have a zoning designation that allows animal-keeping byright, 3) all trails in the City of Norco, and 4) all open space in the City of Norco. Animal-keeping is allowed by right under certain property conditions, which are defined in the Norco *Municipal Code*. The Equestrian Historic District and Equestrian Landmark complement each other while supporting the City's mission to keep Norco "Norco," without impacting residents' ability to improve their property.

c. Methodology

The assessment of aesthetics impacts involves qualitative analysis that is informed by the goals of the *General Plan* and generally accepted, industry-wide design standards. Different viewers react to views and aesthetic conditions differently, and this analysis considers the existing character of the city and the goal to weave together the visual character of the landscape, the current development, and new development to account for the visual aspects of Norco that make it unique and draw residents and visitors.

This section evaluates the anticipated changes to the city's visual environment that could result from the proposed 2050 GPU, based on the proposed Goals and Policies. The proposed 2050 GPU does not contain specific development proposals, but defines the Goals and Policies that will guide projects as they are conceived, proposed, and implemented. This analysis, therefore, focuses on land use changes envisioned under the 2050 GPU, and the aesthetic impacts on the city in terms of the arrangement of built and open space, density and development, and height, massing, and other key aspects that define aesthetic environmental concerns according to the thresholds of significance below.

FIGURE 4.1-2, EQUESTRIAN HISTORIC DISTRICT

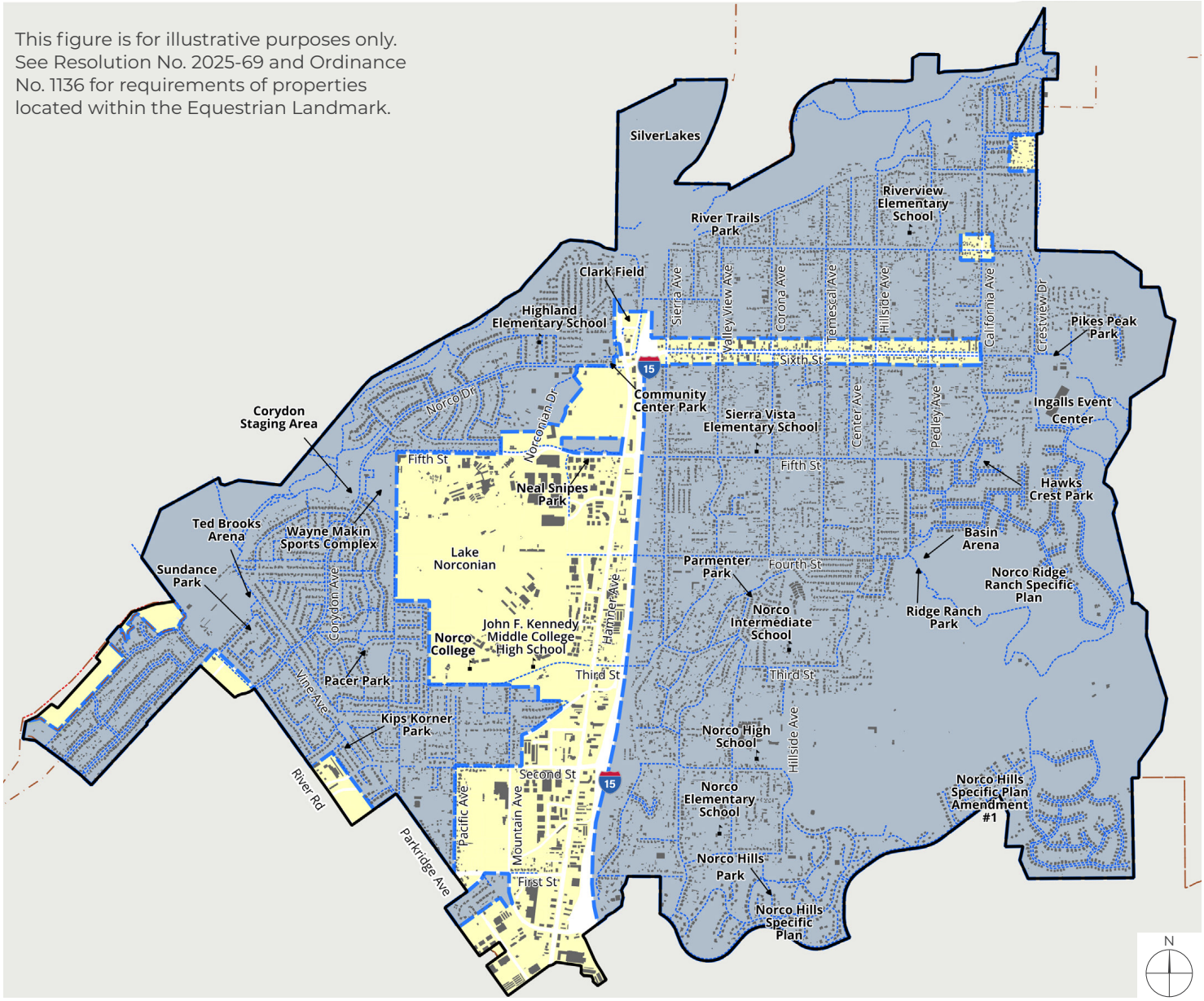


Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Pedestrian-Equestrian Trails
- Area Subject to Equestrian Historic District
- Area Outside Equestrian Historic District

SOURCE: City of Norco – 2026.

FIGURE 4.1-3, EQUESTRIAN LANDMARK



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Pedestrian-Equestrian Trails
- Area Subject to Equestrian Landmark
- Area Outside Equestrian Historic District

SOURCE: City of Norco – 2026.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *CEQA Guidelines.* For purposes of this Program EIR, implementation of the 2050 GPU may have a significant adverse impact if it would:

a) Have a substantial adverse effect on a scenic vista;

b) Substantially damage scenic resources, including, but not limited to, unique mature trees, unique rock outcroppings, and historic buildings within a State scenic highway;

c) 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; or

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

2. Project Impacts and Mitigation Measures

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

Less than Significant Impact. The 2050 GPU does not specifically propose activities that would impact public views or scenic vistas. Scenic resources are not formally designated within the city, and the City does not promote formal designation of these resources to prevent potential constraints on new development. However, scenic resources, such as public views of the Santa Ana River and Norco Hills, are present. Future development consistent with the 2050 GPU would allow for development of currently undeveloped parcels and intensification of other areas, which has the potential to impact public views.

Although the development of new buildings and/or structures in the city has the potential to disrupt views of the surrounding natural landscape, conformance with the proposed Open Space and Conservation Element Goals and Policies below would ensure that impacts to public views and scenic vistas are taken into consideration in conjunction with future development:

GOAL OSC-4: LANDFORM AND SCENIC VISTA PRESERVATION. The City will protect and enhance distinctive landforms, scenic vistas, ridgelines, and natural landscapes, including Beacon Hill, the Norco Hills, and the Santa Ana River corridor, while ensuring that development, signage, landscaping, and public improvements preserve the visual character, historical significance, and unique sense of place that define the community.

POLICIES

OSC-4.1 **Landform and Scenic Vista Preservation.** In areas not already designated for permanent open space in the Land Use Element, land development should be done in such a manner that the city's primary land forms and scenic vistas are protected.

OSC-4.2 **Landform Protection.** Ensure that development occurs consistent with the city's land form resources, preserving to the greatest extent possible the city's most identifiable natural landmarks (e.g., Beacon Hill, Norco Hills) that help give the community its sense of uniqueness.

OSC-4.3 **Beacon Hill Protection.** Protect and recognize Beacon Hill as a historically significant feature of the city's landscape. Work with neighboring property owners to create a balanced development plan that incorporates trails and open space.

OSC-4.4 **Billboards and Freestanding Signage.** Prohibit billboards within the city and limit the scale of freestanding signage within view corridors.

OSC-4.5 **Ridgeline Preservation.** Discourage the placement of buildings on prominent ridgelines.

OSC-4.6 **Restoration of Native Upland Vegetation.** Consider restoration of Riversidean sage scrub and other native upland vegetation as a means of enhancing the visual quality of local hillsides.

OSC-4.7 **Views of Santa Ana River.** Utilize existing and planned public amenities to improve and expand views of the Santa Ana River.

All future development would be required to comply with 2050 GPU policies and regulations addressing the protection of public views or scenic vistas, as well as minimizing development in areas where there is potential to obstruct views of the city's scenic resources. Further, all development within city limits would be required to adhere to the 2050 GPU development requirements, which includes limits on development intensity/density and form and character for all land use types, which would ensure that views from key viewing areas, such as the trail networks along the Santa Ana riverfront to the north, are maintained.

All future development projects will be required to conform with applicable policies and City *Municipal Code* regulations, such as the Norco *Municipal Code* Chapter 18.41 "Architectural Review," which includes design review that assesses the extent to which the proposed development project considers and protects visual resources.[1] Therefore, potential impacts to

[1] City of Norco. "Chapter 18.41: Architectural Review." *Norco Municipal Code.* Accessed April 2026. https://www.codepublishing.com/CA/Norco/#!/Norco18/Norco1841.html.

public views or scenic vistas associated with buildout of the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold b. Would the project substantially damage scenic resources, including, but not limited to, unique mature trees, unique rock outcroppings, and historic buildings within a State scenic highway?

Less than Significant Impact. The 2050 GPU would facilitate development and activities that have the potential to impact scenic resources, including trees, rock outcroppings, and historic buildings. Future development consistent with the 2050 GPU has the potential to result in impacts to scenic resources should construction result in the physical demolition, relocation, or alteration of a scenic resource.

Scenic resources in the city include the Santa Ana River, the Norco Hills, Lake Norconian, the Pumpkin Rock Trail, and other recreational trails along the perimeter of the city. Within the built environment, features that contribute to Norco's animal-keeping and equestrian-oriented atmosphere include, but are not limited to, the Norconian Hotel, the Norco Community Center, and commercial corridors along Sixth Street, Hamner Avenue, and River Road. However, as mentioned above, scenic resources are not formally designated and the City does not promote formal designation of these resources to prevent potential constraints on new development.

Although no State-designated scenic highways occur in the Planning Area, the I-15 is designated as an eligible State scenic highway that travels in a generally north-south direction and provides views of the Equestrian Historic District and Equestrian Landmarks within the city, which serve to preserve the City's animal-keeping and equestrian heritage. Notwithstanding, the City would implement the following Land Use and Community Character and Open Space and Conservation policies to ensure that impacts to scenic resources (the Santa Ana River, the Norco Hills, Lake Norconian, Pumpkin Rock Trail, I-15, Equestrian Historic District, Equestrian Landmarks, and commercial corridors) are reduced and minimzed in conjunction with future development:

GOAL LUCC-2: COMMUNITY CHARACTER. New development in the city should be designed to contribute to Norco's small-town scale, character, and agrarian architectural stlye.

POLICIES

LUCC-2.1 Agrarian Development Standards. Maintain and update, as needed, objective development standards for the different areas of the city, that guide the design of

buildings that highlight Norco's agrarian architectural style and consider surrounding development and land use.

LUCC-2.2 **Agrarian Architectural Design.** New development in the city should incorporate agrarian architectural features and building style, the level of which will be determined based on the location of a building, the type of construction, and the use of a building.

GOAL LUCC-5: COMMERCIAL CORRIDORS. Corridors bearing the Commercial General (CG) Designation will feature pedestrian-scaled site and building design that embody, celebrate, and further Norco's core values and are consistent with the City of Norco's Objective Development Standards.

POLICIES

LUCC-5.1 **Building and Site Design Standards.** Design new development along Hamner Avenue and applicable parcels along River Road in accordance with the City of Norco's Objective Development Standards to ensure new buildings, and their siting and landscaping, are consistent with Norco's agrarian architectural style.

LUCC-5.3 **Monumental Art.** At gateway locations, provide iconic buildings, landscape, monumentation, signage, and public art installations that announce entry into the city and highlight Norco's core values.

LUCC-5.4 **Public Realm Improvements.** Introduce public realm improvements that promote Norco's character along Hamner Avenue and River Road. Key components include:

- **Missing Sidewalks.** Require that new development introduce missing sidewalks along the length of the parcel's frontage along the street.
- **Missing Trails.** Require that new development introduce missing pedestrian-equestrian trails through the development and/or along the length of the parcel's frontage along the street.
- **Thematic Streetscape Elements.** Display thematic imagery that celebrates and reinforces Norco's core values (e.g., lighting, shade structures, kiosks, paving, banners, wayfinding signage, painted utility cabinets, public art).
- **Tree Canopy.** Expand the tree canopy along Hamner Avenue and River Road, both in the public right-of-way and on private property.

GOAL LUCC-6: SIXTH STREET CORRIDOR. The City will preserve Sixth Street's distinctive character and continue to attract businesses that support the day-to-day needs of Norco residents.

POLICIES

LUCC-6.1 **Placemaking Priority Areas.** Infill vacant parcels and continue to evolve naturally-occurring concentrations of neighborhood- and lifestyle-supporting businesses, services, and amenities along Sixth Street into more defined, active, and walkable environments that enable new and existing businesses to leverage the value of their proximity to one another and their exposure to high daily traffic volumes along the corridor.

LUCC-6.2 **Preservation of Sixth Street's Visual Character.** Preserve and enhance Sixth Street's character-defining pedestrian-equestrian trails, white split-rail fences, large canopy trees, and red, white, and blue street striping.

LUCC-6.3 **Building and Site Design Standards.** Design new development along Sixth Street in accordance with the City of Norco's Objective Development Standards to ensure new buildings and their siting and landscaping are consistent with Norco's character.

LUCC-6.6 **Adaptive Reuse of Single-Family Houses.** Continue to promote adaptive reuse of existing single-family houses for commercial purposes on commercially zoned lots that face Sixth Street and side streets. As practical, integrate single-family houses that accommodate restaurants, coffee shops, retail, and similar businesses into Sixth Street Placemaking Priority Areas.

LUCC-6.7 **Expanded Tree Canopy.** Preserve, maintain, and enhance Sixth Street's existing tree canopy, planting new trees in accordance with the City's *Urban Forest Specifications and Standards* where gaps in the canopy exist, particularly at Placemaking Priority Areas.

LUCC-6.8 **Public Realm Improvements.** Introduce traffic calming, streetscape, branding, and other public realm improvements along the Sixth Street to improve safety outcomes, attract new neighborhood and lifestyle-supporting business, and enhance Sixth Street's equestrian-oriented public realm character.

GOAL OSC-4: LANDFORM AND SCENIC VISTA PRESERVATION. The City will protect and enhance distinctive landforms, scenic vistas, ridgelines, and natural landscapes, including Beacon Hill, the Norco Hills, and the Santa Ana River corridor, while ensuring that development, signage, landscaping, and public improvements preserve the visual character, historical significance, and unique sense of place that define the community.

POLICIES

OSC-4.1 **Landform and Scenic Vista Preservation.** In areas not already designated for permanent open space in the Land Use Element, land development should be done in such a manner that the city's primary land forms and scenic vistas are protected.

OSC-4.2 **Landform Protection.** Ensure that development occurs consistent with the city's land form resources, preserving to the greatest extent possible the city's most identifiable natural landmarks (e.g., Beacon Hill, Norco Hills) that help give the community its sense of uniqueness.

OSC-4.3 **Beacon Hill Protection.** Protect and recognize Beacon Hill as a historically significant feature of the city's landscape. Work with neighboring property owners to create a balanced development plan that incorporates trails and open space.

OSC-4.4 **Billboards and Freestanding Signage.** Prohibit billboards within the city and limit the scale of freestanding signage within view corridors.

OSC-4.5 **Ridgeline Preservation.** Discourage the placement of buildings on prominent ridgelines.

OSC-4.6 **Restoration of Native Upland Vegetation.** Consider restoration of Riversidean sage scrub and other native upland vegetation as a means of enhancing the visual quality of local hillsides.

OSC-4.7 **Views of Santa Ana River.** Utilize existing and planned public amenities to improve and expand views of the Santa Ana River.

GOAL OSC-6: PRESERVATION AND RESTORATION OF SIGNIFICANT HISTORIC RESOURCES. The City will identify and incentivize the preservation and restoration of significant historic resources that embody Norco's heritage, character, and lifestyle.

POLICIES

OSC-6.1 **Historic Resource Inventory.** Update the 2012 inventory of potentially significant historic buildings, in accordance with criteria established by the National Register of Historic Places and the California Office of Historic Preservation.

OSC-6.2 **Restoration and Adaptive Reuse.** Pursue the restoration and adaptive reuse of older, character-defining buildings, such as the Norconian Hotel, the North Corona Land Company and Orange Heights Water Company building in the North Hamner Gateway, and the Community Center, as part of placemaking efforts. Where preservation in place is not feasible, incorporate appropriate mitigation measures through the environmental review process.

OSC-6.3 **Compatible Land Use Around Historic Resources.** Ensure that land use designations and development regulations surrounding historic structures support their continued preservation and use, and do not diminish the economic viability of maintaining such resources.

OSC-6.4 **Compatible Development Adjacent to Historic Structures.** Ensure that new development in proximity to historic structures does not impede the integrity of the historical structure, either through inappropriate design, building mass, landscaping mass, setbacks, etc.

OSC-6.5 **Historic Structure Demolition Review.** Prohibit the demolition of any historical structure until an assessment of the cost of rehabilitation of the existing structure has been submitted to the City.

OSC-6.6 **Alternatives to Demolition.** Encourage the adaptive reuse of historic buildings as an alternative to demolition and replacement.

OSC-6.7 **Sensitive Rehabilitation of Historic Structures.** Maintain the integrity of historic structures by avoiding inappropriate additions or alterations and ensuring that their preservation, rehabilitation, restoration, and reconstruction complies with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

OSC-6.8 **Local Historic Building Recognition Program.** Establish and maintain a Local Historic Building Recognition Program to identify, acknowledge, and promote buildings and structures that contribute to Norco's historical, cultural, and architectural heritage.

OSC-6.9 **Lake Norconian Conservation and Stewardship.** Support the long-term conservation, stewardship, and enhancement of Lake Norconian through collaborative planning that preserves its scenic, natural, and historic character, protects its visual quality and ecological functions, and encourages restoration activities that reinforce the lake's role as a prominent community landmark and defining element of Norco's identity and sense of place.

GOAL LUCC-10: BEACON HILL. The City will preserve the historical and visual significance of Beacon Hill while guiding compatible land use, open space, and trail planning that balances development opportunities with the protection of the area's natural character.

POLICY

OSC-10.1 **Beacon Hill Land Use Planning.** Ensure that future development and land use planning within the Beacon Hill area directs open space preservation and equestrian and recreational trail improvements to areas designated for open space, while concentrating residential and commercial development within areas designated for residential and commercial uses, in a manner that protects and

recognizes the historical and visual significance of Beacon Hill in the city's landscape.

GOAL OSC-5: SCENIC ELEMENTS WITHIN THE BUILT ENVIRONMENT. The City will identify and promote the maintenance and enhancement of scenic elements within the built environment, including distinct buildings, landscape, and public art.

POLICY

OSC-5.1 Design Strategies. Employ a range of design strategies to maintain and enhance the scenic value of the built environment, such as site planning that considers the surrounding context, articulated building form and materials, streetscape design, undergrounding and screening of utilities, and equestrian-sensitive design.

Implementation of the proposed 2050 GPU policies would ensure that scenic resources, including those within the city's built environment, are preserved and would allow opportunities for enhancement of scenic resources that contribute to reinforcing the city's agrarian atmosphere. Conformance with these policies would ensure that impacts to historic and scenic resources are less than significant.

All future development would be required to comply with 2050 GPU policies and regulations that concern the preservation of scenic resources. Conformance with specific 2050 GPU policies would ensure that new development would preserve and take into consideration significant resources, such as the Santa Ana River and the City's Equestrian Historic District and Equestrian Landmark, when proposed. As future projects will be required to conform with applicable 2050 GPU policies. Therefore, potential impacts to scenic resources associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold c. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that 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 2050 GPU would facilitate development that would alter the visual character of the Planning Area. The 2050 GPU Vision chapter identifies Areas of Enhancement in the city where growth and development is expected to occur. Several areas,

primarily along the I-15 corridor, are planned for strengthened visual quality and economic performance.

While enhancements are proposed as part of the 2050 GPU, the 2050 GPU states that a crucial goal is to preserve Norco's unique physical and cultural identity through preservation of its small-plot agriculture, animal-keeping, and equestrian-oriented atmosphere. While the character of new projects would differ somewhat from older, existing development, the design and style would be in keeping with various ordinances and design guidelines that regulate urban design in the community. These address massing, scale, architectural style, signage, setbacks, and other areas important to the visual quality of the project. Along with new commercial and mixed-use developments, the 2050 GPU contains policies to enhance older developments for economic development and to provide unique, vibrant experiences for residents and visitors.

For these reasons, new development allowed by the 2050 GPU would not have a substantial adverse effect on visual character or quality. To the contrary, it would support enhancements to the built environment in keeping with the existing character, that would ultimately make Norco a more cohesively designed community, with distinct agrarian characteristics in its visual environment. Moreover, it is anticipated that the gradual redevelopment of infill properties would improve the visual quality of the city's built environment.

The I-15 corridor primarily consists of commercial designations to the west and residential designations to the east. Enhancements to the commercial corridor along I-15 corridor would provide the city with a wide range of employment opportunities. These changes would be subject to several policies in the 2050 GPU, which are tailored to preserve the existing form, while incorporating enhanced design that connects all neighborhoods, and weaves new growth areas together with established Norco neighborhoods. Further, while the intensity of development may increase, urban form in the city would be retained, by preserving scenic resources as discussed above and adhering to 2050 GPU policies, which promote development consistent with the hilly land landscape that the City currently maintains, and incorporating native and naturalized plant material into new development projects.

The following goals policies would ensure that impacts to the visual character of the Planning Area are taken into consideration and reduced or minimized in conjunction with future development. These policies would promote the beautification of the Planning Area and ensure that future development is compatible with the existing and planned visual character:

GOAL LUCC-1: LIFESTYLE PRESERVATION AND PROTECTION. The City will maintain a coordinated land use pattern that balances the relationship between existing agricultural, animal-keeping residential areas and future housing and commercial development.

POLICIES

LUCC-1.1 **Residential Agricultural Preservation.** Existing Residential Agricultural (RA) designated parcels shall not be redesignated or rezoned for higher intensity residential uses, except for parcels subject to the Housing Development Overlay (HDO).

LUCC-1.2 **Residential Open Space.** Encourage residential open areas at a scale that encourages agricultural and animal-keeping uses.

LUCC-1.3 **Equestrian Ranch Lot Consolidation Incentives.** Consider incentives (e.g., increased animal unit allowances for larger lots and streamlined approval processes for caretaker units) to encourage the merger of vacant lots with adjacent residential lots that already permit animal keeping with the intent to promote larger equestrian ranches.

LUCC-1.4 **Commercial-Residential Separation.** Keep commercial development and traffic routes as separate as possible from single-family residential neighborhoods.

LUCC-1.5 **Protection of Animal-Keeping Areas.** Ensure that new homes built on vacant parcels and owner-initiated improvements and additions to private homes, including Accessory Dwelling Units (ADU), maintain required animal-keeping areas and preserve the right to keep animals.

LUCC-1.6 **Primary Animal-Keeping Area (PAKA) Requirements**. Ensure all new lots in single-family residential zones have a recorded Primary Animal-Keeping Area (PAKA) to preserve an adequate area of open space for animal-keeping and provide adequate access to the rear yard.

GOAL LUCC-2: COMMUNITY CHARACTER. New development in the city should be designed to contribute to Norco's small-town scale, character, and agrarian architectural stlye.

POLICIES

LUCC-2.1 **Agrarian Development Standards.** Maintain and update, as needed, objective development standards for the different areas of the city, that guide the design of buildings that highlight Norco's agrarian architectural style and consider surrounding development and land use.

LUCC-2.2 **Agrarian Architectural Design.** New development in the city should incorporate agrarian architectural features and building style, the level of which will be determined based on the location of a building, the type of construction, and the use of a building.

LUCC-2.3 **Neighborhood Blight and Nuisance Conditions.** In coordination with community members, enforce against safety hazards, visual blight, and public nuisance conditions as defined in the Norco *Municipal Code*.

LUCC-2.4 **Equestrian Amenities in Commercial Areas.** Include equestrian amenities, such as corals, watering troughs, and hitching posts, where commercial and office development meant for general public access adjoins pedestrian-equestrian trails, or have trails easily accessible to the site.

LUCC-2.5 **Commercial-Residential Buffering.** Commercial development proposed in areas that adjoin residential development shall provide adequate buffering by landscaping, screening, or open space. Height limits, as established in the Norco *Municipal Code* and Objective Development Standards, shall be implemented in all non-residential zones so as to protect the privacy and solar access on adjacent residential lots.

LUCC-2.6 **Mixed-Use Development.** Ensure that mixed-use projects in commercial and mixed-use designated areas do not adversely impact animal-keeping properties.

LUCC-2.7 **High-Quality Commercial Development.** Promote the development of high quality commercial and public facilities, consistent with the Objective Development Standards. Require landscaping, maintenance, and permanent upkeep on all new development.

LUCC-2.8 **View-Sensitive Industrial Development.** New office, research, and industrial projects shall be developed in accordance with the Norco *Municipal Code* and Objective Development Standards to minimize encroachment into expansive views of the horizon.

LUCC-2.9 **Commercial and Industrial Revitalization.** Encourage the rehabilitation of existing substandard blighted commercial and industrial uses through the combined efforts of private and public sectors to revitalize and upgrade aesthetic and functional deficiencies.

LUCC-2.10 **Context-Sensitive Signage.** Freestanding signage shall be kept at a minimum and shall be designed to match building architecture with the incorporation of agrarian design features. Signage that does occur (exclusive of pylon and pole signs) shall be low in profile to preclude unnecessary clutter along the city's visual corridors.

LUCC-2.11 **Outdoor Storage Regulations.** Outdoor storage, as established in the Norco *Municipal Code*, shall only be permitted in appropriate zones and only as an ancillary use to an otherwise permitted land use and in the appropriate zoning district. Land uses for which parking and/or outdoor storage is the primary use

shall not be permitted, or shall be substantially controlled through architectural and landscaping design.

LUCC-2.12 **Compatible School Design.** Collaborate with the Corona-Norco Unified School District to facilitate school site improvements (e.g., building design, fencing, signage, landscape) that align with and complement the visual character of surrounding neighborhoods.

GOAL LUCC-5: COMMERCIAL CORRIDORS. Corridors bearing the Commercial General (CG) Designation will feature pedestrian-scaled site and building design that embody, celebrate, and further Norco's core values and are consistent with the City of Norco's Objective Development Standards.

POLICIES

LUCC-5.1 **Building and Site Design Standards.** Design new development along Hamner Avenue and applicable parcels along River Road in accordance with the City of Norco's Objective Development Standards to ensure new buildings, and their siting and landscaping, are consistent with Norco's agrarian architectural style.

LUCC-5.3 **Monumental Art.** At gateway locations, provide iconic buildings, landscape, monumentation, signage, and public art installations that announce entry into the city and highlight Norco's core values.

LUCC-5.4 **Public Realm Improvements.** Introduce public realm improvements that promote Norco's character along Hamner Avenue and River Road. Key components include:

- **Missing Sidewalks.** Require that new development introduce missing sidewalks along the length of the parcel's frontage along the street.
- **Missing Trails.** Require that new development introduce missing pedesgtrian-equestrian trails through the development and/or along the length of the parcel's frontage along the street.
- **Thematic Streetscape Elements.** Display thematic imagery that celebrates and reinforces Norco's core values (e.g., lighting, shade structures, kiosks, paving, banners, wayfinding signage, painted utility cabinets, public art).
- **Tree Canopy.** Expand the tree canopy along Hamner Avenue and River Road, both in the public right-of-way and on private property.

GOAL LUCC-6: SIXTH STREET CORRIDOR. The City will preserve Sixth Street's distinctive character and continue to attract businesses that support the day-to-day needs of Norco residents.

POLICIES

LUCC-6.1 **Placemaking Priority Areas.** Infill vacant parcels and continue to evolve naturally-occurring concentrations of neighborhood- and lifestyle-supporting businesses, services, and amenities along Sixth Street into more defined, active, and walkable environments that enable new and existing businesses to leverage the value of their proximity to one another and their exposure to high daily traffic volumes along the corridor.

LUCC-6.2 **Preservation of Sixth Street's Visual Character.** Preserve and enhance Sixth Street's character-defining pedestrian-equestrian trails, white split-rail fences, large canopy trees, and red, white, and blue street striping.

LUCC-6.3 **Building and Site Design Standards.** Design new development along Sixth Street in accordance with the City of Norco's Objective Development Standards to ensure new buildings and their siting and landscaping are consistent with Norco's character.

LUCC-6.6 **Adaptive Reuse of Single-Family Houses.** Continue to promote adaptive reuse of existing single-family houses for commercial purposes on commercially zoned lots that face Sixth Street and side streets. As practical, integrate single-family houses that accommodate restaurants, coffee shops, retail, and similar businesses into Sixth Street Placemaking Priority Areas.

LUCC-6.8 **Expanded Tree Canopy.** Preserve, maintain, and enhance Sixth Street's existing tree canopy, planting new trees in accordance with the City's *Urban Forest Specifications and Standards* where gaps in the canopy exist, particularly at Placemaking Priority Areas.

LUCC-6.9 **Public Realm Improvements.** Introduce traffic calming, streetscape, branding, and other public realm improvements along the Sixth Street to improve safety outcomes, attract new neighborhood and lifestyle-supporting business, and enhance Sixth Street's equestrian-oriented public realm character.

GOAL OSC-5: SCENIC ELEMENTS WITHIN THE BUILT ENVIRONMENT. The City will identify and promote the maintenance and enhancement of scenic elements within the built environment, including distinct buildings, landscape, and public art.

POLICY

OSC-5.1 **Design Strategies.** Employ a range of design strategies to maintain and enhance the scenic value of the built environment, such as site planning that considers the surrounding context, articulated building form and materials, streetscape design, undergrounding and screening of utilities, and equestrian-sensitive design.

Conformance with the policies discussed above would ensure that new developments take into consideration surrounding uses, and utilize building techniques and materials that relate to the City of Norco's climate and setting. Although visual character would change throughout the city with new development, the change would be consistent with existing surroundings or enhanced, and would not be degraded. As future projects are planned, they would adhere to the applicable policies and regulations. Therefore, potential impacts to visual character associated with the 2050 GPU would be lesss than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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 2050 GPU would facilitate development that would generate new sources of light or glare within the Planning Area. Future development consistent with the 2050 GPU would result in the development of currently vacant parcels and the alteration, intensification, and redistribution of existing land uses which may result in new light and glare generating sources that could affect day and nighttime views.

Within the city limits, the majority of land is developed, and daytime and nighttime skies are already affected to a limited extent by light and glare. Most of the proposed 2050 GPU land use designations would be consistent with existing conditions. However, intensified development would be accommodated in some areas. Building materials and outdoor lighting used in the development or redevelopment of residential, commercial, industrial, or public/semi-public uses would have the potential to result in new sources of glare and/or lighting.

Although the 2050 GPU encourages infill development and redevelopment, locations that could see the greatest increase in development when compared to existing conditions would be the commercial corridors. The development of these areas could introduce a substantial amount of new light sources and glare-inducing building materials. In this future growth under the 2050 GPU, the potential types, densities, and intensities of new development are not yet determined.

The following Land Use and Community Character Element policy, *Policy LUCC-8: Lighting*, would ensure that impacts as a result of light and glare are taken into consideration and reduced or minimized to the fullest extent feasible in conjunction with future development:

> **Policy LUCC-1.8: Lighting.** Consider adoption of an outdoor lighting ordinance that incorporates "dark sky" principles—i.e., All light should have a clear purpose, be directed only to where it is needed, be no brighter than necessary, be used only when useful, and display warmer colors where possible.

All future development projects would be required to comply with 2050 GPU policies and regulations that concern light and glare, including lighting standards for each zoning designation provided in the City's *Municipal Code*.[2] In addition to guidance provided by the 2050 GPU Goals and Policies, the City's *Municipal Code* Chapter 15.12 "Security and Safety Standards" provides lighting standards regulating energy efficiency, position, maximium illumination, and other parameters of lighting fixtures throughout the city.[3] Adherence to the above-mentioned policy and City *Municipal Code* would ensure that new light sources associated with development of the 2050 GPU are directed only in the area where it is needed and does not adversely affect nighttime views. As future projects are planned, conformance with applicable policies and regulations would ensure light or glare impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

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2 City of Norco. "Title 18 Zoning." *Municipal Code.* Accessed May 2026. https://ecode360.com/48454659#48454659.

3 City of Norco. "Chapter 15.12 Security and Safety Standards." *Norco Municipal Code.* Accessed April 2026. https://www.codepublishing.com/CA/Norco/#!/Norco15/Norco1512.html.

4.2 Agriculture and Forestry Resources

This section describes the current agricultural and forestry conditions in and around the City of Norco and evaluates the potential effects of the proposed 2050 General Plan Update (GPU), on agricultural lands, lands under a Williamson Act Contract, forest lands, and lands zoned for timberland production.

a. Existing Conditions

1. Soils

Soils in Norco are predominantly alluvial, reflecting the city's location adjacent to the Santa Ana River in the north and within its broader watershed. These sandy and loamy soils support the City's Residential Agricultural land use pattern, including horse trails, corrals, and unpaved shoulders. Along the Santa Ana River corridor, soil allows groundwater to recharge, support habitats, and accommodate the floodplain.

Soils resources are important in areas of high agricultural production, or areas that have the potential for agricultural production. Classification of soils are important in determining appropriate irrigation, planting, and farming practices for various crops and also for determining appropriate areas for wildlife habitat and land use planning. However, Norco is not a community based on large agri-businesses. The U.S. Department of Agriculture (USDA) has identified over 40 different soil types within Norco alone, which have been grouped into classifications of soil, provided in Class I through Class VIII, and described in further detail below:

- Class I: Soils have few limitations that restrict their use.
- Class II, III, and IV: Soils have limitations ranging from moderate to very severe that restrict the choice of plants.
- Class VI and VII: Soils have limitations ranging from severe to very severe that make them unsuitable for cultivation.
- Class VIII: Soils have limitations that restrict their use to water supply, recreation, wildlife, or aesthetic purposes.

Class II-IV soils comprise the majority of the city and are broadly distributed throughout the central and developed portions of the city. Class VI-VII soils are generally concentrated along the northern edges along the Santa Ana River front and portions of the city in the east and southeast; while a small pocket of Class I soils are located centrally within city limits.

2. Water

Norco lies within a hot semi-arid region that receives limited rainfall and little perennial surface water. While the Santa Ana River has perennial flow, much of this flow consists of treated wastewater and urban runoff.

3. Agricultural Lands

The California State Division of Land Resource Protection Farmland Mapping and Monitoring Program (FMMP) produces Important Farmland Maps, which are a hybrid of resource quality (soils), land use information maps, and statistical data, are used for analyzing impacts to California's agricultural resources. There are several classifications of farmland, including the following identified as comprising important farmlands under CEQA, Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.

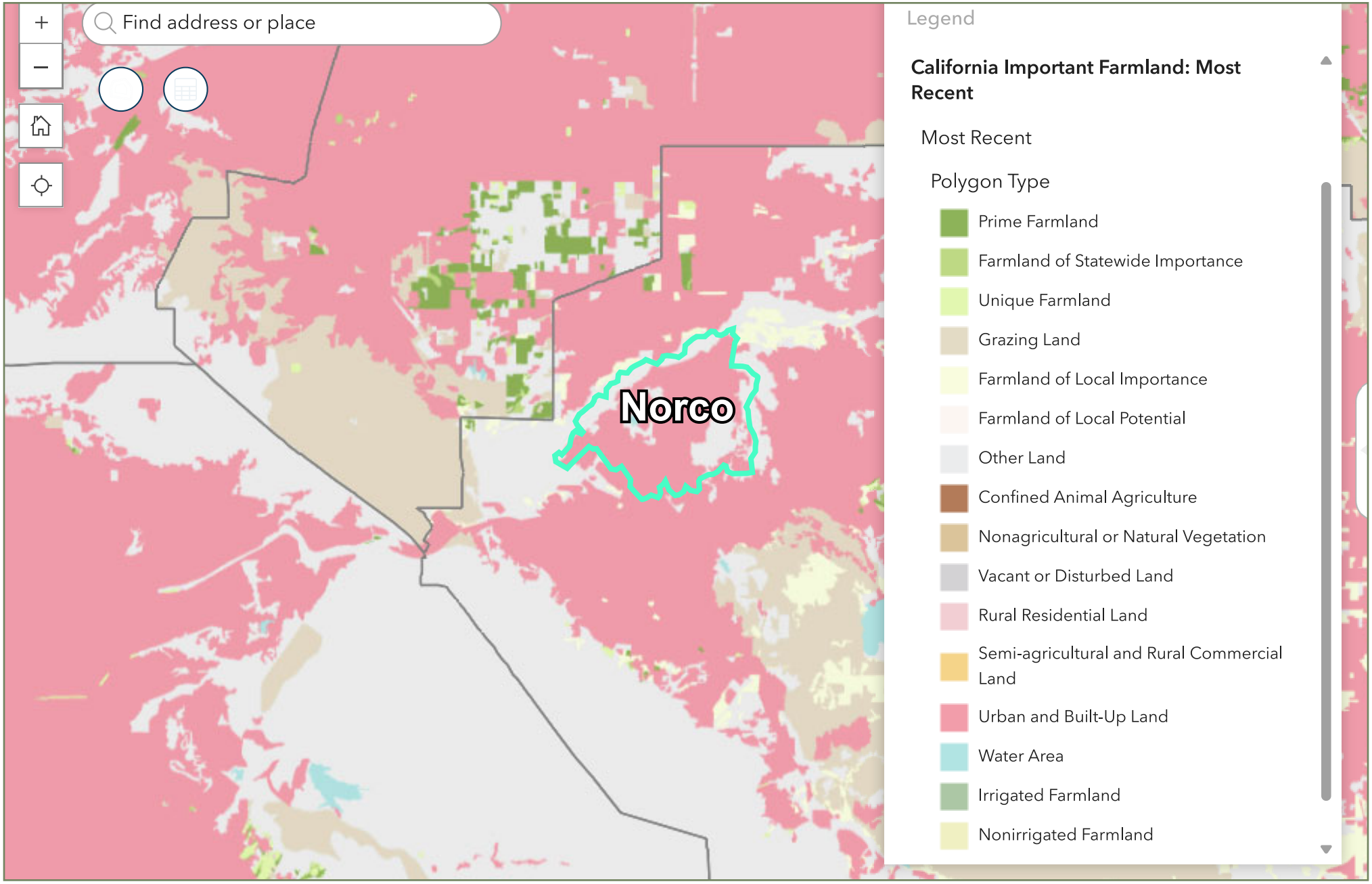
- Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the four years prior to the mapping date.
- Farmland of Statewide Importance is similar to Prime Farmland, but with minor shortcomings, such as steeper slopes or less ability to store moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date.

According to the California State Division of Land Resource Protection FMMP, there are no lands designated as Farmland of Statewide Importance or Unique Farmland in the City of Norco.[1] As shown in Figure 4.2-1, Farmland Mapping, most of the city is designated as Urban and Built-Up Land, which is occupied by structures with a building intensity of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel; and Other Land, which is land not included in any other mapping category, such as low density rural developments and vacant and non-agricultural land surrounding on all sides by urban development and greater than 40 acres.

Small areas outside of the northern and northwestern boundary of the city, adjacent to the Santa Ana River, are designated as Farmland of Local Importance, which is land of importance to the agricultural economy as determined by each county's board of supervisors and a local advisory committee.

1 California Department of Conservation. "California Important Farmland Finder." 2022. Accessed April 2026. https://maps.conservation.ca.gov/DLRP/CIFF/.

FIGURE 4.2-1, FARMLAND MAPPING



SOURCE: California Department of Conservation, California Important Farmland Finder – 2026.

b. Regulatory Setting

1. State

California General Plan Law

The California Government Code (§ 65302(d)) requires the general plan to include an open space and conservation element for the conservation, development, and utilization of natural resources—including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element must consider the effect of development on natural resources that are on public lands. The element must also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of watersheds.
- Location, quantity, and quality of the rock, sand, and gravel resources.
- Waterways, flood corridors, riparian habitats, and land that may accommodate floodwater for groundwater recharge and stormwater management.

In October 2017, the State legislature passed SB 732, which authorizes a city to develop an agricultural land component of the open space element or a separate agricultural element in its general plan. For local governments that choose this option, the bill authorizes the Department of Conservation to award grants, bond proceeds, and other assistance provided the element meets certain requirements.

Farmland Mapping and Monitoring Program (FMMP)

The California Natural Resources Agency is charged with restoring, protecting, and maintaining the State's natural, cultural, and historical resources. Within it, the State Department of Conservation (DOC) provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. DOC manages the Farmland Mapping and Monitoring Program (FMMP), which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts on farmland. Every two years, FMMP publishes a field report for each county in the State. Descriptions of classifications of farmland Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are discussed previously. Other classifications of farmland included in the FMMP are provided below:

- Farmland of Local Importance includes all farmable land not meeting the definitions of "prime farmland," "farmland of statewide importance," and "unique farmland" and not

irrigated. This includes land that is not covered by above categories but is of high economic importance to the community. These farmlands include dryland grains of wheat, barley, oats, and dryland pasture.

- Grazing Land is the land on which the existing vegetation is suited to the grazing of livestock.
- Confined Animal Agriculture lands include poultry facilities, feedlots, dairy facilities, and fish farms. In some counties, confined animal agriculture is a component of the farmland of local importance category.
- Nonagricultural and Natural Vegetation includes heavily wooded, rocky, or barren areas; riparian and wetland areas; grassland areas that do not qualify for grazing land due to their size or land management restrictions; small water bodies; and recreational water ski lakes. Constructed wetlands are also included in this category.
- Semi-Agricultural and Rural Commercial Land includes farmstead, agricultural storage and packing sheds, unpaved parking areas, composting facilities, equine facilities, firewood lots, and campgrounds.
- Vacant or Disturbed Land includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off-road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.
- Rural Residential Land includes residential areas of one to five structures per 10 acres.
- Urban and Built-Up Land is occupied by structures with a building density of at least one unit per 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential structures, industrial structures, commercial structures, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment structures, and water control structures.
- Water is used to describe perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, better known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Nonrenewal status is applied to Williamson Act contracts that are within the nine-year termination process, during which the annual tax assessment for the property gradually increases.

Forestland and Timberland Protection

State regulations such as the Forest Taxation Reform Act of 1976 and the Z'berg-Nejedly Forest Practice Act of 1973 (California Forest Practice Act) provide for the preservation of forest lands from encroachment by other, incompatible land uses and for oversight of the management of forest practices and forest resources.

Public Resources Code Section 12220(g) defines "forest land" for the purposes of CEQA as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water-quality, recreation, and other public benefits.

The California Timberland Productivity Act of 1982, like the Land Conservation Act, was passed to encourage the production of timber resources. Government Code Section 51104(g) defines "Timber," "Timberland," and "Timberland Production Zone" for the purposes of CEQA and "Timberland Preserve Zone," which may be used in city and county general plans.

- "Timber" means trees of any species maintained for eventual harvest for forest production purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but does not mean nursery stock.
- "Timberland" means privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre.
- "Timberland Production Zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "Timberland Preserve Zone" means "Timberland Production Zone."

County boards of supervisors may designate areas of timberland preserve, referred to as Timberland Production Zones, which restrict the land's use to the production of timber for an initial 10-year term in return for lower property taxes.

2. Local

Agricultural, Animal-Keeping Lifestyle

The City is committed to preserving the right of residents to keep animals and engage in agricultural activities on their property. The community has formally recognized the desire to protect and preserve this lifestyle through key legislative actions, including the adoption of the City Charter on November 4, 2003, and the approval of Measure R on November 6, 2018. Most Norco residents live on half-acre lots zoned for residential agriculture (RA), designed to support farming, gardening, food production, and animal keeping. These properties often include deed-

restricted Primary Animal Keeping Areas (PAKAs), enabling residents to keep horses, raise livestock, and care for a variety of animals alongside small-plot agricultural practices. PAKAs govern the minimum area of a site that must be devoted to animal-keeping and/or agricultural uses and must be kept clear of permanent structures that are not for animal-keeping purposes.

c. Methodology

This section describes the potential environmental impacts of the proposed Project relevant to Agriculture and Forestry resources. This impact analysis evaluates implementation of the 2050 GPU against the current conditions of land within the city based on a review of California Department of Conservation FMMP and existing *General Plan* land use designations.

d. Impact Analysis

1. Thresholds of Significance

For the purposes of this Program EIR (PEIR), implementation of the proposed Project may have a significant adverse impact if it would result in the following:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP 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; or

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.

2. Project Impacts and Mitigation Measures

Threshold a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use?

No Impact. Implementation of the 2050 GPU would result in the development of new residential units, along with commercial, mixed, and industrial uses. Whether new uses or an intensification of an existing use, placing potentially incompatible land uses (e.g., residential uses) near existing agricultural operations can result in adverse indirect impacts referred to in this section interchangeably as land use compatibility or agricultural interface impacts.

As mentioned above, portions of land outside of the northwestern and northern boundary of the city are designated as Farmland of Local Importance by the California Department of Conservation.[2] However, these areas are outside of the city limits, and would therefore result in no impact upon buildout of the 2050 GPU.

Notwithstanding, the GPU includes the following policies in the Land Use and Community Character Element, which is intended to address land use compatibility with agricultural uses:

GOAL LUCC-1: LIFESTYLE PRESERVATION AND PROTECTION. The City will maintain a coordinated land use pattern that balances the relationship between existing agricultural, animal-keeping residential areas and future housing and commercial development.

POLICIES

LUCC-1.1 Residential Agricultural Preservation. Existing Residential Agricultural (RA) designated parcels shall not be redesignated or rezoned for higher intensity residential uses, except for parcels subject to the Housing Development Overlay (HDO).

LUCC-1.2 Residential Open Space. Encourage residential open areas at a scale that encourages agricultural and animal-keeping uses.

LUCC-1.3 Equestrian Ranch Lot Consolidation Incentives. Consider incentives (e.g., increased animal unit allowances for larger lots and streamlined approval processes for caretaker units) to encourage the merger of vacant lots with adjacent residential lots that already permit animal keeping with the intent to promote larger equestrian ranches and/or enable agricultural production.

LUCC-1.5 Protection of Animal-Keeping Areas. Ensure that new homes built on vacant parcels and owner-initiated improvements and additions to private homes, including Accessory Dwelling Units (ADU), maintain required animal-keeping areas and preserve the right to keep animals.

LUCC-1.6 Primary Animal-Keeping Area (PAKA) Requirements. Ensure all new lots in single-family residential zones have a recorded Primary Animal-Keeping Area (PAKA) to preserve an adequate area of open space for animal-keeping and provide adequate access to the rear yard.

All future projects within the city would be required to implement these policies if adjacent to agricultural uses, and these policies would serve to reduce impacts due to land use incompatibility. However, as there are no lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Planning Area, there would be no impact to lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance following buildout of the 2050 GPU. No impact would occur.

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2 California Department of Conservation. "California Important Farmland Finder." Accessed May 2026. https://maps.conservation.ca.gov/DLRP/CIFF/.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

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

Less Than Significant Impact. According to the California Department of Conservation Williamson Act contract map, there are no active Williamson Act contracts within the city.[3] In addition, the 2050 GPU would not conflict with existing zoning for agricultural use including RA parcels subject to High Density Overlay. Therefore, there would be no conflict with an existing zoning for agricultural use or a Williamson Act contract.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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. There is no Timberland Production or equivalent zoning district in the City of Norco, nor are there any zoning districts in the city that allow timber production as a use by right.[4,5] Therefore, there is no component of the proposed 2050 GPU that has the potential to conflict with zoning for, or cause rezoning of, "forest land," "timberland," or lands zoned Timberland Production. No impact would occur.

Mitigation Measures

No mitigation is required.

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3 California Department of Conservation. "Williamson Act Enrollment Finder." Accessed May 2026. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/index.html.

4 City of Norco. "Zoning Map." Accessed April 2026. https://www.norco.ca.us/departments/planning/general-plan-elements-zoning-maps.

5 City of Norco. *Norco Municipal Code.* Accessed April 2026. https://www.codepublishing.com/CA/Norco/.

Significance After Mitigation

Impacts would be less than significant.

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

No Impact. The City of Norco does not contain any forest land areas within city limits,[6] therefore, there would be no loss of forest land as a result of buildout of the proposed 2050 GPU. Further, Riverside County provides a map of forestry resources within the County in the Multipurpose Open Space element of their general plan. According to the Riverside County General Plan, the City of Norco is designated "Cities" and does not contain forestry resources.[7] For these reasons, no impact would occur.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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?

No Impact. As mentioned above, there are no forest lands present within the City of Norco. In addition, the FMMP identifies no mapped farmland within the Planning Area that could be indirectly converted as a result of the 2050 GPU. Therefore, buildout of the 2050 GPU would not result in significant adverse impacts on the conversion of forest land to non-forest use.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

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6 City of Norco. *General Plan.* Accessed April 2026. https://www.norco.ca.us/departments/planning/general-plan-elements-zoning-maps.

7 Riverside County. "Chapter 5: Multipurpose Open Space Element, Figure OS-3a: Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas." *General Plan.* December 2015. Accessed April 2026. https://planning.rctlma.org/riverside-county-general-plan-december-2015.

4.3 Air Quality

This section evaluates the Project's potential impacts on air quality. This section estimates the air pollutant emissions generated by construction and operation of the Project and evaluates whether Project emissions would conflict with or obstruct implementation of the applicable air quality plan; 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; expose sensitive receptors to substantial pollutant concentrations; or result in other emissions, such as those leading to odors, affecting a substantial number of people.

a. Environmental Setting

1. Air Quality Background

Air Quality and Public Health

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of an overall endeavor to prevent further deterioration and to facilitate improvement in air quality. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety, and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.[1] As the scientific methods for the study of air pollution health effects have progressed over the past decades, adverse effects have been shown to occur at lower levels of exposure. For some pollutants, no clear thresholds for effects have been demonstrated. New findings over time have, in turn, led to the revision and lowering of NAAQS which, in the judgment of the U.S. Environmental Protection Agency (USEPA), are necessary to protect public health. Ongoing assessments of the scientific evidence from health studies continue to be an important part of setting and informing revisions to the NAAQS.[2] The NAAQS and CAAQS are listed in Table 4.3-1, Ambient Air Quality Standards.

1 U.S. Environmental Protection Agency (USEPA). "NAAQS Table." Accessed June 2026. https://www.epa.gov/criteria-air-pollutants/naaqs-table.

2 South Coast Air Quality Management District (SCAQMD). *Final 2022 AQMP*. December 2022. Appendix I, Health Effects. p. I-154.

TABLE 4.3-1, AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard[d]	California Standard[d]
Ozone (O_3)	1-hour	--	0.09 ppm (180 µg/m^3)	--	Non-Attainment
	8-hour	0.070 ppm (137 µg/m^3)	0.07 ppm (137 µg/m^3)	Non-Attainment (Extreme)	Non-Attainment
Respirable Particulate Matter (PM_{10})	24-hour	150 µg/m^3	50 µg/m^3	Attainment	Non-Attainment
	Annual	--			
Fine Particulate Matter ($PM_{2.5}$)	24-hour	35 µg/m^3	--	Non-Attainment (Serious)	Non-Attainment
	Annual	12 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)	Attainment	Attainment
	8-hour	9 ppm (10 mg/m^3)			
Nitrogen Dioxide (NO_2)	1-hour	0.10 ppm (188 µg/m^3)	0.18 ppm (339 µg/m^3)	Unclassified/ Attainment	Attainment
	Annual	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m^3)		
Sulfur Dioxide (SO_2)	1-hour	0.075 ppm (196 µg/m^3)	0.25 ppm (655 µg/m^3)	Unclassified/ Attainment	Attainment
	24-hour	0.14 ppm (365 µg/m^3)			
	Annual	0.03 ppm (80 µg/m^3)			
Lead (Pb)	30-day average	--	1.5 µg/m^3	Partial Non-Attainment	Attainment
	Rolling 3-month average	0.15 µg/m^3	--		
Sulfates	24-hour	--	25 µg/m^3	--	Attainment
Hydrogen Sulfide (H2S)	1-hour	--	0.03 ppm (42 µg/m^3)	--	Unclassified

Notes: ppm = parts per million by volume; µg/m3 = micrograms per cubic meter

[a] An ambient air quality standard is a concentration level expressed in either parts per million or micrograms per cubic meter and averaged over a specific time period (e.g., 1 hour). The different averaging times and concentrations are meant to protect against different exposure effects. Some ambient air quality standards are

TABLE 4.3-1, AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	Federal Standard[a,b]	California Standard[a,b]	South Coast Air Basin Attainment Status[c]	
				Federal Standard[d]	California Standard[d]

expressed as a concentration that is not to be exceeded. Others are expressed as a concentration that is not to be equaled or exceeded.

b Ambient Air Quality Standards based on the 2022 AQMP.

c "Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard. "Unclassified" means there is insufficient data to designate an area, or designations have yet to be made.

d California and Federal standard attainment status based on SCAQMD's 2022.

e An attainment re-designation request is pending.

At the regional level, the South Coast Air Quality Management District (SCAQMD) is the regulatory agency responsible for improving air quality for large areas of Los Angeles, Orange, Riverside and San Bernardino Counties, including the Coachella Valley.[3] The City of Norco (City) is located within the South Coast Air Basin (Air Basin) which is a distinct geographic subarea within the SCAQMD's jurisdiction. The SCAQMD, together with the Southern California Association of Governments (SCAG), has the responsibility for ensuring that national and State ambient air quality standards are achieved and maintained for the Air Basin. Failure to comply with these standards puts State and local agencies at risk for penalties in the form of lawsuits, fines, a Federal takeover of state implementation plans, and a loss of funds from Federal agencies such as the Federal Highway Administration and Federal Transit Administration.

To meet the air quality standards, regional plans are developed, including the SCAQMD Air Quality Management Plan (AQMP), which incorporates regional demographic projections and integrated regional land use and transportation strategies from the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). These plans work together to examine multiple pollutants, cumulative effects, and transport issues related to attaining healthful air quality in the region. In addition, a host of regulatory standards at the Federal, State, regional, and local level function to identify and limit exposure of air pollutants and toxic air contaminants (TACs).

Local Air Quality and Air Pollution Sources

The City of Norco is located within the South Coast Air Basin, which is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south. The Air

3 SCAQMD. *Map of Jurisdiction*. 1999.

Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the Coachella Valley area in Riverside County. The regional climate within the Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Air Basin is primarily influenced by meteorology and a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry.

The Air Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of a semi-permanent subtropical area of high pressure in the Pacific Ocean. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air pollutant emissions within the Air Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Pollutant Types

Criteria Pollutants

The six principal pollutants for which national and State criteria and standards have been promulgated and which are most relevant to current air quality planning and regulation in the Air Basin include ozone (O_3), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them.

Ozone (O_3)

O_3 is a gas that is formed when volatile organic compounds (VOCs) and NO_X—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Respirable and fine particulate matter, PM_{10} and $PM_{2.5}$, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, such as pollen and windstorms, are naturally occurring. However, in urban areas, such as the city, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. The human body naturally prevents the entry of larger particles into the body. However, small particles can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Carbon Monoxide

CO is a colorless, odorless gas primarily emitted from combustion processes and motor vehicles due to incomplete combustion of carbon-containing fuels such as gasoline or wood. In urban

areas, such as the city, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Nitrogen Dioxide (NO_2)

NO_2 is a nitrogen oxide (NO_X) compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, particularly in urban areas, such as the City of Los Angeles, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. NO_x irritates the nose and throat and increases one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is that it can act as a precursor to the formation of O_3.

Sulfur Dioxide (SO_2)

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants lead to higher rates of respiratory illness.

Lead (Pb)

Pb is a metal found naturally in the environment, as well as in manufactured products. The highest levels of Pb in the air are usually found near Pb smelters. The major sources of Pb emissions in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Pb is also emitted from the sanding or removal of old lead-based paint (LBP). Pb emissions are primarily a regional pollutant. Pb affects the brain and other parts of the

body's nervous system. Exposure to Pb in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Additional Criteria Pollutants (California Only)

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates (SO_4^{2-}), hydrogen sulfide (H_2S), visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use development projects either do not emit them (i.e., H_2S [nuisance odor] and vinyl chloride), or otherwise account for these pollutants (i.e., SO_4^{2-} and visibility reducing particles) through other criteria pollutants. For example, SO_4^{2-} are associated with SO_X emissions, and visibility-reducing particles are associated with particulate matter emissions. A description of the health effects of the State-identified criteria air pollutants is provided below.

Sulfates (SO_4^{2-})

SO_4^{2-} are the fully oxidized ionic form of sulfur. SO_4^{2-} occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to SO_4^{2-} in the atmosphere. Effects of SO_4^{2-} exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. SO_4^{2-} are particularly effective in degrading visibility and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes and is present in emissions from sewage treatment facilities and landfills.[4] Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold.[5] H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level.[6]

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4 California Air Resources Board (CARB). "Hydrogen Sulfide & Health." Accessed June 2026. https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health.

5 CARB. "Hydrogen Sulfide & Health." Accessed June 2026. https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health.

6 CARB. "Hydrogen Sulfide & Health."

Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air, such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., SO_4^2, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range.[7] Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM_{10} and $PM_{2.5,}$ as discussed above.[8]

Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and is generally emitted from industrial processes. Other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents.[9] Short-term health effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.[10] Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings. However, control methodologies applied to industrial facilities generally prevent emissions to the ambient air.[11]

Volatile Organic Compounds (VOCs) and Toxic Air Contaminants (TACs)

Although the SCAQMD's primary mandate is attaining the NAAQS and the CAAQS for criteria pollutants within the district, SCAQMD also has a general responsibility to control emissions of air contaminants and prevent endangerment to public health. As a result, the SCAQMD has regulated pollutants other than criteria pollutants, such as VOCs, TACs, greenhouse gases (GHGs), and stratospheric O_3-depleting compounds.

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7 CARB. "Visibility-Reducing Particles and Health." Accessed June 2026. https://www.arb.ca.gov/research/aaqs/common-pollutants/vrp/vrp.htm.

8 CARB. "Visibility-Reducing Particles and Health."

9 CARB. "Vinyl Chloride & Health." Accessed June 2026. https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health.

10 CARB. "Vinyl Chloride & Health."

11 CARB. "Vinyl Chloride & Health."

VOCs

VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, VOCs are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, NO_2, and certain fine particles are formed. They are, therefore, regulated as "precursors" to formation of these criteria pollutants. Some are also identified as TACs and have adverse health effects. VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products.

TACs

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. The California Air Resources Board (CARB) and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the USEPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The greatest potential for TAC emissions during construction is related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently, ambient air quality standards for these pollutants have not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

b. Regulatory Setting

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Air Quality at the Federal, State, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act
  - National Ambient Air Quality Standards
- California Clean Air Act
  - California Ambient Air Quality Standards
- California Code of Regulations
- State Programs for Toxic Air Contaminants
- State Diesel Risk Reduction Program

- South Coast Air Quality Management District
  - Air Quality Management Plan
  - Air Quality Guidance Documents
  - Rules and Regulations
- Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

1. Federal

Federal Clean Air Act

The Federal Clean Air Act (CAA) was enacted in 1970 and has been amended numerous times in subsequent years, with the latest amendments occurring in 2022.[12] The CAA is the comprehensive Federal law that regulates air emissions in order to protect public health and welfare.[13] The USEPA is responsible for the implementation and enforcement of the CAA, which establishes the NAAQS, specifies future dates for achieving compliance, and requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the State has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of the CAA most applicable to land use development projects include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[14]

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. Table 4.3-1 shows the NAAQS currently in effect for each criteria pollutant and their corresponding attainment status. The Air Basin fails to meet national standards for O_3 and $PM_{2.5}$ and, therefore, is considered a Federal "non-attainment" area for these pollutants. In addition, Los Angeles County fails to meet the national standard for Pb and, therefore, is considered a Federal non-attainment area for Pb.

Title II pertains to mobile sources, which includes on-road vehicles (e.g., cars, buses, motorcycles) and non-road vehicles (e.g., aircraft, trains, construction equipment). Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For

12 42 United States Code Section 7401 et seq., 1970.

13 USEPA. "Summary of the Clean Air Act." Accessed June 2026. https://www.epa.gov/laws-regulations/summary-clean-air-act.

14 USEPA. "Clean Air Act Overview, Clean Air Act Table of Contents by Title." Accessed June 2026. https://www.epa.gov/clean-air-act-overview/clean-air-act-text. As shown therein, Title I addresses nonattainment areas and Title II addresses mobile sources.

example, the standards for NO_X emissions have been lowered substantially, and the specification requirements for cleaner burning gasoline are more stringent.

The NAAQS and the CAAQS for the California criteria air pollutants (discussed below) have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare.

2. State

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practicable date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both State and Federal air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Table 4.3-1 includes the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. As shown in Table 4.3-1, the CAAQS include more stringent standards than the NAAQS. The Air Basin fails to meet State standards for O_3, PM_{10}, and $PM_{2.5}$ and, therefore, is considered a State "non-attainment" area for these pollutants.

California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the State agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in Title 13 of the CCR states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. In addition, Section 93115 in Title 17 of the CCR states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

State Programs for Toxic Air Contaminants

The California Air Toxics Program is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of Airborne Toxic Control

Measures (ATCMs), both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emission standards for off-road diesel construction equipment, in order to reduce public exposure to DPM and other TACs. These actions are also supplemented by the Assembly Bill (AB) 2588 Air Toxics "Hot Spots" program and Senate Bill (SB) 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. SCAQMD has further adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

State Diesel Risk Reduction Program

CARB identified particulate emissions from diesel-fueled engines as TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which moved CARB into the risk management phase of the program. CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines* and the *Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines*. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce DPM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

3. Regional

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the South Coast Air Basin. The Air Basin is a subregion within the western portion of the SCAQMD jurisdiction as the SCAQMD also regulates portions of the Salton Sea Air Basin and Mojave Desert Air Basin within Riverside County.

Air Quality Management Plan and Regional Transportation Plan / Sustainable Communities Strategy

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of AQMPs, which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The AQMPs are incorporated into the SIP. The 2022 AQMP includes strategies to ensure that rapidly approaching attainment

deadlines for O_3 and $PM_{2.5}$ are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_X emissions[15] sufficiently to meet the O_3 standard deadlines as NO_X plays a critical role in the creation of O_3. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.[16] The 2022 AQMP is focused on attaining the 2015 8-hour O_3 standard of 70 parts per billion. The 2022 AQMP builds upon measures already in place from previous AQMPs and includes a variety of additional strategies such as regulation, accelerated development of available clean technologies, incentives and other CAA measures to achieve this standard.[17]

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across Federal, State, and local levels and industries. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from Federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA.

The 2022 AQMP also incorporates the transportation strategy and transportation control measures from SCAG's 2020–2045 RTP/SCS.[18] SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the Federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS.

The RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG.[19] The RTP/SCS and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on the 2020–2045 RTP/SCS.

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15 NO_X emissions are a precursor to the formation of both O3 and secondary PM2.5.

16 Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see *Final 2016 AQMP* for detailed discussion).

17 SCAQMD. *Final 2022 AQMP*. Page ES-4.

18 Southern California Association of Governments (SCAG). *Final 2020–2045 RTP/SCS*. September 3, 2020.

19 SCAQMD. *Final 2022 AQMP*. Page ES-2.

On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS. Similar to the 2020–2045 RTP/SCS, the 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the existing and future needs of the region through projects, investments, policies and strategies. While the 2024–2050 RTP/SCS remains focused on its core responsibilities and on the requirements of comprehensive regional transportation planning integrated with the development of a sustainable communities strategy, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband and mobility hubs. The primary goals of the 2024–2050 RTP/SCS include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect and sustain livable and thriving communities;
- Environment: Create a healthy region for the people of today and tomorrow; and
- Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.

The 2024–2050 RTP/SCS was accepted by CARB on May 7, 2025. In addition, and as discussed previously, SCAG's 2020–2045 RTP/SCS forecasted population, housing, and employment growth data were used to characterize regional growth in the 2022 AQMP.

SCAQMD Air Quality Guidance Documents

The SCAQMD published the *CEQA Air Quality Handbook* (approved by the SCAQMD's Governing Board in 1993) to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts.[20] The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses. However, the SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*. While this process is underway, the SCAQMD has provided supplemental guidance on the SCAQMD website to be used in conjunction with the Handbook.[21]

The SCAQMD has also adopted land use planning guidelines in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions.[22] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities). The SCAQMD's document introduces

20 SCAQMD. *Air Quality Analysis Handbook*. April 1993.

21 SCAQMD. *Air Quality Analysis Handbook*. 1993. Accessed June 2026. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993).

22 SCAQMD. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. May 6, 2005.

land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. The SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* for CEQA evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction or operation of a project.[23] The SCAQMD adopted additional guidance regarding $PM_{2.5}$ emissions in a document called *Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds*.[24] The latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and *Final Localized Significance Threshold Methodology*.

SCAQMD Rules and Regulations

The SCAQMD has adopted several rules and regulations to regulate sources of air pollution in the Air Basin and to help achieve air quality standards for land use development projects, which include, but are not limited to the following:

Regulation IV – Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events. The following is a list of rules that apply to the Project:

- Rule 401 – Visible Emissions: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour, which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- Rule 402 – Nuisance: This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 – Fugitive Dust: This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects

23 SCAQMD. *Final Localized Significance Threshold (LST) Methodology*. June 2003 (revised July 2008).

24 SCAQMD. *Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*. October 2006.

must utilize one or more of the best available control measures (identified in the tables within the rule). Best available control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers, and/or ceasing all activities. Finally, a contingency plan may be required if so determined by the USEPA.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules that may apply to the Project:

- Rule 1113 – Architectural Coatings: This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- Rule 1138 – Control of Emissions from Restaurant Operations: This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters: This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- Rule 1186 – PM_{10} Emissions from Paved and Unpaved Roads, and Livestock Operations: This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM_{10} emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also *Rule 403*).

Regulation XIII – New Source Review (NSR): Regulation XIII sets requirements for preconstruction review required under both Federal and State statutes for new and modified sources located in areas that do not meet the CAA standards ("non-attainment" areas). NSR applies to both individual permits and entire facilities. Any permit that has a net increase in emissions is required to apply Best Available Control Technology (BACT). Facilities with a net increase in emissions are required to offset the emission increase by use of Emission Reduction Credits (ERCs). The regulation provides for the application, eligibility, registration, use and transfer of ERCs. For low emitting facilities, the SCAQMD maintains an internal bank that can be used to provide the required offsets. In addition, certain facilities are subject to provisions that require public notice and modeling analysis to determine the downwind impact prior to permit issuance.

Regulation XIV – Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit TACs or other non-criteria pollutants. The following is a list of rules which may apply to the Project:

- Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities: This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.
- Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines: This rule applies to stationary compression ignition (CI) engines greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

4. Local

City of Norco General Plan

Norco is part of the Los Angeles-Long Beach Metropolitan Statistical Area (MSA), which includes the counties of Los Angeles, Orange, Riverside, and San Bernardino. The Los Angeles-Long Beach MSA registers the highest ozone and the sixth-highest particulate matter concentrations in the United States. While ozone and particulate matter concentrations within the MSA have declined over the past 25 years, they remain above acceptable levels.

Although Norco has no regulatory authority over air emissions, the City can promote local and regional air quality by facilitating active transportation and transit service, dust control strategies, and a transition to clean energy sources. Norco can also shield community members from excessive exposure to air pollution by creating walkable environments, maintaining buffers between sensitive receptors and significant emission sources, mitigating fire risks, and implementing State building codes that provide for ventilation, low and zero-emission appliances, and non-toxic building materials.

Local governments play an important role in South Coast AQMD's strategy to meet Federal and State clean air standards within the South Coast Air Basin. Partnerships with local governments provide opportunities to improve local air quality by identifying and resolving local air pollution problems that may represent a health hazard to the local community. Norco can enhance its capacity to address such problems by actively participating in South Coast AQMD's Local Government Relations Program and availing itself of South Coast AQMD resources, including technical assistance, grants, and incentive programs.

The following Goals and Policies from the Open Space and Conservation Element of the proposed Norco *2050 General Plan* are applicable to the Project and provide the framework for evaluating potential environmental effects related to natural resources, energy conservation, air

quality, water resources, biological resources, and overall environmental sustainability. The Open Space and Conservation Element establishes the City's objectives for protecting and managing environmental resources while accommodating planned growth and development. The Project's consistency with the applicable Goals and Policies identified below is evaluated throughout this section based on the proposed land uses, operational characteristics, and compliance with applicable regulatory requirements and mitigation measures.

GOAL OSC-15:REGIONAL AIR QUALITY ATTAINMENT LEVELS. The City will support the efforts of the South Coast Air Quality Management District to achieve regional attainment levels for ozone (O_3) and particulate matter (PM_{10} and $PM_{2.5}$).

POLICIES

OSC-15.1 Air Quality Monitoring. Promote "citizen science" air quality monitoring through crowdsourcing websites like PurpleAir, particularly in high-traffic areas, industrial districts, and in proximity to commercial farming, animal-keeping, and equestrian operations.

OSC-15.2 Dust Control Measures. Require development and construction activities to implement effective dust control measures consistent with the Norco *Municipal Code* and other applicable regulations to minimize fugitive dust, protect air quality, and reduce impacts on nearby residents, roadways, and equestrian facilities.

OSC-15.3 Dust Control. Support community education and outreach to encourage proper animal-keeping practices that minimize dust generation and protect air quality.

OSC-15.4 Clean Industrial Technologies. Consider support of legislation that promotes clean industrial technologies and more efficient stationary source combustion equipment and energy generation.

OSC-15.5 Restaurant/Commercial Kitchen Emissions. Promote regular maintenance of vents, filters, and the use of air scrubbing technology to reduce organic aerosol emissions from restaurants and commercial kitchens.

OSC-15.6 Transportation-Related Emissions. Undertake and support efforts to reduce transportation-related emissions.

OSC-15.7 Public Information. Provide community members with information on air quality, factors that contribute to local air pollution, and strategies for reducing air pollutants.

OSC-15.8 Priority Areas. Prioritize air quality enhancement efforts in those areas exposed to the highest concentrations of air pollutants (e.g., in proximity to Interstate 15).

OSC-15.9 Environmental Justice. Consider environmental justice issues as they relate to potential health impacts associated with air pollution and ensure that all land

use decisions, including enforcement actions, protect all Norco residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.

c. Existing Conditions

1. Regional Air Quality

The Southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Air Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, affect the accumulation and dispersion of pollutants throughout the Air Basin, making it an area of high pollution potential.

The greatest air pollution throughout the Air Basin occurs from June through September. This condition is generally attributed to the large amount of pollutant emissions, light winds, and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Air Basin vary with location, season, and time of day. O_3 concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in Southern California. However, the Air Basin still fails to meet the national standards for O_3 and $PM_{2.5}$ and, therefore, is considered a Federal non-attainment area for these pollutants. As discussed above, since 2019, no monitoring stations within the Air Basin have demonstrated an exceedance for Pb of the national standard, and attainment redesignation for Pb is currently pending with the USEPA.

The SCAQMD has the responsibility for ensuring that all national and State ambient air quality standards are achieved and maintained throughout the Air Basin. To meet the standards, the SCAQMD has adopted a series of AQMPs. The 2022 AQMP includes strategies to ensure that rapidly approaching attainment deadlines are met and that public health is protected to the maximum extent feasible. The most significant air quality challenge in the Air Basin is to reduce NO_x emissions[25] sufficiently to meet the upcoming O_3 standard deadlines. The 2022 AQMP provides a baseline year 2018 inventory of 351 tons per day (tpd) of NO_x and modeling results show that NO_x emissions are projected to be 184 tpd in the 8-hour O_3 attainment year of 2037, due to continued implementation of already adopted regulatory actions (baseline emissions).

25 NO_X emissions are a precursor to the formation of both ozone and secondary PM2.5.

The 2022 AQMP suggests that total Air Basin emissions of NO_x must be reduced to 60 tpd in 2037 to attain the 8-hour O_3 standard. Although the existing air regulations and programs will continue to lower NO_x emissions in the region, an additional 67 percent of reductions from the baseline year 2018 in the year 2037 is necessary to attain the 8-hour O_3 standard.[26,27]

The overall control strategy is an integral approach relying on fair-share emission reductions from Federal, State, and local levels. The 2022 AQMP is composed of stationary and mobile source emission reduction strategies from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies and reductions from Federal sources, which include aircraft, locomotives and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA. The 2022 AQMP also includes transportation programs, measures, and strategies from SCAG's 2020–2045 RTP/SCS[28] that are generally designed to reduce VMT.

2. Local Air Quality

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial and industrial activity, space and water heating, landscape maintenance, consumer products, and mobile sources primarily consisting of automobile traffic. Mobile vehicles are the primary source of pollutants in the local vicinity.

Existing Pollutant Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin and has divided the Air Basin into 38 source receptor areas (SRAs) in which 31 monitoring stations operate. The City of Norco is located within SRA 22, which covers the Corona/Norco Area. The monitoring station closest to and most representative of the City of Norco is the Mira Loma Van Buren located at 5130 Poinsettia Place in Jurupa Valley. Criteria pollutants monitored at this station include O_3, NO_2, PM_{10} and $PM_{2.5}$.

Table 4.3-2, Air Quality Monitoring Summary identifies the national and State ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured at this station through the period of 2022–2024.

TABLE 4.3-2, AIR QUALITY MONITORING SUMMARY

Air Pollutant	Averaging Time (Units)	2022	2023	2024
Ozone (O_3)	State Max 1 hour (ppm)	0.120	0.129	0.136

26 Estimates are based on the inventory and modeling results relative to the baseline emission levels for each attainment year (see final *2022 AQMP* for detailed discussion).

27 SCAQMD. *2022 AQMP*. Page ES-4.

28 SCAG. *Final 2024–2050 RTP/SCS*. April 4, 2024.

TABLE 4.3-2, AIR QUALITY MONITORING SUMMARY

Air Pollutant	Averaging Time (Units)	2022	2023	2024
	Days > CAAQS	19	39	38
	National Max 8 hour (ppm)	0.094	0.102	0.104
	Days > NAAQS threshold (0.070 ppm)	57	59	78
	State Max 8 hour (ppm)	0.094	0.103	0.105
	Days > CAAQS threshold (0.07 ppm)	58	65	81
Nitrogen dioxide (NO_2)	National Max 1 hour (ppm)	0.47	0.48	0.53
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	0.47	0.48	0.53
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Particulate matter (PM_{10})	Annual Average ($\mu g/m^3$)	37.3	--	--
	Days > CAAQS threshold (50 $\mu g/m^3$)	11	6	--
	Days > NAAQS threshold (150 $\mu g/m^3$)	0	--	3.0
Fine particulate matter ($PM_{2.5}$)	National Max ($\mu g/m^3$)	36.0	72.7	62.7
	National Annual Average ($\mu g/m^3$)	11.4	11.7	13.9
	Days > NAAQS threshold (35 $\mu g/m^3$)	0	4	12

d. Significance Thresholds and Methodology

1. Thresholds of Significance

In accordance with Appendix G of the *CEQA Guidelines*, the 2050 General Plan Update (GPU) would have a significant impact related to air quality if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively 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; or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

2. Methodology

This analysis focuses on the potential change in the air quality environment due to implementation of the Project. Air pollutant emissions would result from both construction and

operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with new development projects within the Air Basin, such as the Project. Instead, SCAQMD published the *CEQA Air Quality Handbook* in November 1993 to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects proposed in the Air Basin. The *CEQA Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*.[29]

In order to assist the CEQA practitioner in conducting an air quality analysis in the interim while the replacement *Air Quality Analysis Guidance Handbook* is being prepared, supplemental guidance/information is provided on the SCAQMD website and includes: (1) EMFAC on-road vehicle emission factors; (2) background CO concentrations; (3) localized significance thresholds; (4) mitigation measures and control efficiencies; (5) mobile source toxics analysis; (6) off-road mobile source emission factors; (7) $PM_{2.5}$ significance thresholds and calculation methodology; and (8) updated SCAQMD Air Quality Significance Thresholds.[30] SCAQMD also recommends using approved models to calculate emissions from land use projects, such as the California Emissions Estimator Model (CalEEMod). These recommendations were followed in the preparation of this analysis.

Compliance with Air Quality Standards

Based on the criteria set forth in SCAQMD's *CEQA Air Quality Handbook*,[31] the Project would have a significant impact if the Project's estimated construction and operational emissions would cause emissions from the Project's direct and indirect sources exceed any of the SCAQMD significance threshold levels identified in Table 4.3-3, SCAQMD Air Quality Significance Thresholds.

TABLE 4.3-3, SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Pollutant	Significance Threshold (pounds/day)	
	Construction	Operation
Nitrogen Oxides (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55

29 SCAQMD. *Air Quality Analysis Handbook*.

30 SCAQMD. *Air Quality Analysis Handbook*.

31 SCAQMD. *CEQA Air Quality Handbook*, April 1993, Chapter 6.

TABLE 4.3-3, SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Pollutant	Significance Threshold (pounds/day)	
	Construction	Operation
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)	3	3

Source: SCAQMD. *Air Quality Significance Thresholds*. March 2023. https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed May 2026.

Stationary Sources of Criteria Pollutants

The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM_{10} and $PM_{2.5}$), CO, and NO_2. The significance threshold for PM_{10} represents compliance with SCAQMD *Rule 403* (Fugitive Dust). The threshold for $PM_{2.5}$ is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO_2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of maximum allowable emissions in pounds per day that are based on the area of a construction site from 1 acre up to 5 acres in size.[32] For areas less than 1 acre in size, the LST for a 1-acre site was used in accordance with SCAQMD methodology.

Stationary Sources of Toxic Air Contaminants

Whereas criteria pollutants are common pollutants of concern associated with a large variety of activities, stationary sources of TACs are usually associated with specific land uses such as gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. A common method of avoiding impacts associated with TACs is to site sensitive land uses outside

32 SCAQMD. *Final Localized Significance Threshold (LST) Methodology*. "Appendix C - Mass Rate LST Look-up Table." http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2. Accessed June 2026.

specified buffer zones adjacent to or surrounding major emitters or facilities of concern (and vice versa). The CARB *Air Quality and Land Use Handbook*: *A Community Health Perspective* (CARB 2005) makes recommendations directed at protecting sensitive land uses from air pollutant emissions, while balancing a myriad of other land use issues (e.g., adequate housing, transportation needs, and economic development).

The handbook includes minimum recommended distances for the siting of new land uses with respect to existing sources of TACs. Table 4.3-4, CARB Land Use Siting Constraints summarizes the siting recommendations that may apply in the city if these sources are proposed.

TABLE 4.3-4, CARB LAND USE SITING CONSTRAINTS

Source Category	Recommended Buffer Distance (Feet)
Distribution Centers	1,000
Rail Yards	1,000
Refineries	Requires consultation with local air district
Chrome Platers	1,000
Dry Cleaners using Perchloroethylene (1 machine)	300
Dry Cleaners using Perchloroethylene (2 machines)	500
Dry Cleaners using Perchloroethylene (3 or more machines)	Requires consultation with the local air district
Large Gas Station (3.6 million gallons or more per year)	300
Other Gas Stations	50

If a development project is consistent with these land use buffers, the development would not be expected to expose sensitive receptors to substantial TAC concentrations. If a development project conflicts with these land use buffers, further project-specific analysis that includes air dispersion modeling would be warranted to determine if the proposed project would expose sensitive receptors to TAC concentrations resulting in cancer risks exceeding applicable thresholds. The SCAQMD's significance threshold for incremental cancer risk associated with a project is 10 excess cancer cases per 1 million people.

Consistency with Applicable Plans and Policies

Section 15125 of the *CEQA Guidelines* requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD's *CEQA Air Quality Handbook*,[33] the following criteria are used to evaluate the Project's consistency with the SCAQMD's 2022 AQMP:

- Criterion 1: Will the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Criterion 2: Will the project exceed the assumptions utilized in preparing the AQMP?
  - Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the project include air quality mitigation measures; or
  - To what extent is project development consistent with the AQMP control measures?

e. Impact Analysis

Implementation of the proposed 2050 GPU would accommodate future residential, commercial, industrial, public facility, and circulation-related development within the city through year 2050. Future development facilitated by the 2050 GPU could generate temporary construction emissions and long-term operational emissions associated with vehicle travel, energy consumption, area sources, stationary equipment, landscaping activities, and other urban development activities typical of Southern California communities.

The 2050 GPU incorporates several Air Quality Element policies intended to reduce pollutant emissions, improve local air quality conditions, minimize exposure of sensitive receptors, and support regional air quality planning objectives. These policies include implementation of dust control measures during construction activities, promotion of cleaner industrial technologies, reduction of transportation-related emissions, prioritization of air quality improvements in areas exposed to elevated pollutant concentrations, and consideration of environmental justice issues during land use planning decisions.

As described in Section 2, Project Description, the 2050 GPU emphasizes preservation of Norco's existing rural and equestrian-oriented atmosphere while directing future enhancement and redevelopment activities into identified commercial corridors, employment areas, and focus areas. The 2050 GPU also promotes multimodal transportation improvements, expanded

33 SCAQMD. *Air Quality Analysis Handbook.* Chapter 12.

pedestrian-equestrian connectivity, traffic calming strategies, and enhanced mobility throughout the city. These land use and circulation strategies are intended to support reductions in transportation-related emissions while accommodating future growth within the city.

Future development projects facilitated by the 2050 GPU would continue to be subject to applicable SCAQMD regulations, the Norco *Municipal Code*, and project-specific environmental review, as appropriate. The following discussion evaluates the potential air quality impacts associated with implementation of the 2050 GPU.

1. Project Impacts and Mitigation Measures

Threshold a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The City of Norco is located within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The AQMP serves as the region's comprehensive strategy for attaining and maintaining State and Federal ambient air quality standards through coordinated land use planning, transportation planning, and emissions control measures. The AQMP is developed using population, housing, employment, and transportation forecasts prepared by the Southern California Association of Governments (SCAG), which serve as the basis for regional growth planning.

The proposed 2050 GPU would accommodate projected growth through year 2050 while maintaining the city's existing planning area of approximately 9,808 acres. Compared to existing year 2026 conditions, implementation of the 2050 GPU would accommodate an increase of approximately 3,106 residents, 1,110 households, and 1,794 jobs by year 2050. As described in Section 2, Project Description, future growth would be directed toward established neighborhoods, commercial corridors, employment districts, and identified focus areas while preserving Norco's existing rural and equestrian-oriented atmosphere. The 2050 GPU also promotes multimodal circulation improvements, expanded pedestrian-equestrian connectivity, traffic calming strategies, and other transportation improvements intended to improve mobility and reduce transportation-related emissions.

The AQMP relies on regional growth forecasts prepared by SCAG and incorporates anticipated population, housing, employment, and transportation growth throughout the South Coast Air Basin. The 2050 GPU would accommodate future growth within the city's existing boundaries and would not result in development patterns that substantially exceed or conflict with regional growth assumptions. Furthermore, implementation of the 2050 GPU would occur within the framework of applicable regional air quality planning efforts and would support regional objectives through implementation of Air Quality Element policies intended to reduce emissions associated with future growth and development.

Future development facilitated by the 2050 GPU would continue to be subject to applicable SCAQMD regulations, the Norco *Municipal Code*, and project-specific environmental review, as appropriate. Accordingly, the 2050 GPU would not conflict with or obstruct implementation of the AQMP or other applicable regional air quality planning efforts. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold b. Result in a cumulatively 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. Future development facilitated by the 2050 GPU would generate criteria pollutant emissions from both construction and operational activities. Construction emissions would result from grading, excavation, paving, building construction, architectural coatings, material deliveries, and operation of construction equipment. Operational emissions would result from vehicle trips, area sources, energy consumption, landscaping equipment, and stationary sources associated with future residential, commercial, industrial, and public uses.

The South Coast Air Basin is currently designated nonattainment for ozone and particulate matter standards. As a result, emissions generated within the Basin contribute incrementally to cumulative regional air quality conditions. Future development accommodated under the 2050 GPU would similarly contribute to regional emissions inventories; however, implementation of the 2050 GPU would occur within the regional planning framework established by SCAG and the AQMP. The 2050 GPU also includes *Goal OSC-15*, which seeks to support SCAQMD efforts to achieve regional attainment levels for ozone and particulate matter. Consistent with this goal, *Policy OSC-15.2* requires implementation of dust control measures during construction activities, *Policy OSC-15.3* promotes cleaner industrial technologies and more efficient stationary source equipment, and *Policy OSC-7.5* supports efforts to reduce transportation-related emissions. In addition, *Policies OSC-7.7* and *OSC-7.8* prioritize air quality improvement efforts in areas exposed to elevated pollutant concentrations and require consideration of environmental justice issues during land use planning decisions. Collectively, these policies are intended to reduce emissions associated with future growth and development and support regional air quality attainment efforts.

As described in Section 2, Project Description, the 2050 GPU promotes a development pattern that concentrates future enhancement and redevelopment activities within established areas of the city while maintaining much of Norco's existing low-density rural character. The 2050 GPU

also promotes multimodal circulation improvements and enhanced pedestrian, bicycle, and equestrian connectivity intended to reduce dependence on vehicle travel for local trips. These strategies support reductions in emissions associated with transportation sources, which represent a substantial contributor to regional air pollution.

Future discretionary development projects facilitated by the 2050 GPU would continue to undergo project-specific review and would be required to comply with applicable SCAQMD regulations. Through implementation of the 2050 GPU's land use framework, *Goal OSC-15* and associated Air Quality Element policies, and applicable regulatory requirements, the 2050 GPU would support regional efforts to attain applicable air quality standards and would not result in a cumulatively considerable contribution to regional criteria pollutant emissions. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold c. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors include residences, schools, parks, childcare facilities, senior housing, and other land uses where occupants may be more susceptible to adverse health effects associated with air pollution exposure. Existing sensitive receptors are located throughout the city, including residential neighborhoods situated near I-15 and major roadway corridors where concentrations of vehicle-related pollutants may be elevated.

Implementation of the 2050 GPU would facilitate future residential, commercial, industrial, public facility, and circulation-related development throughout the city through year 2050. Depending on the location and nature of future development, construction activities and operational emission sources could occur in proximity to existing or future sensitive receptors. In addition, the 2050 GPU could facilitate new sensitive receptors in areas that may be exposed to emissions from nearby transportation corridors, commercial activities, or other emission sources.

To address these potential exposure concerns, the 2050 GPU includes *Goal OSC-15*, which supports regional air quality improvement efforts and includes policies intended to reduce pollutant exposure and protect sensitive populations. *Policy OSC-15.7* prioritizes air quality enhancement efforts in areas exposed to the highest concentrations of air pollutants, including areas near I-15, while *Policy OSC-15.8* requires consideration of environmental justice issues and protection of residents from potential health impacts associated with air pollution. In addition, the 2050 GPU's land use framework directs future growth toward established neighborhoods, commercial corridors, employment areas, and focus areas while preserving much of the city's

existing residential and rural residential character. These land use planning strategies help promote compatibility between emission sources and sensitive land uses.

Future development projects with the potential to expose sensitive receptors to substantial pollutant concentrations would continue to be evaluated during project-specific environmental review and would be required to comply with applicable SCAQMD regulations and other regulatory requirements. Through implementation of *Goal OSC-15*, associated Air Quality Element policies, and applicable regulatory requirements, exposure of sensitive receptors to substantial pollutant concentrations would be minimized. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Future development facilitated by the 2050 GPU could generate temporary odors associated with construction activities, including diesel exhaust, paving operations, architectural coatings, and construction materials. Operational odor sources could include restaurants, commercial kitchens, industrial uses, landscaping activities, maintenance operations, agricultural activities, animal-keeping activities, and other land uses consistent with Norco's rural and equestrian-oriented atmosphere.

Odors generated by construction activities are generally temporary, localized, and intermittent in nature and would dissipate rapidly once construction activities are completed. Similarly, operational odors associated with future development would typically be limited to areas immediately surrounding the source and would not be expected to affect large portions of the community. While future development facilitated by the 2050 GPU may introduce new odor-generating land uses, such uses would generally be dispersed throughout the city and would be subject to applicable land use compatibility requirements.

The 2050 GPU includes policies intended to reduce emissions and nuisance conditions associated with future development. Specifically, *Policy OSC-15.4* promotes regular maintenance of vents and filters and encourages the use of air scrubbing technologies to reduce emissions from restaurants and commercial kitchens. In addition, *Goal OSC-15* supports regional air quality improvement efforts and implementation of measures intended to reduce emissions associated with future development. The 2050 GPU's land use framework also directs future enhancement and redevelopment activities into established commercial corridors, employment areas, and focus areas while preserving much of the city's existing rural residential character. These

planning strategies help minimize potential land use compatibility conflicts associated with odor-generating activities.

Future development projects would continue to be subject to applicable SCAQMD regulations, the Norco *Municipal Code*, and project-specific review processes intended to minimize nuisance conditions and land use compatibility conflicts. Because odor-generating emissions associated with future development would generally be localized, intermittent, and subject to existing regulatory controls, implementation of the 2050 GPU would not result in odor impacts affecting a substantial number of people. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

4.4 Biological Resources

This section describes existing biological resources in the City of Norco, as well as agencies and regulations related to the protection of sensitive natural resources and addresses potential impacts to biological resources as a result of growth forecast under the 2050 General Plan Update (GPU). The biological resources documented in this section were determined through an extensive desktop review of biological species databases and GIS data available for the city and Western Riverside County. The base vegetation community mapping was prepared using the regional vegetation map prepared for the Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP) database.

The sensitive flora and fauna species described below are known to occur in the Planning Area based on information obtained from the desktop review. General flora and fauna species were determined based on the identified vegetation communities and species that typically occur in these habitats. A search of the California Natural Diversity Database (CNDDB) was conducted to identify historical occurrences of sensitive plants and wildlife species within one mile of the Planning Area. The CNDDB search is included as Appendix 4.4 of this Program EIR (PEIR).

a. Existing Conditions

1. Vegetation Communities/Land Cover Types

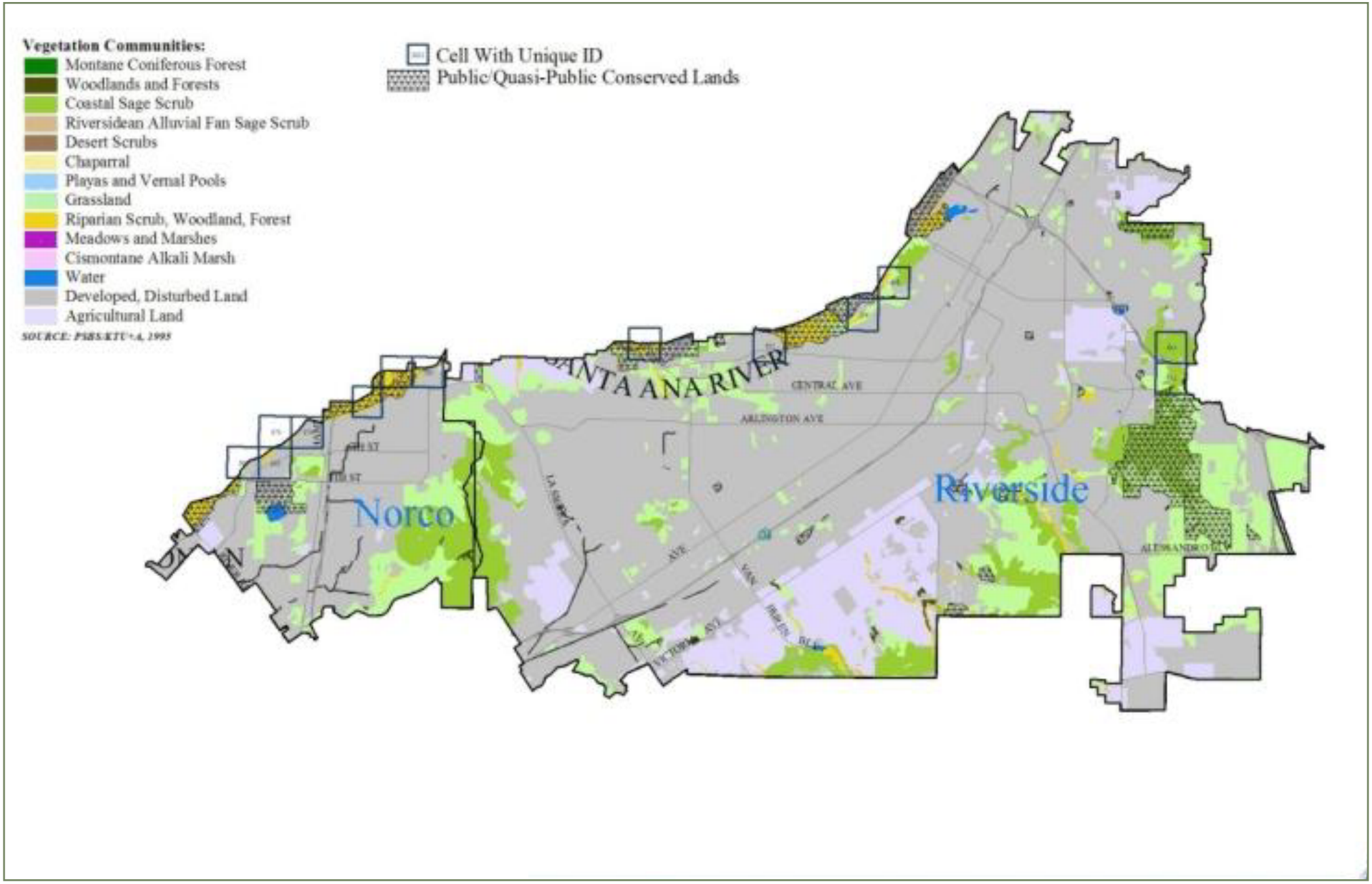
A total of 14 vegetation communities/land cover types have been identified in the Planning Area as shown in Figure 4.4-1, Vegetation Communities/Land Cover Types. Areas of native vegetation predominantly occur in the north, northwest, and southeast portions of the city. The existing vegetation communities/land cover types as defined by the WR-MSHCP include: Montane Coniferous Forest, Woodlands and Forest, Coastal Sage Scrub, Riversidean Alluvial Fan Sage Scrub, Desert Scrubs, Chaparral, Playas and Vernal Pools, Grasslands, Riparian Scrub/Woodland/Forest, Meadows and Marshes, Cismontane Alkali Marsh, Water, Developed/Disturbed Land, Agricultural Land. The existing vegetation communities and land cover types are summarized below.

- Montane Coniferous Forest occurs within the San Jacinto Mountains, Agua Tibia, Cleveland National Forest, and Santa Rosa Mountains.
- Woodlands and Forest are composed of black oak forests, broad-leaved upland forests, oak woodlands, and peninsular juniper woodland vegetation communities.
- Coastal Sage Scrub occurs from the eastern slopes of the Santa Ana Mountains to elevations in the San Jacinto Mountains less than 1,500 m (5,000 ft). Sage scrub is often distributed in patches throughout its range; over a scale of several miles, it can be found in diverse vegetation community mosaics with other plant communities, particularly grassland and chaparral, and oak/riparian woodland in wetter areas. In Western Riverside County coastal sage scrub is found both in large contiguous blocks scattered throughout the County as well as integrated with chaparral and grasslands. Coastal sage scrub is

dominated by a characteristic suite of low-statured, aromatic, drought-deciduous shrubs, and subshrub species. Composition varies substantially depending on physical circumstances and the successional status of the vegetation community.

- Riversidean Alluvial Fan Sage Scrub occurs throughout many drainages within the WR-MSHCP Plan Area. Large acreages of the vegetation occur on the Santa Ana River near Lake Evans in the City of Riverside; along the San Gorgonio River and tributaries near Banning; on the San Jacinto River from the National Forest to the Soboba Indian Reservation; near Temecula along Temecula Creek; the Aguanga area; Bautista Creek south of Hemet; and near Murrieta and Glen Ivy in the Temescal Valley. Riversidean alluvial fan sage scrub is a Mediterranean shrubland type that occurs in washes and on gently sloping alluvial fans. Alluvial scrub is made predominantly of drought-deciduous soft-leaved shrubs, but with significant cover of larger perennial species typically found in chaparrals. Scalebroom generally is regarded as an indicator of Riversidian alluvial scrub.
- Desert Scrub, including big sagebrush scrub and Sonoran Desert scrub, occurs mostly in the southeastern portion of the WR-MSHCP Plan Area.
- Chaparral vegetation is the most abundant and widespread vegetation type in Western Riverside County, covering approximately 35 percent (434,950 acres) of the WR-MSHCP Plan Area. Large contiguous stands of chaparral occur along the Santa Ana Mountains in the western portion of the Plan Area, and along the San Bernardino, San Jacinto, and Agua Tibia Mountains in the eastern and southern portions. Although chaparral is less common than other vegetation types in the central lowlands of Riverside County, three large chaparral-dominated areas occur on steeper lands near the Gavilan Hills-Gavilan Plateau-Meadowbrook Region, the Lakeview Mountains-Double Butte area, and the Sedco Hills-Hogbacks area. Chaparral is a shrub-dominated vegetation community that is composed largely of evergreen species that range from 1 to 4 m in height. The most common and widespread species within chaparral is chamise (*Adenostoma fasciculatum*).
- Playas and Vernal Pools are found in Western Riverside County in the San Jacinto Valley/Perris Basin and on the Santa Rosa Plateau. Vernal pools are ephemeral wetlands that form in shallow depressions underlain by a substrate near the surface that restricts the downward percolation of water. Depressions in the landscape fill with rainwater and runoff from adjacent areas during the winter and may remain inundated until spring or early summer, sometimes drying more than once during the wet season. Smaller pools can fill and dry, and larger pools can hold water longer and may in the deeper portions support species that are more representative of freshwater marshes. Vernal pools are well-known for their high levels of endemism and abundance of rare, threatened, or endangered species. Many vernal pools are characterized by concentric rings of plants that flower sequentially as the pools dry. Vernal pools are dominated by native annual plants, with low to moderate levels of perennial herbaceous cover.

FIGURE 4.4-1, VEGETATION COMMUNITIES / LAND COVER TYPES



SOURCE: Riverside County Transportation and Land Management Agency, *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)* – 2026.

- Grasslands occur throughout most of Western Riverside County and cover approximately 12.2% (154,140 acres) of the WR-MSHCP Plan Area. Two general types of grasslands occur in Southern California: (1) non-native dominated, primarily annual grassland ("non-native grassland"); and (2) native dominated, perennial grassland ("valley and foothill grassland").
- Riparian Scrub/Woodland/Forest and scrub subtypes, are distributed in waterways and drainages throughout much of Western Riverside County, covering approximately 1.2 percent (15,030 acres) of the WR-MSHCP Plan Area. Southern cottonwood/willow forest makes up the largest proportion of the riparian vegetation in the Plan Area, comprising nearly one-half (6,610 acres) of the acreage. Most of the southern cottonwood/willow forest vegetation community occurs along the Santa Ana River drainage from Lake Evans to beyond the Prado Basin, along the San Gorgonio River north of Banning and along Temecula Creek east of Vail Lake. Riparian communities typically consist of one or more deciduous tree species with an assorted understory of shrubs and herbs.
- Meadows and Marshes. Approximately 1,020 acres of meadow and marsh vegetation communities, including coastal and valley freshwater marsh, undifferentiated marsh, and wet montane meadow, exist within the WR-MSHCP Plan Area. Occurrences of this vegetation community have been mapped in the Prado Basin in the Santa Ana River Valley, on the Santa Ana River near Pedley, north of Lake Elsinore in Walker Canyon, near San Jacinto, along the shores of Lake Skinner and Vail Lake, and adjacent to the cismontane alkali marsh on Cahuilla Creek. Meadow and marsh vegetation communities occur in both flowing and still water.
- Cismontane Alkali Marsh Vegetation communities are scattered sparsely over the Western Riverside County region, occupying approximately 0.1% (1,260 acres) of the Plan Area. Cismontane alkali marsh was mapped in two general localities along Cahuilla Creek south of Anza and upstream from Lake Mathews along the Colorado River aqueduct.
- Water was mapped at Vail Lake, Lake Skinner, Diamond Valley Lake, Lake Perris, Mystic Lake, Canyon Lake, Lake Elsinore, Lee Lake, Lake Mathews, Hemet Lake, portions of the San Jacinto River, and portions of the Santa Ana River, as well as various small ponds, private reservoirs, and portions of stream channels. Open water typically is unvegetated due to a lack of light penetration. However, open water may contain suspended organisms such as filamentous green algae, phytoplankton (including diatoms), and desmids.
- Developed/Disturbed Lands consist of areas that have been disced, cleared, or otherwise altered. Developed lands may include roadways, existing buildings, and structures. The largest areas of developed land are in the Cities (and surrounding unincorporated communities) of Temecula, Murrieta, Lake Elsinore, Canyon Lake, (Meadowbrook, Alberhill, El Cariso and Lakeland Village), Hemet (East Hemet and Valle Vista), in Moreno Valley, and along the SR-91 corridor from Riverside through Corona and Norco.

- Agricultural Lands include areas occupied by dairies and livestock feed yards or areas that have been tilled for use as croplands or groves/orchards. Approximately 13.5 percent of the Plan Area (169,480 acres) consists of agricultural lands. The largest areas of dairy and livestock feed yards are located north of San Jacinto and north of Juniper Flats in the communities of Lakeview, Mystic Lake, Nuevo, southeast Perris, Eastvale, Lake Norconian off of Bellegrave Avenue, Norco, and in Glen Avon.

2. Sensitive Plant Species

A total of two sensitive plant species are known to historically occur in the Planning Area. These plants and their statuses are summarized in Appendix 4.4 and include the following:

- Santa Ana River woollystar is Federally and State-endangered and is a WR-MSHCP-covered species. This subshrub is endemic to the Santa Ana River drainage and thrives in open areas that receive a lot of sun and where there are infrequent flood events that contribute to seed dispersal. The Santa Ana River woollystar grows in sandy areas and is a pioneer species, meaning that it will take over previously unutilized habitat.[1]
- Western Joshua tree currently receives State protection under the Western Joshua Tree Conservation Act (WJTCA) and as a candidate for listing under CESA. The species is not listed under the Federal Endangered Species Act (ESA). Western Joshua trees are found on a variety of landforms in the Mojave Desert and Great Basin ecoregions, including gentle alluvial fans, bajadas, flats, ridges, mesas, and gentle to moderate slopes, often near the bases of mountains. The greatest densities of Joshua trees may be found on well-drained sandy to gravelly alluvial fans. Where western Joshua tree is less common, it is likely restricted to areas with sufficient groundwater, such as large sand dunes or groundwater drainages.

3. Sensitive Wildlife Species

A total of 19 sensitive wildlife species are known to historically occur in the vicinity of the Planning Area. These wildlife species and their status are summarized in Appendix 4.4 and include the following:

- Western spadefoot has a Federal designation of Proposed Threatened. The western spadefoot ranges throughout the Central Valley and adjacent foothills. This species occurs primarily in grasslands, but occasional populations also occur in valley-foothill hardwood woodlands.[2]

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1 State of California Department of Fish and Wildlife. *Santa Ana River Woollystar (Eriastrum densifolium ssp. sanctorum*). Accessed May 2026. https://wildlife.ca.gov/Conservation/Plants/Endangered/Eriastrum-densifolium-ssp-sanctorum.

2 CDFW. *California Wildlife Habitat Relationships System.* January 2000. Accessed May 2026. file:///C:/Users/Mhernandez/Downloads/LHA_A028%20(3).pdf.

- Bald eagle has a State designation as Endangered. Bald eagles nest on a variety of natural structures, including projections or ledges on cliffs, trees protruding from cliffs, in deciduous trees lining river courses, and in a number of conifer species found along or near major water bodies.[3]
- Southwestern Willow Flycatcher has a Federal and State designation of Endangered. Breeding Southwestern Willow Flycatchers are riparian obligates, typically nesting in relatively dense riparian vegetation where surface water is present or soil moisture is high enough to maintain the appropriate vegetation characteristics.[4]
- Least Bell's vireo is listed as Endangered in 1986 because of historical and ongoing habitat loss. The least Bell's vireo is a small migratory bird. Historically, the least Bell's vireo also ranged throughout the California Central Valley and the central California Coast ranges.[5]
- Swainson's hawk was listed as a threatened species in 1983 by the California Fish and Game Commission based on loss of habitat and decreased numbers across the state. The Swainson's hawk is adapted to the open grasslands, with nests often peripheral to riparian systems.[6]
- Tricolored blackbird has a State status of Threatened and are located year-round in agricultural areas in Central Valley. During the summer, tricolored blackbirds can be found passing through farmlands and wetlands.[7]
- Belding's savannah sparrow is a State and Federally protected bird. It is a rare subspecies of the Savannah sparrow, however it is common on the marshes of San Diego Bay, and the Tijuana Slough National Wildlife Refuge. Belding's savannah sparrows nest in the pickleweed salt marsh vegetation that occurs along the outer levees of the salt ponds, within the lower reach of the Otay River, and along the edges of the South Bay in remnant patches of salt marsh vegetation.[8]
- California black rail is listed as a State of California Threatened Species and a Federal Species of Management Concern due to its small population sizes. California black rail is most commonly found in tidal emergent wetlands dominated by pickleweed, or in

3 CDFW. *Protocol for Evaluating Bald Eagle Habitat and Populations in California.* 2004. Accessed May 2026. https://wildlife.ca.gov/Conservation/Survey-Protocols#377281284-birds.

4 USGS. *A Natural History Summary and Survey Protocol for Southwestern Willow Flycatcher.* 2010. Accessed May 2026. https://www.fws.gov/sites/default/files/documents/soutwestern-willow-flycatcher-summary-protocol.pdf.

5 USFWS. *Least Bell's Vireo.* Accessed May 2026. https://www.fws.gov/species/least-bells-vireo-vireo-bellii-pusillus.

6 CDFW. *Swainson's Hawks in California.* Accessed May 2026. https://wildlife.ca.gov/Conservation/Birds/Swainsons-Hawk.

7 Cornell Lab of Ornithology. *Tricolored Blackbird.* Accessed May 2026. https://www.allaboutbirds.org/guide/Tricolored_Blackbird/overview.

8 USFWS. *Belding's Savannah Sparrow.* Accessed May 2026. https://www.fws.gov/story/beldings-savannah-sparrow.

brackish marshes supporting bulrushes in association with pickleweed. In freshwater, they can be found in bulrushes, cattails, and salt grass.[9]

- Burrowing owl is a candidate for potential listing as a protected species under the California Endangered Species Act. Threats facing burrowing owls in California are direct mortality and permanent habitat loss caused by urbanization and reduction or elimination of their primary burrow excavators — ground squirrels — from grazing and agricultural lands.[10]
- Willow flycatcher is a candidate for potential listing as an endangered species in California. Willow Flycatchers breed in shrubby areas with standing water or along streams. In some parts of their range, they also nest in woodland edges and dry, brushy thickets. In winter they use tropical shrubby clearings, pastures, and woodland edges, often near water.[11]
- Little willow flycatcher is an Endangered Species in the State of California. This bird is a subspecies of the Willow Flycatcher and is primarily found in wetland and riparian areas throughout the western United States and parts of Canada. These birds are migratory, traveling considerable distances to breed during the warmer months and seeking refuge in warmer climes during winter.[12]
- Western yellow-billed cuckoo is a Federally Threatened and State Endangered species. The western yellow-billed cuckoo is also a riparian species that breeds in low- to moderate-elevation native forests lining the rivers and streams of the western United States. Western yellow-billed cuckoos require relatively large (>20 hectares), contiguous patches of multilayered riparian habitat for nesting. The multilayered canopy provides shade and traps moisture to create the relatively cooler and more humid streamside conditions which are believed to be important for nesting success. They are also known to nest in early to mid-successional native riparian habitat.[13]
- Coastal California gnatcatcher is a Federally Threatened species. This gnatcatcher typically occurs in or near coastal sage scrub, a habitat characterized by relatively low growing, dry-season deciduous, and succulent plants. Characteristic plants of these

9 CDFW. *California Wildlife Habitat Relationships System – Black Rail.* Accessed May 2026. file:///C:/Users/Mhernandez/Downloads/LHA_B143.pdf.

10 CDFW. *Fish and Game Commission: Western Burrowing Owl Becomes CESA Candidate.* October 2024. Accessed May 2026. https://wildlife.ca.gov/News/Archive/fish-and-game-commission-western-burrowing-owl-becomes-cesa-candidate-wildlife-prosecutor-of-the-year-named-waterfowlers-hall-of-fame-inductees-recognized.

11 Cornell Lab of Ornithology. *Willow flycatcher.* Accessed May 2026. https://www.allaboutbirds.org/guide/Willow_Flycatcher/id.

12 Avian Discovery Bird Identification. *Little Willow Flycatcher (Empidonax traillii brewsteri*). Accessed May 2026. https://www.aviandiscovery.com/bird-identification/little-willow-flycatcher-empidonax-traillii-brewsteri/.

13 NPS. *Western yellow-billed Cuckoo.* Accessed May 2026. https://www.nps.gov/articles/western-yellow-billed-cuckoo.htm.

communities include California sagebrush, California buckwheat, laurel sumac, lemonade berry, bush penstemon, and various species of sage (*Salvia spp*.).[14]

- Steelhead – southern California DPS is Endangered under Federal listing and the State of California. Freshwater spawning sites, freshwater rearing sites, freshwater migration corridors, estuarine areas, and marine areas are sites and habitat components that support southern California Steelhead DPS for survival, growth, and reproduction.[15]
- Santa Ana sucker is a Federally Threatened species. The Santa Ana sucker is found in three disjunct populations that occupy portions of the San Gabriel, Los Angeles, and Santa Ana River basins in Southern California.[16]
- Crotch's bumble bee is a Candidate Endangered species under the State of California. The historic range of *B. crotchii* extends from central California south to Baja California del Norte, Mexico, and includes coastal areas east to the edges of the deserts and the Central Valley, but largely excluding mountainous areas of California.[17]
- Stephen's kangaroo rat is a Threatened species under Federal listing and the State of California. Kangaroo rats possess a number of behavioral, morphological, and physiological adaptations that allow them to inhabit warm, arid environments. Its habitat generally consists of open grasslands and sparsely vegetated scrub.[18]
- Southwestern pond turtle is a Proposed Threatened species under Federal listing. The southwestern pond turtle occurs in southern California from Monterey County south to Los Angeles, Riverside and San Diego counties into northern Baja California, Mexico. The turtles use rivers, lakes, ponds, streams, other water sources and terrestrial habitats throughout their lives. [19]
- Mojave desert tortoise is a Threatened Federal species and listed as Endangered under the State of California. The Mojave population of desert tortoise (*Gopherus agassizii*) includes all tortoises north and west of the Colorado River in Arizona, Utah, Nevada and

14 USFWS. *Coastal California Gnatcatcher.* Accessed May 2026. https://www.fws.gov/story/coastal-california-gnatcatcher.

15 National Oceanic and Atmospheric Administration (NOAA). *Southern California steelhead recovery plan.* Accessed May 2026. https://repository.library.noaa.gov/view/noaa/15988.

16 USFWS. *Santa Ana Sucker.* Accessed May 2026. https://www.fws.gov/species/santa-ana-sucker-catostomus-santaanae.

17 Nature Serve Explorer. *Crotch's Bumble bee.* Accessed May 2026. https://explorer.natureserve.org/Taxon/ELEMENT_GLOBAL.2.834085/Bombus_crotchii.

18 USFWS. *Stephen's Kangaroo Rat.* Accessed May 2026. https://www.fws.gov/species/stephens-kangaroo-rat-dipodomy_s-stephensi.

19 USFWS. *U.S. Fish and Wildlife Service proposes Federal protections for both species of western pond turtle under the Endangered Species Act.* September 2023. Accessed May 2026. https://www.fws.gov/press-release/2023-09/us-fish-and-wildlife-service-proposes-federal-protections-both-species.

California. Mojave population of desert tortoise lives in a variety of habitats from sandy flats to rocky foothills, including alluvial fans, washes, and canyons.[20]

4. Jurisdictional Waters

Several drainages are present in the hillside areas of the northern portion of the city and fall under the regulatory authority of the U.S. Army Corps of Engineers. These drainages are considered "Waters of the U.S." and are located in several small canyons where seasonal drainage occurs during the wet season. Within these drainages there is a small amount of wetlands. Some riparian habitat occurs within these areas, which is under the authority of the California Department of Fish and Wildlife. Figure 4.4-2, Potential Jurisdictional Waters shows the potential jurisdictional waters within the city.

5. Wildlife Movement and Corridors

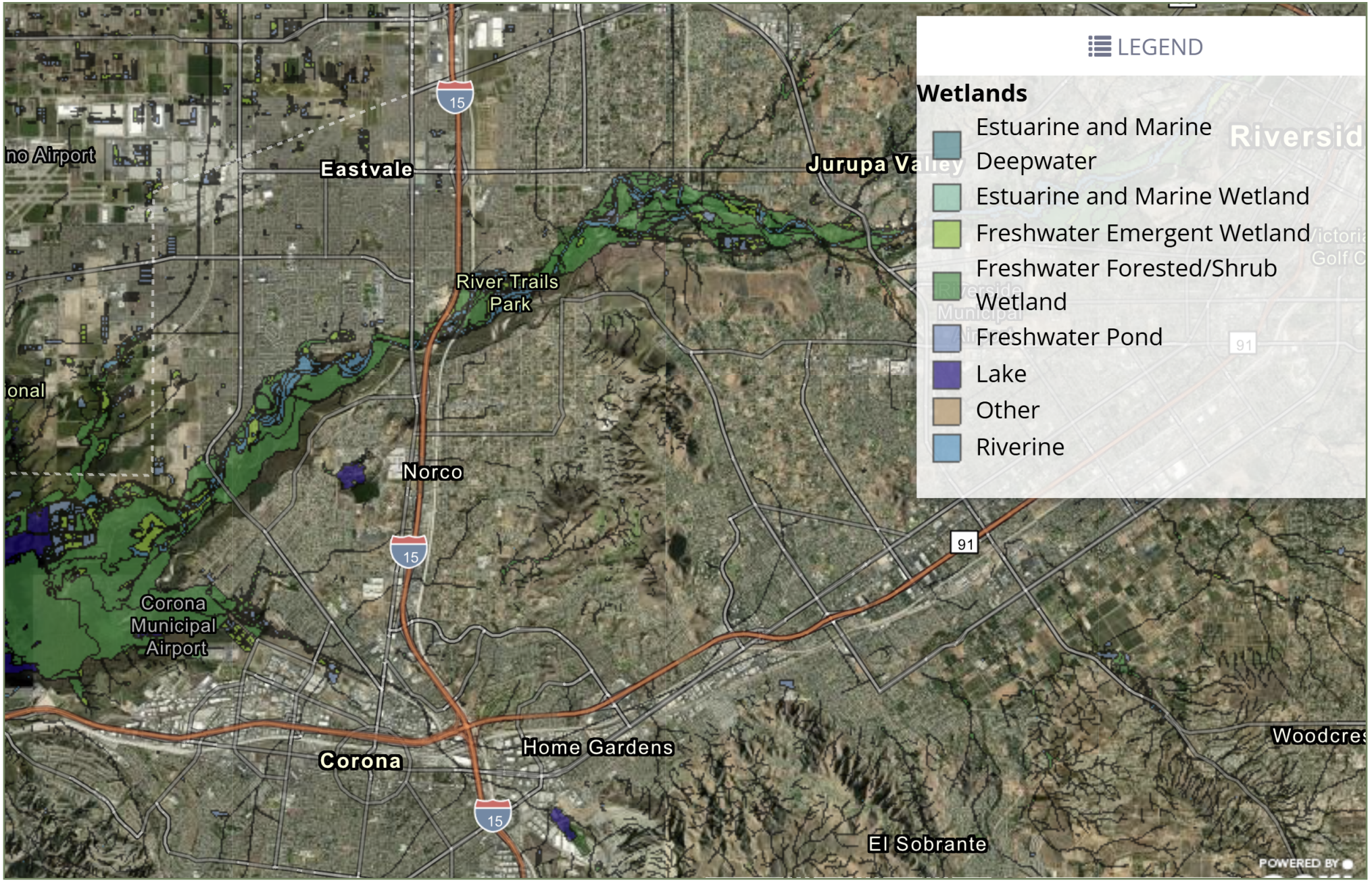
Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations.

The Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) identifies Existing Core A within the City of Norco, as shown in Figure 4.4-3, WR-MSHCP Cores and Linkages, which consists of the Prado Basin and the Santa Ana River. Existing Core A also serves as a Linkage connecting Orange County to the west with San Bernardino County to the north. Existing Core A is constrained on all sides by existing urban development and agricultural use, and planned uses surrounding the Core consist largely of high impact land uses such as City and Community Development.

High quality riparian habitat exists within the Existing Core A and provides suitable habitat for species such as southwestern willow flycatcher, yellow warbler, yellow-breasted chat, western yellow-billed cuckoo, and others listed in the WR-MSHCP. Floodplain processes and water quality along the Santa Ana River is also important to Santa Ana River woollystar and arroyo chub.

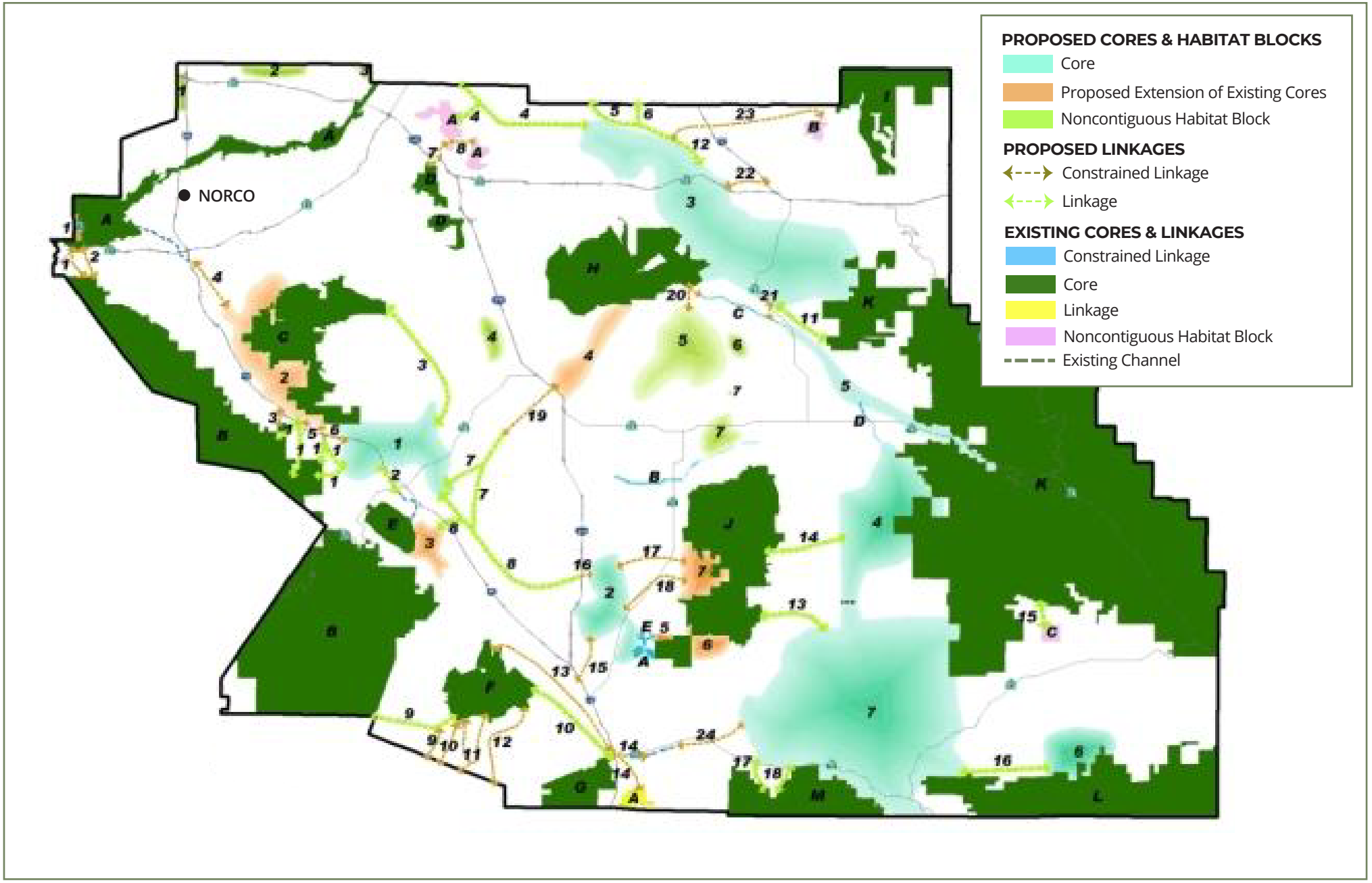
20 USFWS. *Desert Tortoise.* Accessed May 2026. https://www.fws.gov/species/desert-tortoise-gopherus-agassizii.

FIGURE 4.4-2, POTENTIAL JURISDICTIONAL WATERS



SOURCE: U.S. Fish and Wildlife Service, National Wetlands Inventory, Surface Waters and Wetlands – 2026.

FIGURE 4.4-3, WR-MSHCP CORES AND LINKAGES



SOURCE: Riverside County Transportation and Land Management Agency, *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)* – 2026.

b. Regulatory Setting

1. Federal

Federal Endangered Species Act

The Federal Endangered Species Act (ESA) of 1973, as amended, 16 United States Code (USC) 1531 et seq., provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the ESA requires that Federal agencies, prior to project approval, consult USFWS and/or the National Marine Fisheries Service (NMFS) to ensure adequate protection of listed species that may be affected by the project.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA)[21] is a Federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 Code of Federal Regulations (CFR) 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species and includes any part, egg, or nest of such bird.[22] Migratory birds are not necessarily Federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession import, export, transport, sale, purchase, barter or offering of these activities, except under a valid permit or as permitted in the implementing regulations.[23]

Clean Water Act of 1972

The purpose of the Clean Water Act is to restore and maintain the chemical, physical, and biological integrity of all waters of the U.S. In accordance with Section 404 of the Clean Water Act (CWA), USACE regulates the discharge of dredged or fill material into waters of the U.S. Permitting is required for filling waters of the U.S. (including wetlands). Permits may be issued on an individual basis, or may be covered under approved nationwide permits. The term "waters of the United States" is defined as:

- All waters currently used, or used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters subject to the ebb and flow of the tide;
- All interstate waters, including interstate wetlands;

21 16 USC 703 et seq.
22 50 CFR 10.12
23 50 CFR 21.11

- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes or natural ponds; the use, degradation, or destruction of which could affect foreign commerce including any such waters: (1) which could be used by interstate or foreign travelers for recreational or other purposes; or (2) from which fish or shell fish are, or could be taken and sold in interstate or foreign commerce; or (3) which are used or could be used for industries in interstate commerce.
- All other impoundments of waters otherwise as defined as waters of the United States under the definition;
- Tributaries of waters identified above;
- The territorial seas; and
- Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in the paragraphs above.

U.S. Fish and Wildlife Service

The USFWS implements the Migratory Bird Treaty Act (MBTA)[24]. The USFWS shares responsibility for implementation of the Endangered Species Act (ESA)[25] with the National Marine Fisheries Service (National Oceanic and Atmospheric Administration [NOAA Fisheries]). The USFWS generally implements the ESA for land and freshwater species, while NOAA Fisheries implements the FESA for marine and anadromous species. Projects that would result in take of any Federally listed threatened or endangered species are required to obtain permits from the USFWS or NOAA Fisheries through either Section 7 (interagency consultation with a Federal nexus) or Sections 9 and 10 (incidental take permit/Habitat Conservation Plan) of ESA, depending on the involvement by the Federal government in permitting or funding the project.

The ESA prohibits the unpermitted take of Federally listed threatened or endangered species. "Take" under Federal definition means to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Proposed or candidate species do not have the full protection of ESA; however, the USFWS and NOAA Fisheries advise project applicants that they could be elevated to listed status at any time.

The MBTA, as amended in 1972, protects nesting migratory birds by making it unlawful to "take" (kill, harm, harass, etc.) any migratory bird listed in 50 CFR 10, including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species.

24 16 United States Code (USC) and the Bald and Golden Eagle Protection Act.

25 16 USC Section 1531.

U.S. Army Corps of Engineers

Under Section 404 of the CWA and Section 10 of the Rivers and Harbors Act, the USACE has authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. Perennial and intermittent creeks and adjacent wetlands are considered waters of the United States and are within the regulatory jurisdiction of the USACE. The USACE implements the Federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetland values or acres. In achieving the goals of the CWA, the Corps seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of waters of the U.S., including wetlands, would require a permit from the Corps prior to the start of work. Typically, permits issued by the Corps are a condition of a project as mitigation.

2. State

California Endangered Species Act

Similar to the Federal ESA, the California ESA provides protection to species considered threatened or endangered by the State of California. The California ESA recognizes the importance of threatened and endangered fish, wildlife and plant species and their habitats, and prohibits the taking of any endangered, threatened, or rare plant and/or animal species unless specifically permitted for education or management purposes.

California Fish and Game Code, Section 1602

Under Section 1602 of the Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow of or substantially change the bed, channel, or bank of any river, stream or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources.

The Native Plant Protection Act (NPPA)

CDFW also has authority to administer the Native Plant Protection Act (NPPA).[26] The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare. Under Section 1913(c) of the NPPA, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of the plant(s).

26 CFGC Section 1900 et seq.

Natural Community Conservation Planning (NCCP) Program

The NCCPA allows for the development of broad-based ecosystem-level plans for the protection and perpetuation of biological diversity. The primary objective of Natural Community Conservation Plans prepared under the NCCPA is to conserve natural communities at the ecosystem level while accommodating compatible land use. Plants protected under an approved Natural Community Conservation Plan may be "taken" by activities covered under the plan, but also typically receive a large amount of conservation and protection.

Western Joshua Tree Conservation Act

The Western Joshua Tree Conservation Act (WJTCA) is a California Law that was enacted in July 2023. The WJTCA prohibits the importation, export, take, possession, purchase, or sale of any western Joshua tree in California unless authorized by CDFW. The WJTCA authorizes CDFW to issue permits for the incidental take of one or more western Joshua trees if the permittee meets certain conditions. Permittees may pay specified fees in lieu of conducting mitigation activities. The act also authorizes CDFW to issue permits for the removal of dead western Joshua trees and the trimming of live western Joshua trees under certain circumstances.

Western Joshua Tree Conservation Plan

The Western Joshua Tree Conservation Plan (Conservation Plan) was developed by the California Department of Fish and Wildlife (CDFW) in collaboration with the Fish and Game Commission (Commission), governmental agencies, California Native American tribes, and the public as required by the Western Joshua Tree Conservation Act. The Conservation Plan provides a comprehensive set of management actions necessary to conserve the western Joshua tree in California. The management actions include guidance to avoid and minimize direct and indirect impacts to western Joshua trees, land conservation and management strategies, tribal co-management objectives, research, and information gathering that will help inform future conservation, and an approach to provide public education and awareness on western Joshua tree conservation issues. The Conservation Plan was approved by the Commission on August 13, 2025.[27]

3. Regional

Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP)

The Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. The overall goal of this plan is to maintain biological and ecological diversity within a rapidly urbanizing region. The WR-

27 State of California Department of Fish and Wildlife. *Western Joshua Tree Conservation Plan.* August 2025. Accessed May 2026. https://wildlife.ca.gov/Conservation/Environmental-Review/WJT/Conservation-Plan.

MSHCP is meant to allow participating jurisdictions to better control local land-use decisions and accommodate growth while addressing the requirements of the State and Federal Endangered Species Acts.

The MSHCP Conservation Area

In addition to the features incorporated in the MSHCP Plan Map, the MSHCP Conservation Area includes bioregions, vegetation, soils, patch size, and edge affected lands. The MSHCP is composed of approximately 575 patches varying from small and large areas to balance the conservation of narrowly distributed species and preserve the greatest number of species and protect habitat function with the least management effort.

Areas of high fragmentation are subjected to Edge Effects, examples of which include the introduction/colonization of non-native species, increased predation, increased fire frequency, and small-scale environmental changes in temperature, light, and wind. The MSHCP Conservation Areas would be subjected to these Edge Effects due to urbanization within the plan area. Guidelines pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators.[28] Management entities in Existing Core A include: the County of Riverside Parks and Open Space District, U.S. Army Corps of Engineers, Orange County Water District, and California Department of Parks and Recreation.

General Management Measures

These General Management Measures will be undertaken to benefit all Covered Species throughout the MSHCP Conservation Area.

1. Control of unauthorized public access to the MSHCP Conservation Area using appropriate fencing, gates and signage, trash removal, trespass control in response to illegal dumping, off-road vehicle use, and vandalism.
2. An initial baseline assessment of Additional Reserve Lands will be undertaken within the first four years of conveyance of such lands to the MSHCP Conservation Area. The baseline assessments will include a general characterization of existing habitat conditions, species presence and diversity, presence of threats, and general identification of management issues. The assessment will be documented and presented to the RMOC for inclusion in the MSHCP annual reports. Existing baseline data will be used for the existing reserves and will be augmented by new data collected during monitoring efforts. Baseline data are currently being gathered on existing Public/Quasi-Public Lands.
3. Upland habitats within the MSHCP Conservation Area will be maintained and managed to the extent Feasible in a condition similar to or better than the habitat's conditions at

28 Riverside County. *Western Riverside Multiple Species Habitat Conservation List.* Accessed May 2026. https://rctlma.org/multiple-species-habitat-conservation-plan-mshcp-volume-1-section-6-mshcp-implementation-n#2392643287-3068970988.

the time lands are conveyed to the MSHCP Conservation Area. Baseline upland habitat conditions will be measured at the time of conveyance to the MSHCP Conservation Area according to the following parameters: general vegetation characteristics, proportion of native versus exotic species, recent evidence of fire or other apparent ecosystem processes that might change habitat quality. The condition of upland habitat will be measured during regular monitoring intervals identified in the MSHCP Biological Monitoring Program. Remedial action will be recommended if there is a substantial decline in native species compared to the baseline (greater presence of exotics) or other apparent threats to habitat conditions are observed. A sample form is presented in this section to provide consistency in how and what data are collected. The form is not intended to be prescriptive; it may be used as is or modified at the discretion of the Reserve Manager.

4. Wetland habitat within the MSHCP Conservation Area will be maintained and managed to the extent Feasible in a condition similar to or better than the habitat's condition at the time the lands are conveyed to the MSHCP Conservation Area. Baseline wetland habitat conditions will be measured at the time lands are conveyed to the MSHCP Conservation Area according to the following general parameters: general vegetation characteristics, proportion of native versus exotic species, general presence, and extent of common wetland threats, including tamarisk, arundo, cowbirds, other exotic predators such as bullfrogs, erosion, and sedimentation. Wetland habitat conditions will be measured during regular monitoring intervals identified in the MSHCP Monitoring Plan (see Section 5.3 of this document). Remedial actions will be recommended if a substantial decline is documented in habitat conditions or native species compared to the baseline (greater presence of exotics) or other apparent threats to habitat conditions. A sample form is presented on the following page to provide consistency in how and what data are collected. The form is not intended to be prescriptive; it may be used as is or modified at the discretion of the Reserve Manager.

5. Existing known or newly observed active raptor nests shall be conserved within the MSHCP Conservation Area. Implementation of this objective will benefit the following species:

- Bald eagle
- Burrowing owl
- California spotted owl
- Cooper's hawk
- Ferruginous hawk
- Golden eagle
- Merlin
- Northern goshawk
- Northern harrier
- Osprey
- peregrine falcon
- prairie falcon
- sharp-shinned hawk
- Swainson's hawk
- turkey vulture
- white-tailed kite

6. Management activities will be directed toward both existing known Core Areas and species Localities as identified in the species conservation objectives as well as new Core Areas and localities that may be identified in the future.

    - Unless otherwise specified in the species-specific conservation objectives, species presence and continued use shall be maintained at 75% of the locations identified for each species in the species' accounts, as measured at a minimum once every eight years. Species decline below this threshold, or other thresholds as noted in the species-specific conservation objectives, shall trigger management actions. Specific management actions shall be based on site-specific information and recommendations. These specific management actions will be in addition to ongoing management activities.
    - The identified 75% threshold is the default lower limit (unless otherwise specified) and may be modified as new data are collected over time. Thresholds shall be determined by the RMOC which will meet five years after initial Permit issuance and every year thereafter to evaluate new data and review species-specific trigger points. It is anticipated that sufficient data will be available to determine species-specific trigger points for management activities by Year 15 after Permit issuance.

7. General management efforts will be directed to respond to natural and anthropogenic disturbance regimes, particularly those that may be causing ecosystem state transition (conversion of one habitat type to another). Table 5-1 is not intended to prescribe management activities that may need to be undertaken but is intended to identify a common list of considerations and potential actions for Reserve Managers to evaluate. Pre-existing and post-disturbance conditions (e.g., habitat type, slope aspect, anticipated seed bank, accessibility, surrounding habitat types, etc.) and special considerations (e.g., soil type, acreage of disturbance, proximity to undisturbed habitat, proximity to sensitive wildlife habitat, etc.) will contribute to determining the appropriate management activities in response to the disturbance regimes.

8. In larger habitat blocks within the MSHCP Conservation Area, fire management activities such as prescribed burning may be determined to be desirable to achieve biological goals within the MSHCP Conservation Area. Such activities shall be considered in the detailed management plans for each management unit within the MSHCP Conservation Area, that will be prepared within five years after approval of the MSHCP. Such fire management activities, if undertaken, must consider both biological resources needs and public health and safety considerations. The risks of uncontrolled wildfire in proximity to developed areas must be a primary consideration when evaluating these types of fire management practices.

4. Local

Municipal Code

Title 18 of the Norco *Municipal Code* provides zoning designations of different intensities within the Planning Area. The purpose of the "Open Space" zoning designation is to provide for the protection and preservation of sensitive environments. The City *Municipal Code* provides general development standards for these areas.

c. Methodology

The evaluation of the potential for implementation of the 2050 GPU to cause a substantial adverse change to biological resources was based on Appendix G of the *CEQA Guidelines*. The evaluation considers the impacts of growth forecast under the 2050 GPU to current conditions in the Planning Area. Potential impacts to sensitive species, vegetation communities, and wildlife movement corridors were based on secondary source information, including the USFWS, and digital imagery.

d. Impact Analysis

1. Thresholds of Significance

For the purposes of this PEIR, implementation of the proposed Project may have a significant adverse impact if it would result in the following:

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 CDFW or USFWS;

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS;

c) Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (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 tree preservation policy/ordinance; or

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.

2. Project Impacts and Mitigation Measures

Threshold 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 CDFW or USFWS?

Less than Significant Impact. The 2050 GPU would facilitate development and activities that have the potential to impact sensitive plant and wildlife species. As shown in Appendix 4.4, CNDDB Search, a total of 19 sensitive species of plants, fish, reptiles, birds, mammals, and invertebrates are known to occur and/or have the potential to occur in the Planning Area. Future development could result in direct and indirect impacts to sensitive plant and wildlife species, including those located in the WR-MSHCP and Conservation Area.

Direct impacts to sensitive plant and wildlife species could result from grubbing, mass grading, clearing, and other construction activities. Additionally, direct impacts to nesting or migratory birds, including raptors (as protected under the MBTA), could result from the removal of vegetation during the bird breeding season, which is typically from January 15 to September 15. Indirect impacts to sensitive plant or wildlife species could result from excess noise, lighting, or runoff generated during project construction or operation in areas located adjacent to occupied habitat. Required adherence to NPDES regulations, as discussed further in Section 4.9, Hydrology and Water Quality, would ensure that BMPs are implemented, reducing or preventing the discharge of pollutants associated with urban runoff, which have the potential to adversely affect water quality and thus, sensitive species.

Future land use plans would be required to be consistent with the 2050 GPU policies relevant to sensitive species as well as the WR-MSHCP and would contain design guidelines to address impacts to sensitive species. Additionally, a multi-agency Joint Project Review, pursuant to the WR-MSHCP would be required for any future development within Conservation Areas to ensure that any proposed future development is consistent with the WR-MSHCP, as well as undergo further environmental review in accordance with CEQA requirements.

The following Open Space and Conservation Element policies of the 2050 GPU would ensure that impacts to sensitive plant and wildlife species are taken into consideration and reduced or minimized in conjunction with future development. These policies state that, when possible, impacts to significant biological resources are avoided and, if avoidance is not possible, that measures to mitigate impacts are implemented.

GOAL OSC-7: PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's prehistory and reflect Norco's heritage.

POLICIES

OSC-7.1. **Habitat Restoration.** Support the removal of invasive plant species and the restoration of natural habitats along the Santa Ana River through coordination with partner agencies and community stewardship efforts, while promoting habitat restoration practices that improve ecosystem health, enhance water quality, reduce fire risk, and improve trail accessibility by clearing overgrown vegetation.

OSC-7.3. **New Development.** Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICY

OSC-17.1. **Riparian Soil Protection.** Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

All future development would be required to comply with applicable Federal and State laws and regulations that concern the preservation of biological resources, including the WR-MSHCP, MBTA and CEQA. Specifically, all future developments would be required to comply with the MBTA, which would ensure that all active migratory bird nests are avoided during project construction. Sensitive species conserved within the Conservation Areas would be subject to species-specific conservation objectives and General Management Measures, which would ensure that populations of sensitive species are adequately conserved through protection, monitoring, and adaptive management strategies.[29]

As future development is planned, it must also adhere to applicable 2050 GPU policies. Adherence to 2050 GPU policies would ensure that sensitive species are protected and impacts to these sensitive species would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

29 Riverside County Planning Department. *Western Riverside County Multiple Species Habitat Conservation Plan.* Accessed May 2026. https://planning.rctlma.org/epd/wr-mshcp.

Threshold 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, and regulations or by the CDFW or USFWS?

Less than Significant Impact. The 2050 GPU would facilitate development and activities that could impact sensitive vegetation communities. As discussed in *4.4a Existing Conditions*, above, and shown in Appendix 4.4, CNDDB Search, there are no sensitive vegetation communities mapped in the Corona North quad, which includes the entire boundaries of the City of Norco. However, the WR-MSHCP designates Conservation Areas within the city, primarily along the Santa Ana River to the north. These Conservation Areas are considered sensitive due to their limited occurrence and ability to support diverse and sensitive species. Therefore, future development has the potential to result in direct and indirect impacts to sensitive vegetation communities in the Planning Area through habitat removal and grading activities associated with construction. Additionally indirect impacts, such as edge effects, could also result should project construction and/or development introduce runoff, toxins, and/or invasive species into adjacent vegetation communities. The 2050 GPU would include implementation of Areas of Conservation, which consist of Norco's parks, trails, and natural open space areas, such as the Santa Ana River and undeveloped areas of Norco Hills which may contain sensitive natural communities. These designated Areas of Conservation would provide shelter for wildlife, as well as preserve recreational space for residents. Further, buildout of the 2050 GPU would adhere to applicable regulations, such as NPDES regulations, as discussed in Section 4.9, Hydrology and Water Quality. Adherence to NPDES regulations would ensure that BMPs are implemented, reducing or preventing the discharge of pollutants associated with urban runoff, which have the potential to adversely affect water quality and thus, sensitive communities.

Future land use plans would be required to be consistent with the 2050 GPU policies relevant to sensitive vegetation communities as well as the WR-MSHCP. Additionally, a MSHCP Joint Project Review would be required for any proposed development within Conservation Areas to ensure that future development is consistent with the WR-MSHCP, as well as undergo further environmental review in accordance with CEQA requirements.

The following Open Space and Conservation Element Policies of the 2050 GPU would ensure that impacts to sensitive vegetation communities are taken into consideration and reduced or minimized in conjunction with future development:

GOAL OSC-7. PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's prehistory and reflect Norco's heritage.

POLICIES

OSC-7.1 Habitat Restoration. Support the removal of invasive plant species and the restoration of natural habitats along the Santa Ana River through coordination with

partner agencies and community stewardship efforts, while promoting habitat restoration practices that improve ecosystem health, enhance water quality, reduce fire risk, and improve trail accessibility by clearing overgrown vegetation.

OSC-7.2 New Development. Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICIES

OSC-17.1 Riparian Soil Protection. Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

OSC-17.2 River Corridor Infiltration. Ensure development near the Santa Ana River corridor incorporates setbacks, biofiltration, and low-impact development techniques to maintain natural infiltration capacity.

All future development would be required to comply with applicable Federal, State, and local laws and regulations that concern the preservation of sensitive vegetation communities, including the WR-MSCHP. Future development projects in Conservation Areas would be required to undergo Joint Project Review and environmental review pursuant to CEQA, which requires an evaluation of impacts to sensitive vegetation communities and mitigation for significant impacts.

Additionally, sensitive vegetation communities conserved within the Conservation Areas would be subject to specific conservation objectives and General Management Measures, which would ensure the conservation of sensitive vegetation communities through protection, monitoring, and adaptive management strategies.

As future development is planned, it must also adhere to applicable 2050 GPU policies and regulations; the intent of which is to provide the protection and conservation of sensitive natural communities and species. Adherence to these and other policies would ensure that riparian habitats are maintained, and impacts are minimized. Impacts to sensitive vegetation communities and riparian habitat associated with development facilitated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

Threshold c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than Significant Impact. As shown in Figure 4.4-2, the Planning Area contains portions of the Santa Ana River and blue line streams associated with the Santa Ana River that are likely jurisdictional. Future development could result in direct impacts to jurisdictional resources should it encroach into jurisdictional waters and wetlands through grading or vegetation removal. Additionally, indirect impacts to jurisdictional resources may occur during and after construction or operations if these activities introduce runoff, toxics, or invasive species into these systems. Required adherence to NPDES regulations, as discussed in Section 4.10, Hydrology and Water Quality, would ensure that BMPs are implemented, reducing or preventing the discharge of pollutants associated with urban runoff, which have the potential to adversely affect water quality in wetland communities.

The following Open Space and Conservation Element Policies of the 2050 GPU would ensure that impacts to wetlands are taken into consideration and reduced or minimized in conjunction with future development.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICY

OSC-17.1 Riparian Soil Protection. Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

OSC-7: PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's prehistory and reflect Norco's heritage.

POLICIES

OSC-7.1 Habitat Restoration. Support the removal of invasive plant species and the restoration of natural habitats along the Santa Ana River through coordination with partner agencies and community stewardship efforts, while promoting habitat restoration practices that improve ecosystem health, enhance water quality, reduce fire risk, and improve trail accessibility by clearing overgrown vegetation.

OSC-7.3 New Development. Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

All future development would be required to comply with applicable Federal, State and local laws and regulations that concern the preservation of wetlands and other jurisdictional waters, including the Federal Clean Water Act, CDFW, and CEQA. Should it be determined that impacts to jurisdictional waters or wetlands would potentially result from a proposed project, a formal wetland delineation would be required in conjunction with future project applications to identify the precise boundaries of jurisdictional resources and determine the extent of any potential impacts.

Direct impacts would require a Section 404 permit for impacts to U.S. Army Corps of Engineers (USACE) jurisdictional waters, and a Section 1602 Streambed Alteration Agreement for impacts to CDFW jurisdictional waters, and a Section 401 Water Quality Certification for impacts to RWQCB jurisdictional waters. For development in Native American tribal lands, permitting would still be required for work in potentially jurisdictional areas. As future projects are planned, they must adhere to applicable 2050 GPU policies and regulations, which would ensure that land use and development regulations are applied to reduce development impacts to sensitive biological areas. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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. The 2050 GPU would facilitate development and activities that could impact wildlife movement corridors within the city limits. Future development consistent with the 2050 GPU could result in direct impacts to the movement of resident and migratory wildlife species should existing wildlife movement corridors be constrained or replaced by future development.

The Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP) identifies Existing Core A within the City of Norco, which also serves as a Linkage connecting Orange County to the west with San Bernardino County to the north. Additionally, Conservation Areas would be subject to specific conservation objectives and General Management Measures, which would ensure the conservation of wildlife corridors and native wildlife nursery sites through protection, monitoring, and adaptive management strategies.

Joint Project Review would also be required for any development in areas containing Areas of Conservation to ensure that future development is consistent with the 2050 GPU. In addition, the following Open Space and Conservation Element Policies of the 2050 GPU would ensure

that impacts to wildlife corridors or wildlife movement are taken into consideration and reduced or minimized in conjunction with future development.

GOAL OSC-7: PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's prehistory and reflect Norco's heritage.

POLICY

OSC-7.3 New Development. Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICY

OSC-17.1 Riparian Soil Protection. Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

All future development would be required to comply with applicable Federal, State, and regional laws and regulations that concern the preservation of significant wildlife movement corridors, including the WR-MSHCP, MBTA, and CEQA. Additionally, future development located within the land use types designated as Conservation Areas identified by the WR-MSHCP, would be subject to specific conservation objectives and General Management Measures, which would ensure the protection of regionally significant biological corridors and linkages. As future projects are planned, they must adhere to applicable 2050 GPU policies and regulations, which would ensure that land use and development regulations are applied to reduce developmental impacts to sensitive biological areas such as wildlife movement corridors. Accordingly, impacts to wildlife corridors would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

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

Less than Significant Impact. Implementation of the 2050 GPU would be subject to all applicable local policies and regulations related to the protection of important biological resources. Specifically, development under the 2050 GPU would be required to comply with the City of

Norco *Municipal Code*. The Norco *Municipal Code* Chapter 12, Trees, provides standards for the removal of trees. The ordinance requires a tree removal permit and replacement plantings for any tree to be removed during project construction.[30] In addition, development facilitated by the 2050 GPU would adhere to Open Space and Conservation Element Policies of the 2050 GPU, which would ensure that potential impacts to biological resources within the city are taken into consideration and reduced or minimized in conjunction with future development.

OSC-7: PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's prehistory and reflect Norco's heritage.

POLICIES

OSC-7.1 **Habitat Restoration.** Support the removal of invasive plant species and the restoration of natural habitats along the Santa Ana River through coordination with partner agencies and community stewardship efforts, while promoting habitat restoration practices that improve ecosystem health, enhance water quality, reduce fire risk, and improve trail accessibility by clearing overgrown vegetation.

OSC-7.3 **New Development.** Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

All future development would be required to comply with applicable Federal, State, and regional laws and regulations that concern the preservation of biological resources within the city protected by local ordinances or policies. As future projects are planned, they must adhere to applicable 2050 GPU policies and regulations, which would ensure that land use and development regulations are applied to reduce developmental impacts to biological resources. Accordingly, impacts to any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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. The majority of the Conservation Areas identified in the WR-MSHCP are located along the northern boundary within the city, fronting the Santa Ana River. As

30 City of Norco. "Chapter 12.08.040 Tree Removal." *Norco Municipal Code.* Accessed May 2026. https://ecode360.com/48450597?highlight=tree&highlight=trees&searchId=1559316679683314#48450597.

discussed above, development in Conservation Areas located within the city limits would be required to undergo a Joint Project Review to ensure that development is in accordance with the WR-MSHCP.

In addition, the following Open Space and Conservation Element Policies of the 2050 GPU would further ensure that impacts resulting from conflicts with the WR-MSHCP are taken into consideration and reduced or minimized, as well as ensure the 2050 GPU is consistent with the WR-MSHCP.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICIES

OSC-17.1 **Riparian Soil Protection.** Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

OSC-17.2 **River Corridor Infiltration.** Ensure development near the Santa Ana River corridor incorporates setbacks, biofiltration, and low-impact development techniques to maintain natural infiltration capacity.

All future development would be required to undergo project-specific environmental review pursuant to CEQA, which requires an evaluation of impacts with respect to conflict with the WR-MSHCP and mitigation for significant impacts. As future projects are planned, they must adhere to applicable 2050 GPU policies. Therefore, future development would not conflict with the WR-MSHCP, and impacts associated with growth forecast under the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

4.5 Cultural Resources

This section includes a brief summary of cultural resources background information and a review of known archaeological and built environment resources. The cultural and historical resource information presented in this section is based on the results of a record search of the California Historical Resources Information System (CHRIS), prepared for the Planning Area by Chronicle Heritage in June 2025. The analysis evaluates the potential impacts to historical and archaeological resources as a result of growth accommodated by the 2050 General Plan Update (2050 GPU). Potential impacts to tribal resources are addressed in Section 4.18, Tribal Cultural Resources. Potential impacts to paleontological resources are addressed in Section 4.7, Geology and Soils.

a. Existing Conditions

1. Location

The City of Norco lies approximately 50 miles southeast of downtown Los Angeles within the northwestern corner of Riverside County, near the confluence of Riverside, San Bernardino, and Orange Counties. Urban areas of San Bernardino County lie to the north and connect directly with Norco via the Interstate 15 (I-15) Freeway. Orange and Los Angeles Counties lie to the west and connect to Norco via State Route (SR) - 91 just south of the city and SR-60 approximately five miles to the north. Norco is bordered by the cities of Eastvale and Jurupa Valley to the north, Corona to the west and south, and Riverside and unincorporated Riverside County to the east.

2. Regional History

The area that is now the City has a long history that predates European settlement. Prior to Spanish exploration and colonization, the region was inhabited by the Luiseño Indians, part of the larger Shoshonean linguistic group. These Indigenous communities occupied much of Southern California and used the Norco area primarily as a hunting and gathering ground. Their main village was located nearby Temescal Canyon. The name "Luiseño" was later assigned by the Spanish because the tribe occupied lands associated with the San Luis Rey Mission during the Spanish mission period.

During the Mexican era, the land that now comprises Norco became part of Rancho La Sierra, a large land grant issued in 1846 by Mexican Governor Pío Pico to Vicenta Sepulveda. The property later passed to Abel Stearns, an early cattle rancher and prominent figure in early Los Angeles governance. Following a severe drought in 1863, the land changed ownership several times as agricultural ventures struggled to succeed. Efforts by the San Jacinto Land Company and others to establish large-scale orange groves ultimately failed due to the region's high winds and frost conditions.

In the early twentieth century, the Orange Heights Water Company purchased the property in 1908 and began developing wells and pipelines to support agricultural activity. The land was

subdivided and gradually transitioned toward animal-raising operations such as poultry and rabbit farming, some of which remain part of the community's heritage today. A major phase of development began in 1921 when Rex Clark, with assistance from the North Corona Land Company, constructed many of the community's earliest civic buildings. These included the first school, a general store, and the Norconian Resort, which became one of the area's most notable historic landmarks.

The Norconian Resort was built on a hot springs discovered while drilling for irrigation water and occupied approximately 700 acres. During the early twentieth century, it became a popular destination for Hollywood celebrities and other visitors seeking a luxury retreat. Its popularity declined during the Great Depression, and in 1941 the property was purchased by the U.S. Navy for use as a hospital during World War II. After the war, the property was declared surplus and later divided into different institutional uses. Portions of the site are now used by the Department of the Navy as an ordnance laboratory, while other sections became part of the California Rehabilitation Center within the State prison system. The historic Norconian Hotel remains standing but is currently vacant. Recognizing its historic significance, the Norco City Council established a Historic Preservation Commission in 2009 to develop strategies for preserving and potentially restoring the landmark.

Community development continued in the post-war era. In 1948, Norco's first public recreational facility was established when the original Norco School building was converted into a community center and operated by the Norco Recreation and Park District. During the 1950s and 1960s, population growth across Southern California increased development pressures in the region. The construction of major freeways, San Bernardino (I-10) and Riverside (SR-91) freeways, improved access to employment centers in Los Angeles and Orange Counties, making Norco more accessible to commuters while still maintaining its animal-keeping lifestyle.

Because of the rapid growth in surrounding communities, and the previous loss of other unincorporated animal-keeping communities in Los Angeles and Orange counties, the City of Norco was incorporated as a General Law City in 1964 to preserve the animal-keeping community and lifestyle. In 2003, with approval from the voters, the City officially became a Charter City. In 2007, the City officially trademarked the name "Horsetown USA" with the U.S. Patent and Trademark Office, and in 2021, the City Council adopted the Equestrian Historic District, which applies to all residential zones that allow animal keeping, as well as the commercially zoned parcels along Sixth Street between Sierra and California Avenues. To further elevate the recognition of Norco's equestrian heritage, in November 2025, the City Council designated Norco as an Equestrian Landmark, which includes all residential properties in the existing Equestrian Historic District, residential properties in the City of Norco that have a zoning designation that allows animal-keeping by right, all trails, and all open space in the City of Norco.

3. Cultural Resources

A records search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) at the University of California, Riverside by Chronicle Heritage in June 2025. , available in Appendix 4.5: CHRIS Records Search. As part of the archival search, Chronicle Heritage conducted a record search at the EIC to identify previously recorded cultural resources and studies within city limits. The records search indicated that 82 previous cultural studies have been conducted. Cultural resources studies worth mentioning involve three studies, RI-04979 of the Wyle Laboratories Property; RI-08766 of Norco Ranch Commerce Park; and RI-10726 of the Norconian Resort, which are discussed further below.

There were 83 previously documented cultural resources that were identified within the record search area. Of these previously recorded resources, 38 date to the prehistoric period and 45 date to the historic period. The prehistoric resources include 35 sites and three isolated finds; and the historic period resources include two districts, eight sites, one feature of a site, 24 buildings, four structures, and six isolated finds.

Previously Identified Cultural Resources Studies

RI-04979

In 2003, McKenna and colleagues prepared a "Phase I Cultural Resources Investigation of the Wyle Laboratories Property in the City of Norco, Riverside County, California" for a project conducted in the hills separating the Corona area from the developed City of Norco. The study recorded two archaeological sites; each composed of multiple loci composed of multiple loci and isolated finds or smaller loci within the site boundaries. Results of the study concluded that the physical remains of the Wyle Laboratories are not considered significant, though the activities and associations with individuals may contribute to the significance of the Wyle Laboratories Complex. Because the presence of prehistoric remains representing two large Millingstone to Late Prehistoric Period sites may contain buried deposits, the property is considered relatively sensitive for potentially significant cultural resources. Full-time archaeological monitoring during ground disturbing activities was recommended.

RI-08766

In 2011, LSA Associates prepared the "Cultural Resources Assessment, Norco Ranch Commerce Park, City of Norco, Riverside County, California." This study assessed potential project-related substantial adverse changes to cultural resources for approximately 50 parcels of land on the south side of Second Street between Pacific and Mountain Avenues. Results of the study documented seven historic-period archaeological resources in the study area, the majority of which consist of concrete slabs or foundations associated with residences and the former Norco

Egg Ranch. Additionally, 18 historic-period buildings, composed of offices and residences dating from 1915 to 1960, were documented and evaluated for significance pursuant to CEQA.

One resource, at 1658 Mountain Avenue, was determined to be a historical resource, and consists of the only remaining historic period buildings associated with the Norco Egg Ranch, including the former home, garage, and original egg plant building founded by Harry and Hilda Eisen. These historic-period buildings were determined significant under Criteria A and B of the City's preservation ordinance for their association with poultry farming, the Norco Egg Ranch, and the Eisens. Preservation of the historic-period buildings was not feasible and, therefore, LSA Associates, Inc. recommended mitigation that primarily funded community art and education of Norco Egg Ranch and the Eisens.

RI-10726

In 2019 the "City of Norco Cultural Resource Nomination Application Landmark Designation Application for: The Expansion of Norco Landmark #1 to Encompass all Historic Resources Associated with the Norconian Resort, Naval Hospital Corona, and Naval Weapons Station Corona Generally Bounded by 5th Street, Western Avenue, Norco College, and Hammer Avenue, Norco, CA 92860" was prepared This nomination application includes property identification, historical data, historic context, qualifications for City Cultural Heritage Landmark listing, site and landscape improvements, and architectural descriptions of the Naval Surface Warfare Center, Corona and California Rehabilitation Center, Norco, property (Lake Norconian Club) at the southeast corner of Fifth and Western Avenue.

The hotel and buildings associated with the resort history of the property are listed in the NRHP and the buildings associated with additions and improvements during its use as a naval hospital are under review by the Federal government. The Lake Norconian Club hotel building is listed as the City of Norco's Cultural Heritage Landmark #1.

b. Regulatory Setting

1. State

California Environmental Quality Act

The proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess a project's impact on cultural resources.[1] A proposed project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment under CEQA.[2] 1

1 Public Resources Code [PRC] Section 21082, 21083.2, and 21084 and California Code of Regulations 10564.5.

2 Section 15064.5(b) of the *CEQA Guidelines*.

Pursuant to CEQA, a historical resource is a resource listed in, or eligible for listing in, the California Register of Historic Resources (CRHR).[3] In addition, resources included in a local register of historical resources or identified as significant in a local survey conducted in accordance with State guidelines are also considered historical resources under CEQA unless a preponderance of facts demonstrates otherwise.[4] Furthermore, any object, building, structure, site, area, place, record, or manuscript determined by the Lead Agency to be significant is a historical resource provided the determination is supported by substantial evidence in light of the whole record. Generally, the fact that a resource is not listed in, or determined eligible for listing in, the CRHR or is not included in a local register or survey shall not preclude a Lead Agency from determining that the resource may be a historical resource.

California Register of Historical Resources Program

Created in 1992 and implemented in 1998, the CRHR is a State government program to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.[5] Certain properties, including those listed in, or formally determined eligible for listing in, the National Register of Historic Places (NRHP) and California Historical Landmarks numbered 770 and higher are automatically included in the CRHR. California Historical Landmarks are buildings, sites, features, or events that are of Statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. California Points of Historical Interest are buildings, sites, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:[6]

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2: Associated with the lives of persons important to local, California, or national history.

3 PRC, Sections 21083.2 and 21084.1; Section 15064.5(a) of the *CEQA Guidelines.*

4 Section 15064.5(a) of the *CEQA Guidelines*.

5 PRC Section 5024.1[a].

6 PRC Section 5024.1[c].

- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory. Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.[7]

It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years may be also eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

The first step in the process is to identify cultural resources that may be impacted by a project and then to determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as, "resources listed or eligible for listing in the CRHR."[8] A cultural resource may be considered historically significant if the resource is 45 years old or older or possesses integrity of location, design, setting, materials, workmanship, feeling, and association.[9] In addition, it must meet at least one or more of the criteria for listing on the CRHR mentioned above.

Cultural resources are buildings, sites, human-modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered.

California Assembly Bill 52

Signed into law in September 2014, California Assembly Bill 52 (AB 52) created a new class of resources (tribal cultural resources [TCRs]) for consideration under CEQA. TCRs may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to California Native American tribes that are listed or that are determined to be eligible for listing

7 PRC Section 5024.1

8 PRC Section 5024.1

9 The OHP guidelines recognize a 45-year-old criteria threshold for documenting and evaluating cultural resources (assuming a five-year lag between resource identification and the date that planning decisions are made) (OHP 1995:2). The age threshold is an operational guideline and is not specific to CEQA statutory or regulatory codes.

in the CRHR, included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing in the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect TCRs. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a TCR constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

2. Local

City of Norco Municipal Code

The City of Norco Municipal Code, passed February 7, 2024, discusses historic preservation and agricultural heritage in Title 2 Administration and Personnel, Chapter 2.26 Historic Preservation and Agricultural Heritage Commission. The purpose of Title 2.26 states:

A. *The purpose of this chapter is to promote the public health, safety and general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, community, aesthetic or artistic value in the City for the following reasons:*

B. *To safeguard the City's heritage and agriculture as embodied and reflected in such resources;*

C. *As part of that heritage, to preserve and promote animal keeping, small farms, and agricultural activities as a distinctive part of Norco's history and a defining value;*

D. *To encourage public knowledge, understanding and appreciation of the City's past;*

E. *To foster civic and neighborhood pride and a sense of identity based on the recognition and use of cultural resources;*

F. *To promote the enjoyment and use of cultural resources appropriate for the education and recreation of the people of the City;*

G. *To preserve diverse and harmonious architectural styles and design preferences reflecting phases of the City's history and to encourage complementary contemporary design and construction;*

H. *To enhance property values and to increase economic and financial benefits to the City and its inhabitants;*

I. To protect and enhance the City's attraction to tourists and visitors, thereby stimulating business and industry;

J. To integrate the preservation of cultural resources and the extraction of relevant data from such resources into public and private land management and development processes;

K. To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment.[10]

Cultural resources are discussed in Title 20 of the City of Norco Municipal Code. Chapter 20.15. outlines landmark designation criteria and states:

An improvement, object, or natural feature may be designated a landmark by the City Council upon recommendation of the Historic Preservation Commission if it is determined eligible, retains integrity and meets one or more of the following criteria:

A. Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural or natural history; or

B. Is identified with persons or events significant in local, State, or national history; or

C. Embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

D. Represents the work of a notable builder, designer, or architect; or

E. Has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the City; or

F. Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or

G. Has yielded, or may be likely to yield, information important in history or prehistory.

A landmark shall include all improvements, objects, or natural features named in the landmark designation resolution. To qualify for landmark status, an improvement, object, or natural feature must be at least 50 years old or older.[11]

Equestrian Historic District and Equestrian Landmark

Equestrian Historic District

Adopted in October 2021, the Equestrian Historic District celebrates and preserves Norco's agrarian heritage, while ensuring that its distinct character and enduring animal-keeping lifestyle

10 Ord. 1092 Sec. 1, 2023; Ord. 902 Sec. 1, 2008.

11 Ord. 910 Sec. 1, 2009.

are protected for future generations. A Historic District is a demarcated area with properties that share a common theme. Most of the residentially zoned neighborhoods in Norco share a variety of elements pertinent to an Equestrian Historic District, including equestrian trails, equestrian trail fencing, parks with equestrian amenities, large lots (typically a half-acre or larger), and animal-keeping areas.

Approximately 6,000 residential properties, encompassing every property within the City's various animal-keeping zones are included in the Equestrian Historic District, as shown in Figure 4.5-1, Equestrian Historic District. Additionally, the Equestrian Historic District includes commercial properties lining Sixth Street from Sierra Avenue to California Avenue because they reflect the equestrian-oriented atmosphere that is prized in Norco. The Equestrian Historic District does not impose any new requirements or obligations on property owners beyond existing zoning regulations.

Equestrian Historic Landmark

Designated in November 2025, the Equestrian Landmark further elevates the recognition of Norco's profound heritage by preserving the three elements that are necessary to be recognized as an equestrian community: 1) large lots, 2) equestrian trails, and 3) open space. The Equestrian Landmark, as shown in Figure 4.5-2, Equestrian Landmark, includes: 1) all residential properties in the existing Equestrian Historic District, 2) all residential properties in the City of Norco that have a zoning designation that allows animal-keeping by right, 3) all trails in the City of Norco, and 4) all open space in the City of Norco. Animal-keeping is allowed by right under certain property conditions, which are defined in the Norco Municipal Code. The Equestrian Historic District and Equestrian Landmark complement each other while supporting the City's mission to keep Norco "Norco," without impacting residents' ability to improve their property.

c. Methodology

Impacts are based on evaluation of growth accommodated by the 2050 GPU against the current conditions in the Planning Area. Potential impacts relevant to historical resources, archaeological resources, tribal cultural resources, and paleontological resources were based on secondary source information, a survey of the Planning Area, and Federal, State, and local regulations. Resource reports, including the CHRIS Records Search prepared by Chronicle Heritage can be found in Appendix 4.5 of this Draft Program EIR (PEIR).

d. Impact Analysis

1. Thresholds of Significance

For the purposes of this PEIR, implementation of the proposed Project may have an adverse impact if it would result in the following:

a) Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5;

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or

c) Disturb any human remains, including those interred outside of dedicated cemeteries.

2. Project Impacts and Mitigation Measures

Threshold a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?

Less than Significant Impact. Land disturbance, demolitions, and/or development associated with implementation of the 2050 GPU has the potential to result in direct impacts to historical resources through ground disturbance, physical demolition, destruction, relocation or alteration of a significant historic building or other structure, objects of community value and importance, or individual sites. Impacts to historic structures could occur through demolition or modification of an existing building determined to be of historical significance or its environs.

The Norconian Resort, the City's Cultural Heritage Landmark #1, and the Wyle Laboratories Site are historical resources located on lands identified as areas of major to moderate change in the *2050 General Plan* Land Use and Community Character Element, with the Preservation and Development (PAD) designation assigned to the Wyle Laboratories Site and the Preservation and Development – Norconian (PAD-NOR) designation assigned to the Norconian Resort Site. Lands within the PAD and PAD-NOR zoning designations are intended to manage the development of Norco's special planning areas to protect and highlight Norco's unique natural landscapes, open spaces, and historical buildings according to a specific planning process. All development within the PAD Designation would be subject to the provisions of the Objective Development Standards, which would ensure that buildout preserves, protects, and promotes Norco's heritage and history.

In addition, the following Land Use and Community Character Element and Open Space and Conservation Element policies of the 2050 GPU would ensure that impacts to historical resources are taken into consideration and reduced or minimized in conjunction with future development:

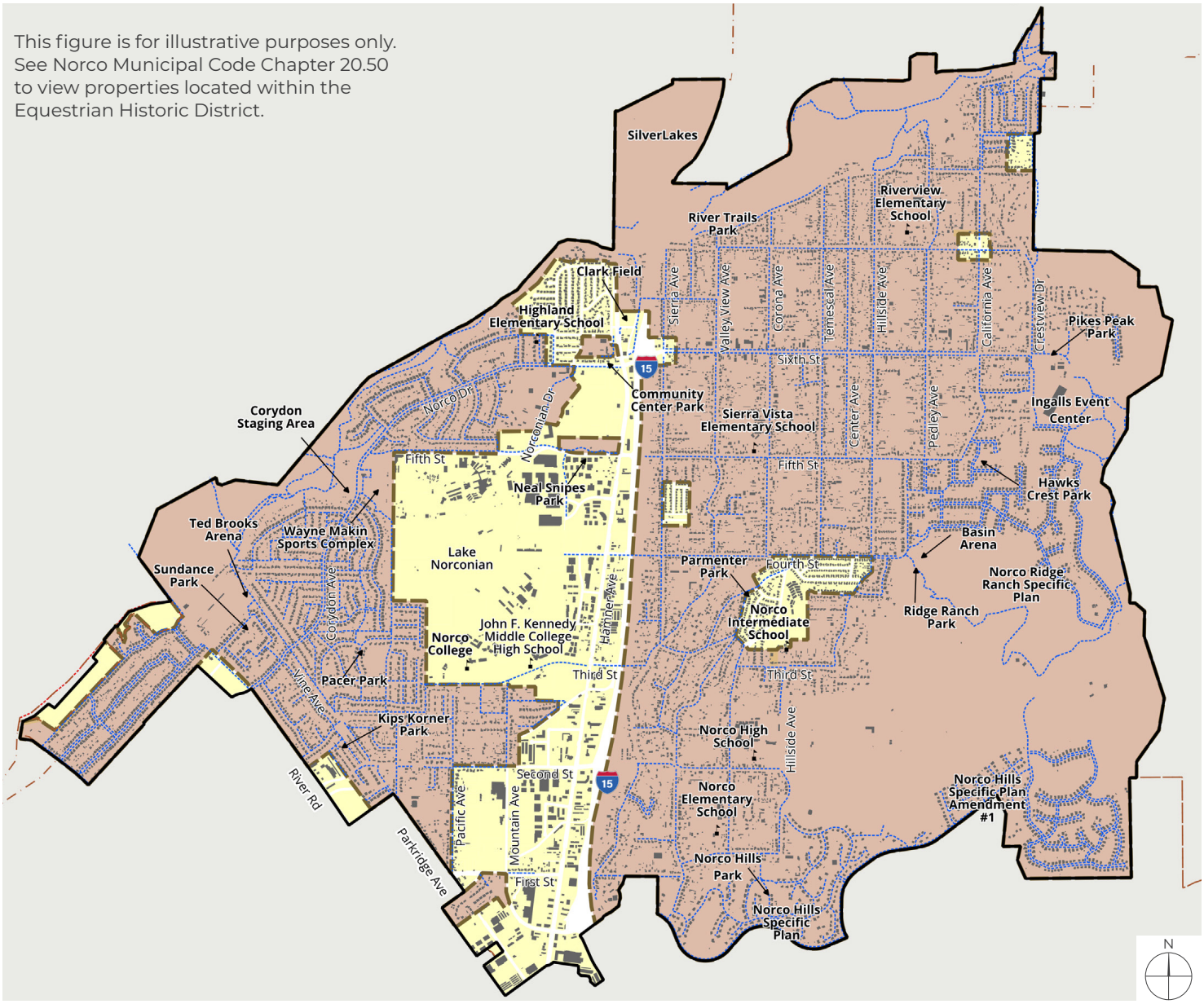
GOAL LUCC-8: NORCONIAN RESORT SITE. The City will encourage the preservation, conservation, and development of the Norconian Resort Site in a way that protects and highlights Norco's unique natural, cultural, and historic resources.

POLICIES

LUCC-8.1 Norconian Resort Site Specific Plan. Guide new development on the Norconian Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- Land Use. Introduce new uses that are well-suited to the historic structures and natural topography of the site.

FIGURE 4.5-1, EQUESTRIAN HISTORIC DISTRICT

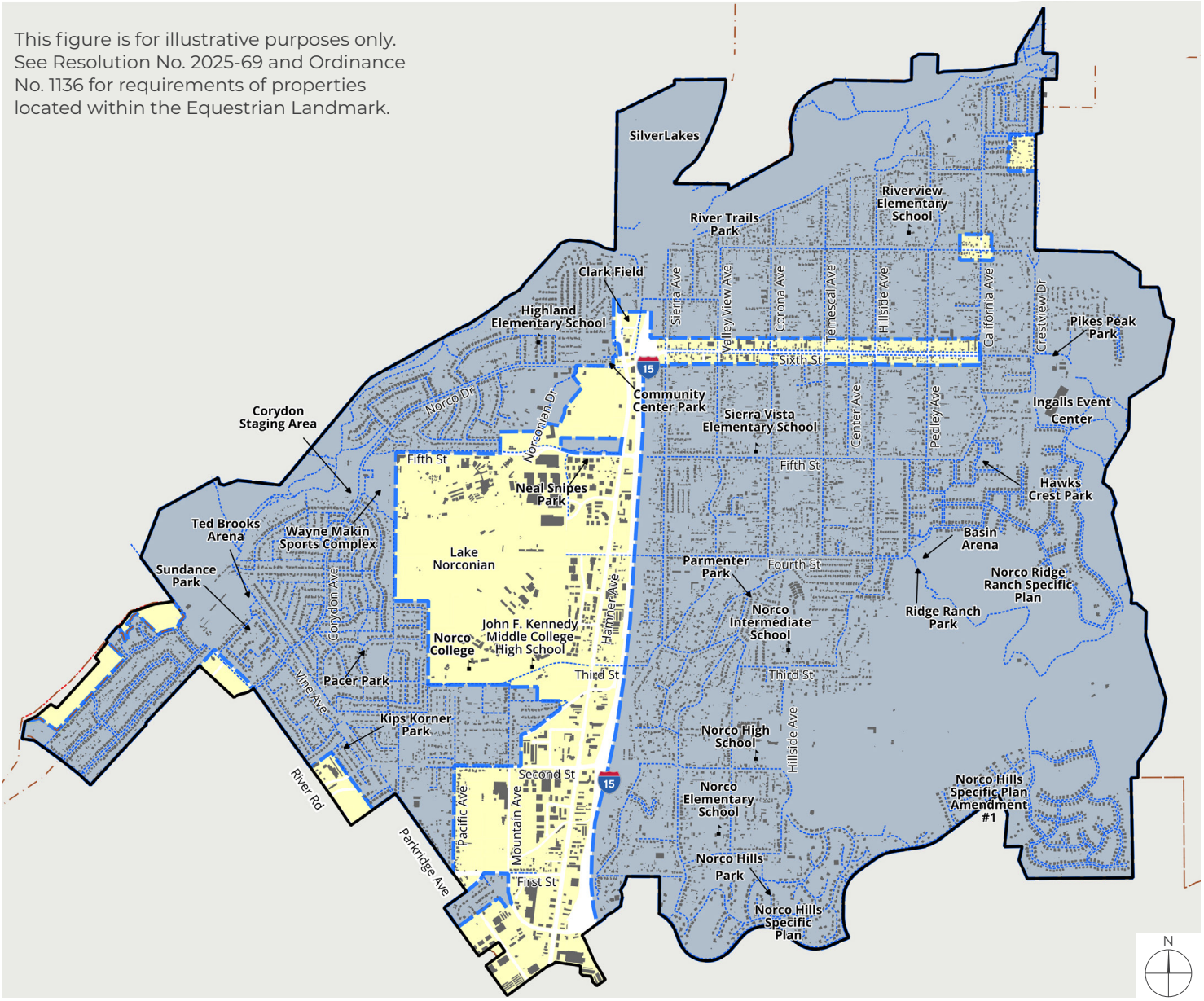


Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Pedestrian-Equestrian Trails
- Area Subject to Equestrian Historic District
- Area Outside Equestrian Historic District

SOURCE: City of Norco – 2026.

FIGURE 4.5-2, EQUESTRIAN LANDMARK



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Pedestrian-Equestrian Trails
- Area Subject to Equestrian Landmark
- Area Outside Equestrian Historic District

SOURCE: City of Norco – 2026.

- **Interconnected Public Realm and Trail Network.** Introduce an interconnected street, trail, and open space network, including filling missing gaps in Norco's trail network.
- **Required Community Benefits.** Fund, in-part or in-whole, high-priority community benefits, including, but not limited to:
  - The preservation, restoration, and adaptive reuse of existing buildings listed on the National Register of Historic Places, especially the historic Norconian Hotel, and any eligible and unlisted buildings to the National Register of Historic Places.
  - The provision of new open space, recreational, agricultural, and/or equestrian amenities that provide significant value to the community.

LUCC-8.2 **Lake Norconian Conservation and Stewardship.** Support the long-term conservation, stewardship, and enhancement of Lake Norconian through collaborative planning that preserves its scenic, natural, and historic character, protects its visual quality and ecological functions, and encourages restoration activities that reinforce the lake's role as a prominent community landmark and defining element of Norco's identity and sense of place.

GOAL LUCC-9: WYLE LABORATORIES SITE. The City will facilitate and encourage the development and conservation of the Wyle Laboratories Site in a way that protects open space and highlights Norco's unique rural, equestrian-oriented atmosphere.

POLICIES

LUCC-9.1 **Wyle Laboratories Site Specific Plan.** Guide new development on the Wyle Laboratories Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- **Land Use.** Introduce new uses that are well-suited to the natural open space and topography of the site.
- **Limited Development.** Limit development to the flatter portions of the site with less topography and natural features, and maintain open space buffers between any new development and adjacent neighborhoods.
- **Preservation and Restoration of Existing Landforms and Natural Habitat.** Preserve and restore valuable site features, including the existing creek and hillside areas as natural open space, ceding a minimum of 150 acres to an open space and habitat conservancy.
- **Expansion of Norco Hills Trail Network.** Create new trails along the creek connecting to the Norco Hills trail network.

GOAL LUCC-10: BEACON HILL. The City will preserve the historical and visual significance of Beacon Hill while guiding compatible land use, open space, and trail planning that balances development opportunities with the protection of the area's natural character.

POLICIES

LUCC-10.1 **Beacon Hill Land Use Planning.** Ensure that future development and land use planning within the Beacon Hill area directs open space preservation and equestrian and recreational trail improvements to areas designated for open space, while concentrating residential and commercial development within areas designated for residential and commercial uses, in a manner that protects and recognizes the historical and visual significance of Beacon Hill in the city's landscape.

GOAL OSC-6: PRESERVATION AND RESTORATION OF SIGNIFICANT HISTORIC RESOURCES. The City will identify and incentivize the preservation and restoration of significant historic resources that embody Norco's heritage, character, and lifestyle.

POLICIES

OSC-6.1 **Historic Resource Inventory.** Update the 2012 inventory of potentially significant historic buildings, in accordance with criteria established by the National Register of Historic Places and the California Office of Historic Preservation.

OSC-6.2 **Restoration and Adaptive Reuse.** Pursue the restoration and adaptive reuse of older, character-defining buildings, such as the Norconian Hotel, the North Corona Land Company and Orange Heights Water Company building in the North Hamner Gateway, and the Community Center, as part of placemaking efforts. Where preservation in place is not feasible, incorporate appropriate mitigation measures through the environmental review process.

OSC-6.3 **Compatible Land Use Around Historic Resources.** Ensure that land use designations and development regulations surrounding historic structures support their continued preservation and use, and do not diminish the economic viability of maintaining such resources.

OSC-6.4 **Compatible Development Adjacent to Historic Structures.** Ensure that new development in proximity to historic structures does not impede the integrity of the historical structure, either through inappropriate design, building mass, landscaping mass, setbacks, etc.

OSC-6.5 **Historic Structure Demolition Review.** Prohibit the demolition of any historical structure until an assessment of the cost of rehabilitation of the existing structure has been submitted to the City.

OSC-6.6 **Alternatives to Demolition.** Encourage the adaptive reuse of historic buildings as an alternative to demolition and replacement.

OSC-6.7 **Sensitive Rehabilitation of Historic Structures.** Maintain the integrity of historic structures by avoiding inappropriate additions or alterations and ensuring that their preservation, rehabilitation, restoration, and reconstruction complies with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

OSC-6.8 **Local Historic Building Recognition Program.** Establish and maintain a Local Historic Building Recognition Program to identify, acknowledge, and promote buildings and structures that contribute to Norco's historical, cultural, and architectural heritage.

OSC-6.9 **Lake Norconian Conservation and Stewardship.** Support the long-term conservation, stewardship, and enhancement of Lake Norconian through collaborative planning that preserves its scenic, natural, and historic character, protects its visual quality and ecological functions, and encourages restoration activities that reinforce the lake's role as a prominent community landmark and defining element of Norco's identity and sense of place.

GOAL OSC-7: PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's pre-history and reflect Norco's heritage.

OSC-7.1 **Habitat Restoration.** Support the removal of invasive plant species and the restoration of natural habitats along the Santa Ana River through coordination with partner agencies and community stewardship efforts, while promoting habitat restoration practices that improve ecosystem health, enhance water quality, reduce fire risk, and improve trail accessibility by clearing overgrown vegetation.

OSC-7.2 **Signage and Monumentation.** Consider signage and monumentation that highlight the role the Santa Ana River has played in the development of Norco and adjacent communities.

OSC-7.3 **New Development.** Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

Although growth accommodated by the 2050 GPU may result in demolition and renovation activities that could damage and alter existing or potential historical resources, all future development would also be required to comply with applicable Federal and State laws and regulations concerning the preservation of prehistoric or historical resources, including the National Historic Preservation Act, and California Public Resources Code. Section 5097.5 of the California Public Resources Code prohibits the removal, destruction, or defacement of historic or prehistoric ruins, burial grounds, and archaeological sites on public lands without express permission by the jurisdiction. The National Historic Preservation Act also requires that historical resources eligible for the NRHP are managed and maintained in a way that considers the preservation of their historic, archaeological, architectural, and cultural values.

Conformance with specific 2050 GPU policies would ensure that new development would preserve and take into consideration historical resources, such as the City's Equestrian Historic District and Equestrian Landmark, and Beacon Hill, when proposed. Therefore, potential impacts to historical resources associated with growth accommodated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts are less than significant.

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

Less than Significant Impact. Effects on archaeological resources can only be determined once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities associated with development facilitated by the 2050 GPU, particularly in areas that have not previously been developed with urban uses, in areas with known resources and/or identified as archaeologically sensitive, or when excavation depths exceed those previously attained, have the potential to damage or destroy known and unknown historic or prehistoric archaeological resources that may be present on or below the ground surface.

According to the CHRIS Records Search conducted for the *General Plan* Area, Appendix 4.5, 83 previously documented cultural resource studies were identified within the *General Plan* Area, of which 38 date to the prehistoric period and include 35 sites and three (3) isolated finds.

Implementation of the 2050 GPU does not include project-specific plans and does not identify the precise location, extent, or design of future development that could affect specific archaeological resources. Future development implemented under the 2050 GPU would be subject to project-level environmental review, which could include evaluation of archaeological sensitivity, record searches, and where appropriate, field surveys and subsurface investigations consistent with applicable regulatory requirements. Project-level review would also require compliance with applicable Federal, State, and local regulations governing inadvertent discovery provisions. Where resources are identified, appropriate mitigation measures, such as construction monitoring and preservation in place where feasible, would be implemented to ensure that potential impacts to archaeological resources are less than significant.

In addition, the following Open Space and Conservation Element goal and policies of the 2050 GPU would ensure that impacts to archaeological resources are taken into consideration and reduced or minimized in conjunction with future development:

GOAL OSC-8: SENSITIVE TREATMENT OF TRIBAL RESOURCES. The City will ensure the sensitive treatment of tribal resources consistent with the values and practices of local tribal groups

POLICIES

OSC-8.1 **Land Development.** In coordination with local tribal groups, establish standard conditions for the treatment of tribal resources discovered during land development.

OSC-8.2 **Recognition of Tribal Heritage.** Pursue opportunities to recognize and honor the area's tribal history and heritage in conjunction with community events, capital improvement projects, library programs, and public art initiatives.

Accordingly, while future development facilitated by the 2050 GPU could result in impacts to archaeological resources, such impacts would be addressed through project-level environmental review, regulatory compliance, and implementation of the Goals and Policies of the 2050 GPU. Therefore, impacts to archaeological resources would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts are less than significant.

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

Less than Significant Impact. There are several cemeteries in the City of Norco, including Pierce Brothers Crestlawn Memorial Park and Mortuary, Norco Family Funeral Home, and Thomas Miller Mortuary & Crematory. Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts, and the potential exists for these resources to be present in areas where development has not yet occurred. Excavation during construction activities in the city would have the potential to encounter these resources, including Native American burials.

Human burials, in addition to being potential archaeological resources, are subject to specific regulatory requirements, including PRC Section 5097. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also has specific provisions for the protection of human burial remains. California Health and Safety Code Section 7050.5 requires that in the event of discovery or recognition of any human remains, there shall be no further excavation until the coroner has made recommendations concerning the treatment and disposition of the human remains to the person responsible. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. Development under the 2050 GPU would comply with the provisions of State law regarding discovery of human remains, and impacts relating to the disturbance of human remains would be less than significant.

Existing statutes and regulations also address the illegality of interfering with human burial remains and protects them from disturbance, vandalism, or destruction. Established procedures would be implemented if Native American human remains are discovered. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the NAHC to resolve any related disputes.

All development facilitated by the 2050 GPU would be required to adhere to existing regulations regarding the treatment of human remains. Thus, impacts to human remains, including those interred outside of formal cemeteries, would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts are less than significant.

4.6 Energy

This section analyzes impacts on energy resources due to construction and operation of the Project. Section 15126.29(b) of the California Environmental Quality Act (CEQA) Guidelines states that a project's energy use shall be analyzed to determine the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy, as well as being compliant with building codes and renewable energy features. Section VI, Energy, of the Appendix G Checklist of the *CEQA Guidelines* includes questions to assist lead agencies when assessing a project's potential energy impacts. Additionally, *CEQA Guidelines* Appendix F provides guidance on information to use when evaluating a project's energy use.

a. Environmental Setting

1. Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding energy at the Federal, State, regional, and City of Norco levels that apply to the Project. As described below, these plans, guidelines, and laws include the following:

- Energy Independence and Security Act of 2007
- Corporate Average Fuel Economy Standards
- Federal Energy Policy and Conservation Act
- Phase 1 and 2 Heavy-Duty Vehicle GHG Standards
- Public Utility Regulatory Policies Act of 1978
- National Energy Policy Act of 1992
- Energy Policy Act of 2005
- Clean Air Act
- Clean Cities Program
- Senate Bill 1389
- Renewables Portfolio Standards
- California Building Standards
  - California Building Energy Efficiency Standards
  - California Green Building Standards

- California Assembly Bill 1493
- California Assembly Bill 3265
- California Air Resources Board
  - Scoping Plan
  - Advanced Clean Car Program
  - Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
  - In-Use Off-Road Diesel Fueled Fleets Regulation
- Senate Bill 375
- Regional Transportation Plan/Sustainable Communities Strategy

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national greenhouse gas (GHG) emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting mandatory Renewable Fuel Standards (RFS) that require fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014;
- Requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- Establishing miles per gallon (mpg) targets for cars and light trucks and directing the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks, as superseded by the U.S. Environmental Protection Agency (USEPA) and the NHTSA actions described below.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[1]

Corporate Average Fuel Economy Standards

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) Standards (49 CFR Parts 531 and 533) reduce energy consumption by increasing the fuel economy of cars and light trucks. The NHTSA and USEPA jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for (1) technological feasibility, (2) economic practicality, (3) effect of other standards on fuel economy, and (4) need for the nation to conserve energy. When these standards are raised, automakers respond by creating a more fuel-efficient fleet. In 2012, the NHTSA established final passenger car and light truck CAFE standards for model years 2017 through 2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3 to 41.0 mpg. Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by the USEPA and the NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[2] The USEPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5- to 25-percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[3]

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA) is a United States Act of Congress that responded to the 1973 oil crisis by creating a comprehensive approach to Federal energy policy. The primary goals of EPCA are to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and CAFE regulations.

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1 A "green job," as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources. U.S. Department of Labor, Bureau of Labor Statistics. "Green Jobs Overview." Accessed April 25, 2026. https://www.bls.gov/green/overview.htm.

2 United States Environmental Protection Agency (USEPA). *Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles*. 2011.

3 USEPA. *Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2*. 2018.

Phase 1 and Phase 2 Heavy-Duty Vehicle GHG Standards

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by the USEPA and the NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type. The USEPA and the NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5- to 25-percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.

Public Utility Regulatory Policies Act of 1978 (PURPA), Public Law 95-617

PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators (small power producers) from which, along with qualified co-generators, utilities are required to buy power.

PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (Qfs) at avoided cost (i.e., the incremental savings associated with not having to produce additional units of electricity). PURPA expanded participation of nonutility generators in the electricity market and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. In addition, PURPA requires utilities to buy whatever power is produced by Qfs (usually cogeneration or renewable energy). The Fuel Use Act (FUA) of 1978 (repealed in 1987) also helped Qfs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies, but Qfs, by definition not utilities, were able to take advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

National Energy Policy Act of 1992 (EPACT92)

EPACT92 calls for programs that promote efficiency and the use of alternative fuels. EPACT92 requires certain Federal, State, and local government and private fleets to purchase a percentage of light duty alternative fuel vehicles (AFV) capable of running on alternative fuels each year. In addition, EPACT92 has financial incentives. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. EPACT92 also requires states to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a Federal purchase requirement for renewable energy.

Clean Air Act

Clean Air Act (CAA) Section 211(o), as amended by the Energy Policy Act of 2005, requires the Administrator of the USEPA to annually determine a renewable fuel standard (RFS), which is applicable to refineries, importers, and certain blenders of gasoline, and to publish the standard in the Federal Register by November 30 each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the Energy Policy Act requires to be blended into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the CAA.

Clean Cities Program

The U.S. Department of Energy's (DOE) Clean Cities Program promotes voluntary, locally based government/industry partnerships for the purpose of expanding the use of alternatives to gasoline and diesel fuel by accelerating the deployment of AFVs and building local AFV refueling infrastructure. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption. The Clean Cities Program carries out this mission through a network of more than 80 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

State

Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code [PRC] Sections 25300–25323) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety.[4] The 2023 Integrated Energy Policy Report provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emission vehicles (ZEV), energy equity, climate change adaptation, electricity reliability in Southern California, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

Renewables Portfolio Standard

First established in 2002 under SB 1078, California's Renewables Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable

4 Public Resource Code (PRC) Section 25301[a].

energy resources to 33 percent by 2020 and 50 percent by 2030.[5] SB 350, signed on October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent and (2) to double the energy savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation. On September 10, 2018, former Governor Jerry Brown signed SB 100, which further increased California's RPS and requires retail sellers and local publicly-owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030, and that the California Air Resources Board (CARB) should plan for 100-percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include (1) determining annual procurement targets and enforcing compliance, (2) reviewing and approving each investor-owned utility's renewable energy procurement plan, (3) reviewing contracts for RPS-eligible energy, and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.[6]

In March 2021, the CEC, CPUC, and CARB issued an SB 100 Joint Agency Report that assesses barriers and opportunities to implementing the 100-percent clean electricity policy.[7] The report's initial findings suggest that the goals of SB 100 are achievable, though opportunities remain to reduce overall system costs; however, the report also notes that the findings are intended to inform State planning and are not intended as a comprehensive or prescriptive roadmap to 2045, and future work is needed on critical topics, such as system reliability and land use, and further addresses energy equity and workforce needs.[8] Refer to Section 4.8, Greenhouse Gas Emissions, of this Draft Program EIR (PEIR) for additional details regarding this regulation.

California Building Standards

California Building Energy Efficiency Standards (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations (CCR), Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2025 Title 24 standards, which became effective on January 1, 2026. The 2025 Title 24 standards continue to improve upon the preceding versions of the Title 24

5 California Public Utilities Commission (CPUC). *California Renewables Portfolio Standard (RPS)*. 2018.

6 CPUC. "Renewables Portfolio Standard (RPS) Program." Accessed May 2026. https://www.cpuc.ca.gov/rps.

7 California Energy Commission (CEC), CPUC, and California Air Resources Board (CARB). *2021 SB 100 Joint Agency Report Achieving 100 Percent Clean Electricity in California: An Initial Assessment, CEC-200-2021-001*. March 2021.

8 CEC, CPUC, and CARB. *2021 SB 100 Joint Agency Report Achieving 100 Percent Clean Electricity in California: An Initial Assessment, CEC-200-2021-001*.

standards for new construction of, and additions and alterations to, residential and nonresidential buildings.[9] The 2025 Title 24 Standards builds upon the 2022 code by substantially expanding the use of electric heat pumps for both space and water heating, strengthening ventilation standards, encouraging electric-ready buildings, and updating solar and battery storage regulations. These changes aim to reduce greenhouse gas emissions, lower energy costs, and improve indoor air quality.

California Green Building Standards Code (Title 24, Part 11)

The California Green Building Standards Code (CCR, Title 24, Part 11) are commonly referred to as the CALGreen Code. The 2025 CALGreen Code improves upon the preceding versions of the CALGreen Code and includes voluntary energy efficiency requirements for newly constructed buildings, and additions and alterations to existing buildings.[10] The 2025 CALGreen Code went into effect on January 1, 2026.

California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector accounting for more than half of California's carbon dioxide (CO_2) emissions, Assembly Bill (AB) 1493 (commonly referred to as CARB's Pavley regulations), enacted on July 22, 2002, requires CARB to set GHG emission standards for new passenger vehicles, light duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009–2016 and Phase II established standards for model years 2017–2025.[11,12] In March 2020, the NHTSA and USEPA issued the SAFE Vehicles Rule, which amends existing CAFE standards and tailpipe CO_2 emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026. Refer to Section 4.8, Greenhouse Gas Emissions, of this Draft PEIR for additional details regarding this regulation.

California Air Resources Board

Scoping Plan

AB 32 required CARB to prepare a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020 (Health and Safety Code [HSC] Section 38561 (h)). The 2008 Climate Change Scoping Plan proposed a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save

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9 CEC. *Building Energy Efficiency Standards for Residential and Non-Residential Buildings*. 2025. Accessed May 2026. https://www.energy.ca.gov/publications/2025/2025-building-energy-efficiency-standards-residential-and-nonresidential.

10 CEC. "2025 California Green Building Standards Code (CALGreen)." Accessed May 2026. https://www.energy.ca.gov/proceeding/2025-california-green-building-standards-code-calgreen.

11 CARB. *Clean Car Standards—Pavley, Assembly Bill 1493*.

12 USEPA. *EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017–2025 Cars and Light Trucks*. 2012.

energy, create new jobs, and enhance public health."[13] The 2008 Climate Change Scoping Plan had a range of GHG reduction actions, which included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms, such as a Cap-and-Trade Program, and an AB 32 implementation fee to fund the program.

The 2008 Climate Change Scoping Plan called for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions were addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard (LCFS), and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to use energy more efficiently. Utility energy providers were required to include more renewable energy sources through implementation of the RPS.[14] Additionally, the 2008 Climate Change Scoping Plan emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicates that substantial savings of electricity and natural gas will be accomplished through "improving energy efficiency by 25 percent."

The 2008 Climate Change Scoping Plan identified several specific issues relevant to development projects, including:

- The potential of using the green building framework as a mechanism, which could enable GHG emissions reductions in other sectors (i.e., electricity, natural gas), noting that:
- A Green Building strategy will produce greenhouse gas savings through buildings that exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Combined, these measures can also contribute to healthy indoor air quality, protect human health, and minimize impacts to the environment.
- The importance of supporting the Department of Water Resources' work to implement the Governor's objective to reduce per-capita water use by 20 percent by 2020. Specific measures to achieve this goal include water use efficiency, water recycling, and reuse of urban runoff. The Climate Change Scoping Plan notes that water use requires significant amounts of energy, including approximately one-fifth of Statewide electricity.
- Encouraging local governments to set quantifiable emission reduction targets for their jurisdictions and use their influence and authority to encourage reductions in emissions

13 CARB. *Climate Change Scoping Plan*. December 2008.

14 For a discussion of the Renewables Portfolio Standard, refer to subsection *California Renewables Portfolio Standard*.

caused by energy use, waste and recycling, water and wastewater systems, transportation, and community design.

The latest update is the 2022 Scoping Plan, which is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[15] Measures to reduce GHG emissions include building decarbonization, energy efficiency improvements and transportation electrification.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Advanced Clean Cars Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.[16] The program requires a greater number of ZEV models for years 2015 through 2025 to control smog, soot, and GHG emissions. This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles and the ZEV regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025. In particular, implementation of the ZEV and PHEV regulations reduce transportation fuel consumption by increasing the number of vehicles that are partially or fully electric-powered.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 California Code of Regulations [CCR] Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions,

15 CARB. *California's 2017 Climate Change Scoping Plan*. 2017.

16 CARB. "Advanced Clean Cars Program." Accessed May 2026. ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program.

compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

In-Use Off-Road Diesel Fueled Fleets Regulation

Because off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. In 2007, CARB approved the "In-Use Off-Road Diesel Fueled Fleets Regulation" to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation sets an anti-idling limit of 5 minutes for all off-road vehicles 25 horsepower and up. It also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. Revised in October 2023, the regulation enforced off-road restrictions on fleets adding vehicles with older tier engines beginning January 1, 2024. By each annual compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year or has completed the Best Available Control Technology (BACT) requirements. Large fleets have compliance deadlines each year from 2024 through 2028, medium fleets each year from 2026 through 2030, and small fleets each year from 2028 through 2032. While the goal of this regulation is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from the use of more fuel-efficient engines.

SB 375 (Sustainable Communities Strategy)

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associate with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The 2024–2050 RTP/SCS reflects CARB's updated SB 375 targets for the SCAG region, requiring a 19-percent decrease in VMT by 2035.

CEQA Statute and Guidelines

On September 11, 2024, the California State Legislature adopted AB 3265, codified in Public Resources Code (PRC) Section 21168.6.6, which "establish[es] streamlined procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership media campus project." As specified therein, an environmental leadership media campus project must satisfy a specific list of requirements in order to qualify

for the administrative and judicial streamlining provisions set forth in PRC Section 21168.6.6. Requirements set forth in PRC Sections related to energy include the following:

> *"(2)(A) The project will obtain certification as Leadership in Energy and Environmental Design (LEED) gold standard or better from the United States Green Building Council for all new construction that is eligible for LEED certification.*
>
> *(B) Any new construction or major renovation of existing buildings that is not eligible for LEED certification will achieve comparable standards for energy and water efficiency, including, but not limited to, meeting Tier 1 energy efficiency standards.*
>
> *(3) The project will achieve a reduction in vehicle miles traveled per capita of at least 15 percent compared to existing development consistent with the Office of Planning and Research's technical advisory on evaluating line 19 transportation impacts in CEQA and at least 50 percent of any greenhouse gas emissions reductions necessary to achieve zero net additional greenhouse gas emissions as required by paragraph (4) will be from onsite and local reduction measures.*
>
> *(4) The project does not result in any net additional greenhouse gas emissions, including, but not limited to, from employee transportation. A project is deemed to meet the requirements of this paragraph if the project applicant demonstrates to the lead agency that the project applicant has a binding commitment that it will mitigate impacts resulting from the greenhouse gas emissions, if any, in accordance with Section 21183.6."*

Regional

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SB 375 requires each MPO to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce VMT from automobiles and light duty trucks and, thereby, reduce GHG emissions from these sources.

On April 4, 2024, SCAG adopted the 2024–2050 RTP/SCS. Similar to the prior 2020–2045 RTP/SCS, the 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the existing and future needs of the region through projects, investments, policies, and strategies. While the 2024–2050 RTP/SCS remains focused on its core responsibilities and on the requirements of comprehensive regional transportation planning integrated with the development of a sustainable communities strategy, it also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband, and mobility hubs. The primary goals of the 2024–2050 RTP/SCS include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect, and sustain livable and thriving communities;
- Environment: Create a healthy region for the people of today and tomorrow; and
- Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.

The 2024–2050 RTP/SCS was approved by CARB on May 7, 2025.

Local

City of Norco 2050 General Plan

The proposed Norco *2050 General Plan* includes several Goals and Policies intended to promote energy efficiency, renewable energy generation, energy independence, reduced reliance on carbon-emitting fuels, and reliable utility infrastructure. *Goals OSC-12* through OS*C-14* establish a comprehensive framework for energy planning within the city by supporting efficient and resilient energy systems, expansion of renewable energy resources, and implementation of energy conservation measures.

Goal OSC-12, *Sufficient and Resilient Energy Supply*, seeks to ensure adequate and reliable energy service to accommodate existing and future development. *Policies OSC-12.1* through OS*C-12.3* promote monitoring of local energy demand, diversification of electricity sources through increased use of renewable energy resources, and coordination with utility providers to maintain and upgrade energy distribution systems.

Goal OSC-13, *Energy Independence*, promotes local renewable energy generation and enhanced energy efficiency throughout the community. *Policies OSC-13.1* through OS*C-13.4* encourage installation of solar photovoltaic systems, small-scale wind energy generation systems, battery storage technologies, energy-efficient municipal and private-sector operations, and solar-powered infrastructure. Collectively, these policies are intended to reduce overall energy demand while increasing the use of locally generated renewable energy resources.

Goal OSC-14, Reduced Reliance on Carbon-Emitting Energy Sources, supports building electrification, renewable natural gas production, municipal fleet electrification, and expansion of active transportation facilities. These policies are intended to reduce dependence on fossil fuel-based energy sources and support implementation of State energy and climate goals.

In addition, Infrastructure and Facilities Element *Goal IF-4*, *Energy*, and *Policies IF-4.1* through *IF-4.5* focus on coordination with utility providers, installation of underground utility infrastructure, maintenance of electric transmission and distribution systems, and implementation of vegetation management practices to protect public safety and maintain service reliability. Collectively, these policies are intended to ensure the continued availability, reliability, and safety of energy infrastructure necessary to serve existing and future development within the city.

Relevant policies include:

GOAL OSC-12: SUFFICIENT AND RESILIENT ENERGY SUPPLY. The City will ensure efficient and resilient energy supply to meet current needs and accommodate projected growth.

POLICIES

OSC-12.1 **Energy Demand.** Continue to monitor local electricity and natural gas demand in coordination with the Inland Regional Energy Network (I-REN).

OSC-12.2 **Diverse Electricity Portfolio**. Advocate for an increasingly diverse electricity portfolio comprised primarily of renewable energy sources (e.g., solar photovoltaic, solar thermal, wind, geothermal, hydro, biomass).

OSC-12.3 **System Maintenance and Upgrading**. Coordinate with the investor-owned utilities to ensure the adequacy and timely maintenance and upgrading of energy distribution systems.

GOAL OSC-13: ENERGY INDEPENDENCE. The City will achieve greater energy independence through local renewable energy harvesting and enhanced energy efficiency.

POLICIES

OSC-13.1 **Solar Photovoltaic (PV) Facilities.** Encourage new development to meet minimum State requirements for on-site solar photovoltaic facilities.

OSC-13.2 **Small-Scale Wind Energy Generation Systems**. Allow for small-scale residential wind energy generation systems, subject to siting and design standards that ensure such systems are compatible with the visual character of the surrounding neighborhood.

OSC-13.3 **Battery Storage.** Encourage homeowners and business owners who install solar PV and/or wind energy generation systems to pair these facilities with battery storage.

OSC-13.4 **Energy Efficiency.** Promote energy efficiency in both municipal operations and within the community-at-large.

OSC-13.5 **Solar-Powered Traffic Control Devices**. Continue to install solar-powered traffic control devices, including pedestrian crossing beacons, flashing warning signs, speed feedback signs, school zone flashers, and other transportation-related equipment.

GOAL OSC-14: REDUCED RELIANCE ON CARBON-EMITTING ENERGY SOURCES. In compliance with State requirements, the City will reduce its reliance on non-renewable, carbon-emitting fuels.

POLICIES

OSC-14.1 **Building Electrification.** Promote building electrification through cost-effective building design and technologies.

OSC-14.2 **Renewable Natural Gas.** Continue coordinating with the Western Riverside County Regional Wastewater Authority (WRCRWA) to convert biosolids to renewable natural gas for use in electricity generation, vehicle fuel, and industrial energy applications.

OSC-14.3 **Zero- and Low-Emission Vehicle Fleet** Encourage the transition of the municipal vehicle fleet, including employee commute, carpool, and similar transportation vehicles, to zero-emission and low-emission vehicles. This policy does not apply to construction equipment, emergency response vehicles, or other specialized vehicles where electrification and zero-emission options are not currently feasible or would compromise operational needs..

OSC-14.4 **Active Transportation Facilities.** Facilitate the expansion of facilities that support walking, cycling, horseback riding, and other non-motorized forms of transportation, including pedestrian pathways, bicycle facilities, equestrian trails, and other connections that provide alternatives to automobile travel.

GOAL IF-4: ENERGY. The City will work with utility providers to provide efficient electricity and natural gas utilities that serve the needs of existing and future residents and businesses.

POLICIES

IF-4.1 **Agency Coordination**. Work with Southern California Edison and the Southern California Gas Company to ensure that cost-effective utilities are provided, maintained, and operated in a safe manner.

IF-4.2 **Utility Undergrounding**. Require all new developments to install utilities underground to enhance public safety, improve visual character, and reduce service disruptions.

IF-4.3 **New Underground Utilities**. Work with Southern California Edison to install new subsurface distribution lines.

IF-4.4 **Transmission Line Landscape Maintenance**. Enforce Federal tree trimming and vegetation management guidelines around electric transmission and communication lines to prevent or reduce the potential for felled branches or trees to cause power outages and disrupted communications.

IF-4.5. **Distribution Line Landscape Maintenance**. Support and facilitate regular tree trimming and vegetation management around electric distribution lines to reduce wildfire risk, protect public safety, and maintain reliable electric service, consistent with California Public Utilities Commission (CPUC) safety

regulations, State wildfire mitigation requirements, and City tree-protection standards.

b. Methodology

The energy analysis evaluates whether implementation of the proposed 2050 GPU would result in wasteful, inefficient, or unnecessary consumption of energy resources or would conflict with a State or local plan for renewable energy or energy efficiency. The analysis was prepared in accordance with Appendix F of the *CEQA Guidelines*, which provides guidance for evaluating a project's potential energy impacts.

The evaluation is programmatic in nature and considers the growth, land use, circulation, infrastructure, and public service improvements anticipated under the 2050 GPU through the year 2050. The analysis relies on projected population, housing, and employment growth identified in the 2050 GPU, as well as the proposed land use designations, circulation network improvements, and utility infrastructure policies.

The analysis considers energy consumption associated with both construction and operation of future development facilitated by the 2050 GPU. Construction-related energy use includes fuel consumption associated with heavy equipment, material transport, and worker vehicle trips. Operational energy use includes transportation fuel consumption, electricity demand, natural gas consumption, water conveyance, wastewater treatment, and energy use associated with residential, commercial, industrial, public facility, and infrastructure development.

The analysis also evaluates consistency with applicable State and regional energy efficiency and renewable energy programs, including the California Building Energy Efficiency Standards (Title 24), California Green Building Standards Code (CALGreen), California Renewables Portfolio Standard, and other applicable State regulations intended to reduce energy consumption and increase energy efficiency. In addition, the analysis considers relevant policies contained within both the adopted *General Plan* and the proposed 2050 GPU that promote energy conservation, efficient infrastructure planning, renewable energy development, and reliable utility service.

Because the 2050 GPU is a long-range planning document that does not approve specific development projects, the analysis evaluates energy impacts at a programmatic level. Future discretionary development projects facilitated by the 2050 GPU would be subject to project-specific review, as appropriate, to evaluate energy consumption and compliance with applicable energy efficiency requirements at the time of project implementation.

c. Impact Analysis

1. Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, impacts related to energy would be significant if the 2050 GPU would:

a) Result in a potentially significant environmental impact due to waste, 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.

2. Project Impacts

Threshold a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant. Implementation of the proposed 2050 GPU would accommodate future residential, commercial, industrial, public facility, and circulation-related development through year 2050. Construction of future development facilitated by the 2050 GPU would require consumption of gasoline, diesel fuel, electricity, and other energy resources associated with operation of construction equipment, material transport, worker vehicle trips, and construction-related activities. Operational energy consumption would primarily consist of transportation fuel use, electricity demand, natural gas consumption, water conveyance, wastewater treatment, and energy use associated with residential, commercial, industrial, and public facilities.

The 2050 GPU would accommodate moderate growth within the city through year 2050, including an increase of approximately 3,106 residents, 1,110 households, and 1,794 jobs compared to existing year 2026 conditions. As described in Section 2, Project Description, future growth would occur within the city's existing boundaries and would be concentrated within established neighborhoods, commercial corridors, employment districts, and identified focus areas. The 2050 GPU does not propose expansion of the City's planning area or extension of substantial utility infrastructure into undeveloped areas. This growth pattern promotes efficient use of existing infrastructure and public services while minimizing unnecessary energy consumption associated with dispersed development patterns.

The 2050 GPU also promotes multimodal circulation improvements, expanded pedestrian, bicycle, and equestrian connectivity, and land use patterns that support shorter trip lengths and reduced dependence on vehicle travel for local trips. These strategies are intended to reduce transportation-related energy consumption and improve overall transportation efficiency. By focusing future growth within existing developed areas and promoting alternative modes of transportation, the 2050 GPU would support more efficient use of transportation energy resources throughout the city.

The 2050 GPU includes several Goals and Policies intended to improve energy efficiency, promote renewable energy generation, and reduce reliance on non-renewable energy sources. *Goal OSC-12* promotes a sufficient and resilient energy supply through monitoring of local energy demand, diversification of electricity sources, and coordination with utility providers to ensure reliable and efficient energy distribution systems. *Goal OSC-13* promotes energy independence through renewable energy generation, battery storage, solar-powered infrastructure, and

community-wide energy efficiency measures. *Goal OSC-14* supports building electrification, renewable natural gas production, vehicle fleet electrification, and expansion of active transportation facilities to reduce reliance on carbon-emitting fuels. In addition, *Policies IF-4.1* through *IPS-4.5* support efficient utility planning, undergrounding of utility infrastructure, and maintenance of energy distribution systems to ensure reliable service to existing and future development.

The 2050 GPU further supports reductions in energy demand from conventional fossil fuel sources through policies promoting solar photovoltaic systems, battery storage technologies, building electrification, renewable natural gas production, and vehicle fleet electrification. Collectively, these measures support ongoing State efforts to increase energy efficiency, expand renewable energy generation, and reduce dependence on carbon-emitting fuels.

Future development facilitated by the 2050 GPU would also be required to comply with applicable State energy efficiency requirements, including Title 24 Building Energy Efficiency Standards and the California Green Building Standards Code (CALGreen). These regulations establish mandatory energy conservation measures for new development and are periodically updated to reflect advancements in energy-efficient building technologies and construction practices. Furthermore, future development projects would continue to be evaluated during project-specific review to ensure adequate utility infrastructure and efficient use of energy resources.

Although implementation of the 2050 GPU would increase overall energy demand as a result of planned growth within the city, the increase would be consistent with projected population, housing, and employment growth and would occur within a framework of energy-efficient land use planning, renewable energy development, utility infrastructure planning, building electrification, active transportation improvements, and mandatory State energy efficiency requirements. Accordingly, implementation of the 2050 GPU would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant. The proposed 2050 GPU would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Future development facilitated by the 2050 GPU would continue to be subject to applicable State regulations intended to improve energy efficiency, reduce energy consumption, and increase reliance on renewable energy sources.

These regulations include the California Building Energy Efficiency Standards (Title 24), California Green Building Standards Code (CALGreen), California Renewables Portfolio Standard (RPS), State building electrification initiatives, and other State programs intended to reduce greenhouse gas emissions and promote renewable energy generation.

The 2050 GPU incorporates several Goals and Policies that are consistent with these State objectives. *Goal OSC-12* promotes a sufficient and resilient energy supply through monitoring of local energy demand, diversification of electricity sources, and coordination with utility providers to ensure reliable and efficient energy infrastructure. *Policy OSC-12.2* specifically advocates for an increasingly diverse electricity portfolio comprised primarily of renewable energy sources, including solar, wind, geothermal, hydroelectric, and biomass energy resources. These policies support ongoing State efforts to increase renewable energy generation and improve grid reliability.

Goal OSC-13 promotes greater energy independence through local renewable energy generation and enhanced energy efficiency. Consistent with State renewable energy objectives, *Policies OSC-13.1* and OS*C-13.2* encourage installation of solar photovoltaic systems, small-scale wind energy systems, and battery storage technologies. *Policy OSC-13.3* promotes energy efficiency in municipal operations and throughout the community, while *Policy OSC-13.4* supports installation of solar-powered traffic control devices. Collectively, these policies encourage both reduced energy consumption and increased use of renewable energy resources within the city.

The 2050 GPU also includes policies intended to reduce reliance on fossil fuel-based energy sources. *Goal OSC-14* supports building electrification, renewable natural gas production, vehicle fleet electrification, and expansion of active transportation facilities. These policies are consistent with State efforts to reduce dependence on carbon-emitting fuels and transition toward cleaner energy sources. In addition, Infrastructure and Facilities Element *Policies IF-4.1* through *IF-4.5* promote reliable and efficient utility infrastructure capable of supporting existing and future energy needs while facilitating integration of renewable energy resources into the local energy system.

The 2050 GPU's energy framework is also generally consistent with the objectives of the adopted *General Plan*, which promotes energy conservation, renewable energy development, energy-efficient building design, alternative transportation modes, and continued evaluation of emerging energy technologies. The proposed 2050 GPU expands upon these objectives by incorporating policies related to building electrification, battery storage, renewable natural gas production, and energy resilience, thereby strengthening the City's commitment to renewable energy and energy efficiency.

The 2050 GPU would accommodate future growth within the city's existing boundaries while promoting renewable energy development, energy efficiency, electrification, active transportation, and efficient utility planning. As a result, implementation of the 2050 GPU would

support, rather than obstruct, the objectives of applicable State and local plans related to renewable energy and energy efficiency. Therefore, the 2050 GPU would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Mitigation Measure

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

4.7 Geology and Soils

This section of the Draft Program EIR (PEIR) addresses the potential for impacts associated with seismic, geologic, and soils conditions within the Planning Area. This section is based on, but not limited to, secondary source information, such as the Safety Element Existing Conditions Memorandum prepared for the 2050 General Plan Update (GPU) in November 2023, available in Appendix 4.7, and soil maps developed by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS).

a. Existing Conditions

1. Geologic Setting

The Santa Ana River, the Norco Hills, Beacon Hill, and the nearby San Gabriel, San Bernardino, and Santa Ana mountain ranges are the features of the natural environment within and near Norco that spatially frame the city. The bluffs overlooking the Santa Ana River define the northeastern to southwestern edge of the city. The Norco Hills, a north-south chain of hills, defines the eastern edge of the city. The rolling hills located throughout Norco divide the city into a number of small and discrete areas, of which a prominent feature is the Lake Norconian basin.

2. Soils

Soils in Norco are predominantly alluvial, reflecting the city's location adjacent to the Santa Ana River in the north and within its broader watershed. These sandy and loamy soils support the City's Residential Agricultural land use pattern, including horse trails, corrals, and unpaved shoulders.

3. Geological Hazards

Within the city's hillside and bluff areas, soil disturbance can increase erosion and slope instability, particularly during intense storm events or high-wind conditions, such as Santa Ana winds, which can exacerbate wildfire risk and post-fire erosion. Along the Santa Ana River corridor, soils play an important role in groundwater recharge, habitat support, and flood conveyance.

Seismic Hazards (Seismic Shaking, Liquefaction, Landslide)

Norco is in a seismically active region of southern California. Surrounded by active earthquake faults of varying size and significance, the city is prone to seismic hazards (earthquakes). Typically, seismic shaking and fault rupture are deemed the primary hazards as they occur because of an earthquake, as there are no active fault zones within the city, fault rupture is not a concern. Liquefaction and earthquake-induced landslides are considered secondary hazards since an earthquake event often triggers them. Often, earthquakes can trigger other effects such as building damage/collapse, infrastructure failure, pipeline breakage, and damage to

transportation and communication facilities. The size of the earthquake and distance from the epicenter typically determine the severity of these events.

Primary Seismic Hazard (Seismic Shaking)

Seismic shaking (ground shaking) is the term that refers to the movement of the earth's surface resulting from an earthquake. This shaking is typically the primary cause of damage in earthquakes, which correlates to the magnitude of the earthquake and proximity to the event's epicenter. Typically, the Modified Mercalli Intensity (MMI) scale measures the intensity of seismic shaking, based on the amount of observed damage. Since the degree of shaking, and consequently damage, decreases as the seismic energy travels further away from the fault rupture's point of origin, different parts of a city or region can report different shaking intensities. The MMI uses a 12-point scale to measure shaking intensity. As shown in Figure 4.7-1, Norco Seismic Hazards, there are no active or potentially active faults in the Norco area. However, moderately strong shaking can still be expected in the city as a result from faults to the west (Chino/Elsinore fault zones).

Secondary Seismic Hazards

Secondary Seismic Hazards include those that involve the interaction/reaction of earth materials to a seismic event. The following are secondary seismic hazards of concern for the city:

Liquefaction

Liquefaction is a ground failure phenomenon that occurs because of a seismic event. Ground failure typically occurs when the following conditions exist:

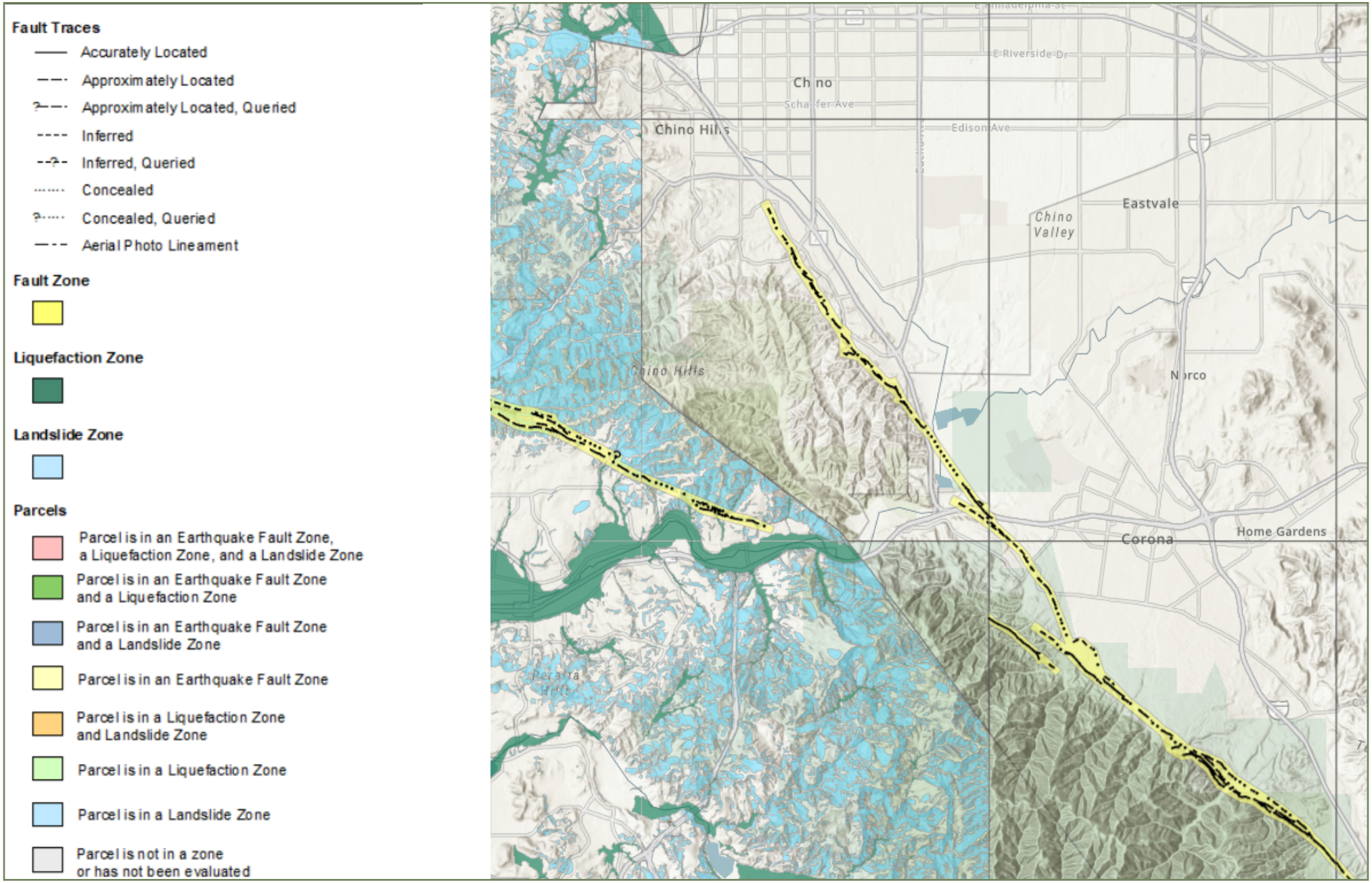
- Loose unconsolidated granular soils
- Shallow groundwater conditions
- Strong seismic shaking

When all three conditions are met, and liquefaction occurs, soils experience a total or substantial loss of shear strength and behave like a liquid. Thin alluvium that amplifies earthquake shaking also contributes to a moderately high liquefaction potential and can occur in Norco where the bedrock is shallow and impedes the downward flow of groundwater. As shown in Figure 4.7-2, Norco Liquefaction Zones, the only area where this is an issue is along the Santa Ana River channel.

Earthquake-Induced Landslide

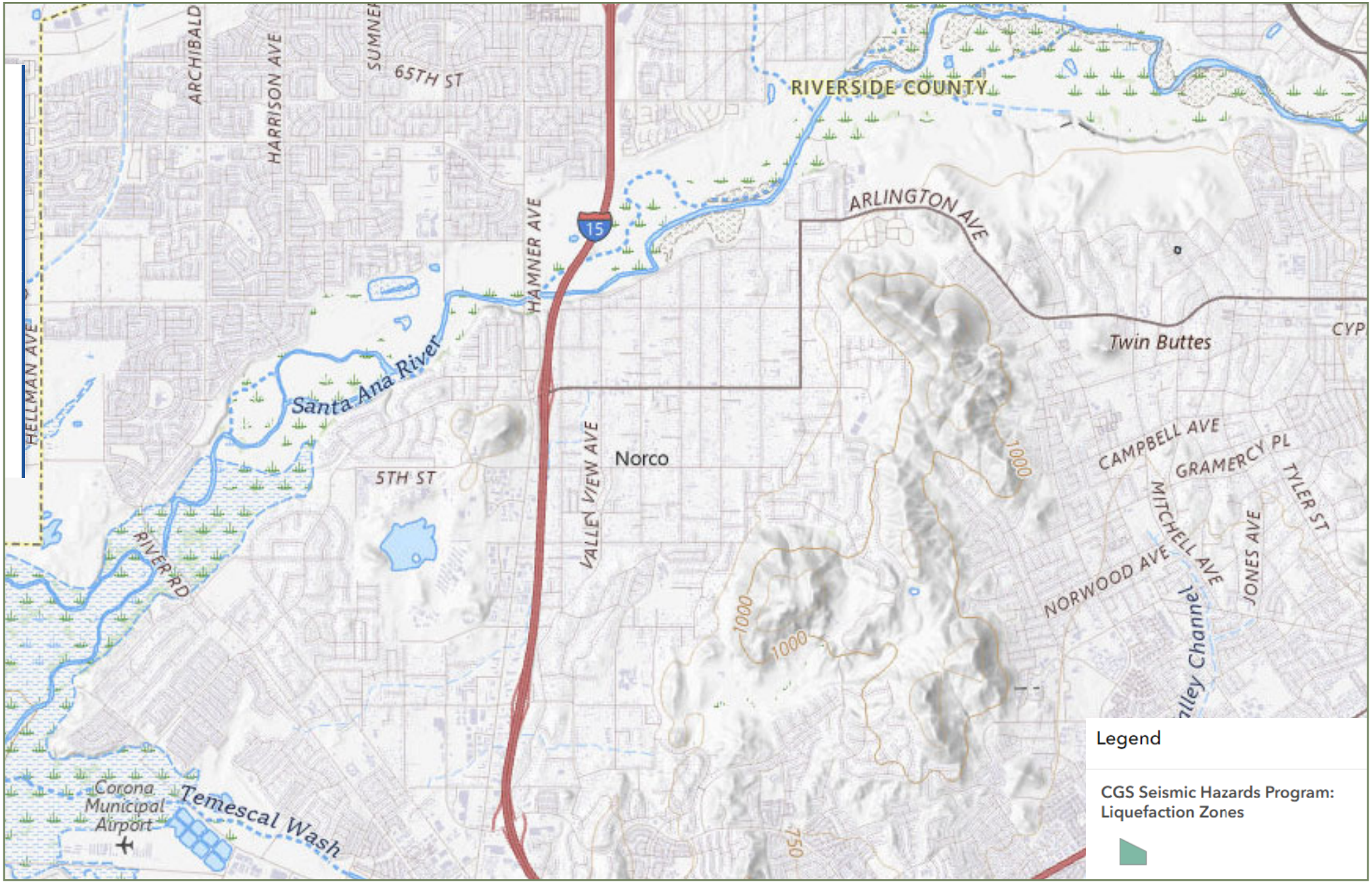
Ground failure resulting from an earthquake can also occur in the form of a landslide. These failures typically happen in areas with steep slopes or unstable soil conditions. Usually, post wildfire conditions and intense precipitation can further exacerbate these unstable hillside conditions, contributing to greater landslide vulnerability.

FIGURE 4.7-1, NORCO SEISMIC HAZARDS



SOURCE:

FIGURE 4.7-2, NORCO LIQUEFACTION ZONES



SOURCE: California Natural Resources Agency GIS – 2026.

Landslides can impact structures, sever utility lines, block roadways, and impact people and properties if they are located within the path of the ground failure. The potential for earthquake-induced landslides is minor in Norco because of the hard bedrock that underlies most of the city and the absence of geologic formations that are typical in most California landslides. Most of the city is in an area of either low or very low potential for slope stability caused by ground shaking. The only area of moderate potential is on vacant land immediately adjacent to the river in the northeast corner of the city.

Paleontological Resources

Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Norco lies in the Mojave Desert region, part of the Mojave Block, which has a complex geologic history with multiple sedimentary basins. Paleontological resources in the area are typically associated with Pleistocene and Miocene deposits, including fossiliferous alluvial fans and basin-fill sediments. Known localities often yield vertebrate remains (e.g., rodents, marsupials, and occasional large mammals) and invertebrate fossils. Paleontological resources in Norco have been documented in past projects, with specific fossil localities identified in the Silverlakes area.

b. Regulatory Setting

1. Federal

National Earthquake Hazards Reduction Program

The National Earthquake Hazards Reduction Program (NEHRP) was established by the United States Congress when it passed the Earthquake Hazards Reduction Act of 1977, Public Law 95-124. In establishing the NEHRP, Congress recognized that earthquake-related losses could be reduced through improved design and construction methods and practices, land use controls and redevelopment, prediction techniques and early-warning systems, coordinated emergency preparedness plans, and public education and involvement programs. The four basic goals remain unchanged:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation;
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems;
- Improve earthquake hazards identification and risk assessment methods and their use; and
- Improve the understanding of earthquakes and their efforts.

Several key Federal agencies contribute to earthquake mitigation efforts. There are four primary NEHRP agencies:

- National Institute of Standards and Technology (NIST) of the Department of Commerce;
- National Science Foundation (NSF);
- United States Geological Survey (USGS) of the Department of the Interior; and
- Federal Emergency Management Agency (FEMA) of the Department of Homeland Security.

Implementation of NEHRP priorities is accomplished primarily through original research, publications, and recommendations to assist and guide State, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

2. State

Alquist-Priolo Earthquake Fault Zoning Act

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to identify hazards associated with surface fault ruptures and to prevent the construction of buildings on active faults. The State Geologist is required to establish and map zones around the surface traces of active faults, which are then distributed to county and City agencies to be incorporated into their land use planning and construction policies. Proposed development needs to be proven through geologic investigation to not be located across active faults before a city or county can permit the implementation of projects. If an active fault is found, development for human occupancy is prohibited within a 50-foot setback from the identified fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resources Code Section 2690 et seq.) was enacted to reduce the threat to public safety and minimize property damage caused by earthquakes. The Act requires the California Geological Survey to identify and map areas of the state susceptible to earthquake-related hazards, including liquefaction and earthquake-induced landslides. Local jurisdictions are required to regulate development within designated Seismic Hazard Zones. Prior to approval of development projects within these zones, site-specific geotechnical investigations may be required to evaluate potential seismic hazards and identify appropriate mitigation measures.

California Building Standards Code

The California Building Standards Code (CBC), Title 24 of the California Code of Regulations, establishes minimum standards for building design and construction throughout California. The CBC incorporates the International Building Code and includes structural design requirements intended to reduce potential impacts associated with seismic shaking and other geologic hazards. The CBC contains provisions related to structural integrity, foundation design, grading, and seismic safety to ensure that buildings are designed to protect public health, safety, and

welfare. Local jurisdictions, including the City of Norco, enforce the CBC through the building permit review process.

California Geological Survey

The California Geological Survey (CGS) provides Statewide geologic mapping, seismic hazard identification, and guidance for evaluating geologic hazards. CGS is responsible for implementing the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act, including the delineation of Earthquake Fault Zones and Seismic Hazard Zones. CGS also provides technical guidelines used by local jurisdictions and geotechnical professionals to evaluate geologic hazards associated with development projects.

California Public Resources Code, Section 5097.5 Protection of Archaeological, Paleontological, and Historic Resources

Section 5097.5 of the Public Resources Code prohibits the removal, destruction, or defacement of archaeological, paleontological, and historic resources on public lands. Section 5097.5 states the following:

> *"No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor."*

3. Local

City of Norco Municipal Code and Building Regulations

Development within the City of Norco is subject to the requirements of the City's *Municipal Code* and building regulations, which incorporate and enforce the California Building Standards Code. Through the building permit review process, the City requires compliance with applicable structural design standards and may require site-specific geotechnical investigations to evaluate potential geologic hazards. These investigations may address issues such as seismic hazards, soil stability, and foundation design to ensure that development does not pose a risk to public health, safety, or property.

c. Methodology

The evaluation of the potential for implementation of the 2050 GPU to cause a substantial adverse effect related to geological hazards or soil resources was based on Appendix G of the *CEQA Guidelines*. Impacts were evaluated by comparing the 2050 GPU against the geological and soil conditions within the city limits, as currently understood based on the best available data and information. The geological and soil resources documented in this section were determined

through a review of California Department of Conservation geologic and regulatory maps, as well as U.S. Department of Agriculture NRCS soil maps.

d. Impact Analysis

1. Thresholds of Significance

For the purposes of this PEIR, implementation of the proposed 2050 GPU may have a significant adverse impact if it would result in any of the following:

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?

   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;

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 landslides, 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 wastewater disposal systems where sewers are not available for the disposal of wastewater; or

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic features.

2. Project Impacts and Mitigation Measures

Threshold a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

Less than Significant Impact. The 2050 GPU would facilitate future development that could result in impacts related to seismic hazards should construction occur in areas prone to rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure. As discussed above, there is a low risk for landslides in the city, and the only area of moderate

potential is on vacant land immediately adjacent to the river in the northeast corner of the city. However, this area has a land use designation of Open Space under the 2050 GPU, which is intended to conserve Norco's natural and riparian open spaces for ecological, recreational, and aesthetic benefits; and to provide land within the city that accommodates parks, athletic fields, recreational facilities, and event centers for recreational activities and community and regional events.

Strong ground shaking may result in moderate to heavy structure and infrastructure damage. Infrastructure damage could include road failure, thus restricting emergency and public access, as well as disruption or failure of utility services such as telephone, electricity, gas, and water. Other seismic-activity related hazards could result in urban fires or toxic chemical releases.

The following Open Space and Conservation and Safety Element policies of the 2050 GPU would ensure that impacts related to seismic hazards are taken into consideration and reduced or minimized in conjunction with future development:

GOAL OSC-16: SLOPE AND SOIL STABILITY. The City will protect public safety and infrastructure by minimizing soil erosion, slope instability, and geologic hazards.

POLICIES

OSC-16.1 **Geotechnical Investigation.** Require site-specific geotechnical investigations for development in areas with potential soil constraints, including expansive soils, liquefaction susceptibility, slope instability, or flood-related erosion.

OSC-16.2 **Hillside Grading.** Limit grading on hillsides and bluffs to the minimum extent necessary to accommodate permitted development, access, and public safety improvements, while preserving natural landforms, topography, and drainage patterns. Prohibit grading or excavation undertaken primarily to extract, export, or sell soil, rock, or other earth materials, except where incidental to an approved development or public infrastructure project.

OSC-16.4 **Post-construction Stabilization.** Ensure post-construction stabilization measures, including revegetation and soil binding techniques, are implemented to prevent long-term erosion.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICIES

OSC-17.1. **Riparian Soil Protection.** Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

OSC-17.2. River Corridor Infiltration. Ensure development near the Santa Ana River corridor incorporates setbacks, biofiltration, and low-impact development techniques to maintain natural infiltration capacity.

All future development would be required to comply with applicable State laws and local regulations pertaining to seismic hazards, including the CBC, Earthquake Fault Zoning Act, and Chapter 15.90 of the Norco *Municipal Code*, which outlines the grading requirements for development activities in the City of Norco. Additionally, projects in areas with known geologic hazard conditions would be required to prepare a site-specific geotechnical investigation report, per *Policy C-8.1,* as well as adhere to other recommendations to minimize impacts associated with geologic hazards. As future projects are planned and developed, they will be required to adhere to the 2050 GPU policies and applicable State laws and local regulations. Therefore, potential seismic hazard impacts associated with development facilitated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

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

Less than Significant Impact. As mentioned above, Norco's soils are predominantly alluvial, reflecting the city's location adjacent to the Santa Ana River and within its broader watershed.

Future development may result in soil erosion and/or loss of topsoil, as it would involve vegetation removal, grading, and potentially earth excavation, which would expose soils and increase the potential for soil erosion from wind or stormwater runoff. In hillside and bluff areas, soil disturbance can increase erosion and slope instability, particularly during intense storm events or high-wind conditions, such as Santa Ana winds, which can exacerbate wildfire risk and post-fire erosion. Other related impacts resulting from substantial short-term erosion or loss of topsoil include topography changes, potential release of dust contaminants leading to air quality health risks, and the creation of impervious surfaces in the Planning Area. As discussed in Section 4.3, Air Quality, the City's *Municipal Code* outlines measures to control fugitive dust and requirements to create a stable soil surface, free from blowing dust and sand during the duration of the grading work.

The following Open Space and Conservation and Safety Element Policies of the 2050 GPU would ensure that impacts related to soil erosion hazards are taken into consideration and reduced or minimized in conjunction with future development:

GOAL OSC-16: SLOPE AND SOIL STABILITY. The City will protect public safety and infrastructure by minimizing soil erosion, slope instability, and geologic hazards.

POLICIES

OSC-16.1 **Geotechnical Investigation.** Require site-specific geotechnical investigations for development in areas with potential soil constraints, including expansive soils, liquefaction susceptibility, slope instability, or flood-related erosion.

OSC-16.2 **Hillside Grading.** Limit grading on hillsides and bluffs to the minimum extent necessary to accommodate permitted development, access, and public safety improvements, while preserving natural landforms, topography, and drainage patterns. Prohibit grading or excavation undertaken primarily to extract, export, or sell soil, rock, or other earth materials, except where incidental to an approved development or public infrastructure project.

OSC-16.4 **Post-construction Stabilization.** Ensure post-construction stabilization measures, including revegetation and soil binding techniques, are implemented to prevent long-term erosion.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICIES

OSC-17.1. **Riparian Soil Protection.** Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

OSC-17.2. **River Corridor Infiltration.** Ensure development near the Santa Ana River corridor incorporates setbacks, biofiltration, and low-impact development techniques to maintain natural infiltration capacity.

All future development would be required to comply with applicable State laws and local regulations pertaining to soil erosion, including the CBC, Chapter 6.32 of the City's *Municipal Code* outlining the requirements related to soil erosion and dust control,[1] as well as Chapter 15.90 outlining the grading requirements for development activities.[2] Additionally, projects in areas with known potential for soil erosion would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1*, as well as adhere to the grading and other recommendations to minimize impacts associated with erodible soils. As future projects are

1 City of Norco. "Chapter 6.32 Excavations." *Municipal Code.* Accessed May 2026. https://ecode360.com/48448033?highlight=dust&searchId=1871637687049039#48448033.

2 City of Norco. "Chapter 15.90 City of Norco Grading Requirements." *Municipal Code.* Accessed May 2026. https://ecode360.com/48453396?highlight=grade&highlight=grading&searchId=1869023512007623#48453396.

planned and developed, they will be required to adhere to the 2050 GPU policies and applicable State laws and local regulations. Therefore, potential soil erosion impacts associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold c. Would the project be located or occur 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?

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

Less than Significant Impact. The 2050 GPU would facilitate development that could result in impacts related to geologic instability should development occur 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.

The majority of residents and businesses within the City of Norco are connected to the city's sewer system. Existing residences still on septic systems are required to connect to the sewer system before the sale of the residence can occur. Therefore, it is not anticipated that development facilitated by the 2050 GPU would result in substantial adverse impacts associated with the use of septic tanks or alternative wastewater disposal systems and impacts would be less than significant.

The Safety Element policies of the 2050 GPU would ensure that impacts related to geologic instability are taken into consideration and reduced or minimized in conjunction with future development:

GOAL OSC-16: SLOPE AND SOIL STABILITY. The City will protect public safety and infrastructure by minimizing soil erosion, slope instability, and geologic hazards.

POLICIES

OSC-16.1 Geotechnical Investigation. Require site-specific geotechnical investigations for development in areas with potential soil constraints, including expansive soils, liquefaction susceptibility, slope instability, or flood-related erosion.

OSC-16.2 Hillside Grading. Limit grading on hillsides and bluffs to the minimum extent necessary to accommodate permitted development, access, and public safety

improvements, while preserving natural landforms, topography, and drainage patterns. Prohibit grading or excavation undertaken primarily to extract, export, or sell soil, rock, or other earth materials, except where incidental to an approved development or public infrastructure project.

OSC-16.4 Post-construction Stabilization. Ensure post-construction stabilization measures, including revegetation and soil binding techniques, are implemented to prevent long-term erosion.

GOAL OSC-17: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICY

OSC-17.1 Riparian Soil Protection. Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

Future development would be required to comply with applicable State laws and local regulations pertaining to geologic instability, including the CBC, Chapter 15.10 of the City's *Municipal Code* outlining the requirements related to geologic instability,[3] Chapter 15.90 of the City's *Municipal Code* outlining the grading and information requirements for development activities in the City of Norco. Additionally, projects in areas with known geologic instability conditions would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1*, as well as adhere to the grading and other recommendations to minimize impacts associated with unstable soils. This would ensure that potential site specific liquefaction hazards are identified and properly mitigated prior to development. As future projects are planned and developed, they will be required to adhere to the GPU policies and applicable State laws and local regulations. Therefore, potential geologic instability impacts associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

3 City of Norco. "Chapter 15.10 Existing Building Code." *Municipal Code.* Accessed May 2026. https://ecode360.com/48452863?highlight=seismic&searchId=1869318905099276#48452863.

Threshold d. Would the project 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?

Less than Significant Impact. Although not mapped at the Planning Area scale, individual sites may contain soils with expansive soil hazards. Expansive soils cause structural damage, cracked driveways and sidewalks, heaving of roads and highway structures, and disruption of pipelines and other utilities. Future development may be proposed and/or located on areas with expansive soils and could result in impacts should construction occur on expansive soils if not properly researched and mitigated. Potentially effective mitigation may include removal and replacement of expansive soils, mixing and re-compaction of native soils, certain types of foundation and pad design that resist deformation, etc. The following Open Space and Conservation Element and Safety Element policies of the 2050 GPU would ensure that impacts related to expansive soils are taken into consideration and reduced or minimized to the fullest extent feasible in conjunction with future development.

GOAL OSC-16: SLOPE AND SOIL STABILITY. The City will protect public safety and infrastructure by minimizing soil erosion, slope instability, and geologic hazards.

POLICIES

OSC-16.1 Geotechnical Investigation. Require site-specific geotechnical investigations for development in areas with potential soil constraints, including expansive soils, liquefaction susceptibility, slope instability, or flood-related erosion.

OSC-16.4. Post-construction Stabilization. Ensure post-construction stabilization measures, including revegetation and soil binding techniques, are implemented to prevent long-term erosion.

All future development would be required to comply with applicable State laws and local regulations pertaining to expansive soils, including the CBC. In particular, projects in areas with known expansive soil conditions would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1,* and adhere to grading and other recommendations in those reports to minimize impacts associated with expansive soils. Implementation of 2050 GPU policies, compliance with the CBC, City ordinances and established development and engineering standards and codes, as well as conformance to the recommendations of a site-specific geotechnical report, would help minimize risks in conjunction with future development related to expansive soils. Therefore, potential expansive soil impacts associated with growth accommodated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

Threshold f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic features?

Less than Significant: Future development could result in direct impacts to paleontological resources should grading occur in areas of high paleontological sensitivity. Construction activities such as grading and excavation may result in the accidental destruction or disturbance of paleontological resources. Buildout of the 2050 GPU would implement *Policy OSC 19.1*, which requires paleontological resource assessments for development projects in areas with moderate to high paleontological sensitivity, and implement appropriate measures to avoid, minimize, document, and preserve significant paleontological resources and unique geologic features discovered during construction, consistent with applicable State regulations and professional standards.

Additionally, Section 5097.5 of the California Public Resources Code prohibits the removal, destruction, or defacement of paleontological resources on public lands without express permission by the jurisdiction (State of California 2015). As future projects are planned, they must adhere to applicable regulations which require adequate site plan review and monitoring. Therefore, potential impacts to paleontological resources associated with growth forecast under the 2050 GPU would be less than significant with mitigation incorporated.

The following Open Space and Conservation and Safety Element policies of the 2050 GPU would ensure that impacts related to paleontological resources are taken into consideration and reduced or minimized in conjunction with future development:

GOAL OSC-18: PALEONTOLOGICAL AND GEOLOGIC RESOURCES. The City will protect Norco's paleontological resources and unique geologic features by ensuring that development is planned and carried out in a manner that identifies, conserves, and appropriately manages significant resources, preserving the community's scientific, educational, and natural heritage for future generations.

POLICY

OSC-18.1 **Paleontological and Geologic Resource Protection.** Require paleontological resource assessments for development projects in areas with moderate to high paleontological sensitivity and implement appropriate measures to avoid, minimize, document, and preserve significant paleontological resources and unique geologic features discovered during construction, consistent with applicable State regulations and professional standards.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

4.8 Greenhouse Gas Emissions

This section addresses the potential greenhouse gas (GHG) impacts associated with population growth facilitated by the land use designations proposed under the 2050 General Plan Update (GPU). In accordance with CEQA, this analysis evaluates the significance of project impacts in terms of: (1) whether, or not, the project would generate GHG emissions that may have a significant impact on the environment; and (2) whether, or not, the project would conflict with any applicable policy, plan, or regulation intended to reduce GHG emissions.

a. Environmental Setting

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and severe weather events. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. GHGs are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHGs keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit (ºF). However, as GHGs from human activities increase, they build up in the atmosphere and warm the climate, leading to many other changes around the world—in the atmosphere, on land, and in the oceans—with associated adverse climatic and ecological consequences.[1]

Scientists studying the particularly rapid rise in global temperatures have determined that human activity has resulted in increased emissions of GHGs, primarily from the burning of fossil fuels (from motor vehicle travel, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.), deforestation, agricultural activity, and the decomposition of solid waste. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect.[2]

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 43 percent between 1990 and 2015. In addition, in the Global Carbon Budget 2023 report, published in December 2023, atmospheric carbon dioxide (CO_2) concentrations in 2023 were

1 United States Environmental Protection Agency (USEPA). "Climate Change Indicators: Greenhouse Gases." www.epa.gov/climate-indicators/greenhouse- gases. Accessed January 9, 2025.

2 Pew Center on Global Climate Change. *Climate Change 101: Understanding and Responding to Global Climate Change*.

found to be 51 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years.[3] Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. Regarding emissions of non-CO_2 GHGs, these have also increased significantly since 1990.[4] In particular, studies have concluded that it is very likely that the observed increase in methane (CH_4) concentration is predominantly due to agriculture and fossil fuel use.[5]

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.[6]

In December 2015, the United States entered into the Paris Agreement, which has a goal of keeping global temperature rise this century below 2 degrees Celsius (°C) above pre-industrial levels and limiting the temperature increase further to 1.5°C. This agreement requires that all parties report regularly on emissions and implementation efforts to achieve these goals.

Regarding the adverse effects of global warming, as reported by SCAG:

> *Global warming poses a serious threat to the economic well-being, public health and natural environment in Southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only*

3 P. Friedlingstein et al., *Global Carbon Budget 2024*. March 14, 2025.

4 USEPA. "Global Greenhouse Gas Emissions Data." www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data. Accessed January 9, 2025.

5 USEPA. "Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gas." Updated July 2022. www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases. Accessed January 9, 2025.

6 United Nations Framework Convention on Climate Change. *Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change*. August 31, 2007.

> *to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, is also a major contributor to the global warming problem.*[7]

On January 20, 2025, President Trump issued Executive Order 14162 which provided direction to the U.S. Ambassador to the United Nations regarding withdrawing the United States from the "Paris Agreement under the United Nations Framework Convention on Climate Change." The withdrawal of the United States from the Paris Agreement became effective on January 27, 2026. The Paris Agreement operates as an international framework and does not directly regulate GHG emissions from California cities or development projects. The State of California has affirmed its continued commitment to its own GHG reduction goals under AB 32, SB 32, and the 2022 Scoping Plan independent of Federal participation in the Paris Agreement. Accordingly, the U.S. withdrawal does not alter the State and regional regulatory framework applicable to the 2050 GPU or affect the conclusions of this analysis.

1. GHG Fundamentals

GHGs are those compounds in Earth's atmosphere that play a critical role in determining temperature near Earth's surface. GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[8] More specifically, these gases allow high-frequency shortwave solar radiation to enter Earth's atmosphere but retain some of infrared energy, which is radiated back from Earth toward space, resulting in a warming of the atmosphere. Compounds that are regulated as GHGs are discussed in Table 4.8-1, Description of Identified GHGs.[9,10]

TABLE 4.8-1, DESCRIPTION OF IDENTIFIED GHGS

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungi; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO_2 are burning coal, oil, natural gas, and wood.

7 Southern California Association of Governments (SCAG). *The State of the Region—Measuring Regional Progress*. December 2006. p. 121.

8 As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.

9 Intergovernmental Panel on Climate Change (IPCC). *Second Assessment Report, Working Group I: The Science of Climate Change*. 1995.

10 IPCC. *Fourth Assessment Report, Working Group I Report: The Physical Science Basis.* 2007. Table 2.14.

TABLE 4.8-1, DESCRIPTION OF IDENTIFIED GHGS

Greenhouse Gas	General Description
Methane (CH_4)	A flammable gas and the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizers containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, race cars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. However, high-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The

TABLE 4.8-1, DESCRIPTION OF IDENTIFIED GHGS

Greenhouse Gas	General Description
	two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer of gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

Source: Association of Environmental Professionals (AEP). *Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final.* June 29, 2007; United States Environmental Protection Agency (US EPA). *Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride.* September 2009; Intergovernmental Panel on Climate Change (IPCC). *Climate Change 2014 Synthesis Report, Fifth Assessment Report.* www.ipcc.ch/report/ar5/syr/. Accessed May 2026.

Not all GHGs possess the same ability to induce climate change. Carbon dioxide is the most abundant GHG in Earth's atmosphere. Other GHGs are less abundant but have higher global warming potential (GWP) than CO_2. Thus, emissions of other GHGs are commonly quantified in the units of equivalent mass of carbon dioxide (CO_2e). GWP is based on several factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years otherwise referred to as atmospheric lifetime) relative to that of CO_2.

The larger the GWP, the more that a given gas warms Earth compared to CO_2 over that time.[11] These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values in its Fourth Assessment Report (AR4). The GWPs in the IPCC AR4 are used by the California Air Resources Board (CARB) for reporting Statewide GHG emissions inventories, consistent with international reporting standards. By applying the GWP ratios, Project-related CO_2e emissions can be tabulated in

11 GWPs and associated CO_2e values were developed by the Intergovernmental Panel on Climate Change (IPCC) and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4). CARB has begun reporting GHG emission inventories for California using the GWP values from the IPCC AR4.

metric tons per year. Typically, the GWP ratio corresponding to the warming potential of CO_2 over a 100-year period is used as a baseline.

The IPCC has issued an updated Fifth Assessment Report (AR5), which has revised down the majority of the GWP for key regulated pollutants. As CARB still uses AR4 values and the modeling software CalEEMod is built on these assumptions, AR4 GWP values are used for the Project. Generally, the changes from AR4 to AR5 are reductions in warming potential for the GHG most associated with construction and operation of typical development projects. The GWP from AR4 and AR5 and atmospheric lifetimes for key regulated GHGs are provided in Table 4.8-2, Atmospheric Lifetimes and Global Warming Potentials.

TABLE 4.8-2, ATMOSPHERIC LIFETIMES AND GLOBAL WARMING POTENTIALS

Gas	Atmospheric Lifetime (Years)	Global Warming Potential (100-year Time Horizon) (AR4 Assessment)	Global Warming Potential (100-year Time Horizon) (AR5 Assessment)
Carbon Dioxide (CO_2)	50–200	1	1
Methane (CH_4)	12 (+/-3)	25	28
Nitrous Oxide (N_2O)	114	298	265
HFC-23: Fluoroform (CHF_3)	270	14,800	12,400
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430	1,300
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124	138
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390	6,630
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200	11,100
Sulfur Hexafluoride (SF_6)	3,200	22,800	22,500
Nitrogen Trifluoride (NF_3)	740	17,200	16,100

Source: IPCC, Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials, https://archive.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html, accessed May 2026.

2. Projected Impacts of Global Warming in California

In 2009, California adopted a Statewide Climate Adaptation Strategy (CAS) that summarizes climate change impacts and recommends adaptation strategies across seven sectors: Public Health, Biodiversity and Habitat, Oceans and Coastal Resources, Water, Agriculture, Forestry, and Transportation and Energy. The California Natural Resources Agency (CNRA) will be updating the CAS and is responsible for preparing reports to the Governor on the status of the CAS. The CNRA

has produced climate change assessments, which detail impacts of global warming in California.[12] These include:

- Sea level rise, coastal flooding and erosion of California's coastlines would increase, as well as sea water intrusion.
- The Sierra snowpack would decline between 70 and 90 percent, threatening California's water supply. Higher risk of forest fires resulting from increasing temperatures and making forests and brush drier. Climate change will affect tree survival and growth.
- Attainment of air quality standards would be impeded by increasing emissions, accelerating chemical processes, and raising inversion temperatures during stagnation episodes, resulting in public health impacts.
- Habitat destruction and loss of ecosystems due to climate change affecting plant and wildlife habitats.
- Global warming can cause drought, warmer temperatures, and saltwater contamination, resulting in impacts on California's agricultural industry.

With regard to public health, as reported by the Center for Health and the Global Environment at the Harvard Medical School, the following are examples of how climate change can affect cardio-respiratory disease: (1) pollen is increased by higher levels of atmospheric CO_2; (2) heat waves can result in temperature inversions, leading to trapped masses or unhealthy air contaminants by smog, particulates, and other pollutants; and (3) the incidence of forest fires is increased by drought, secondary to climate change and to the lack of spring runoff from reduced winter snows. These fires can create smoke and haze, which can settle over urban populations causing acute and exacerbating chronic respiratory illness.[13]

b. Regulatory Setting

There are a number of plans, regulations, programs, and agencies that provide policies, requirements, and guidelines regarding GHG emissions at the Federal, State, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Clean Air Act
- Corporate Average Fuel Economy Standards
- Energy Independence and Security Act
- California Air Resources Board
- California Greenhouse Gas Reduction Targets

12 State of California, Department of Justice, Office of the Attorney General. "Climate Change Impacts in California." https://oag.ca.gov/environment/impact. Accessed July 22, 2025.

13 Paul R. Epstein, et al., *Urban Indicators of Climate Change, Report from the Center for Health and the Global Environment*. Harvard Medical School and the Boston Public Health Commission. August 2003.

- California Global Warming Solutions Act (AB 32)
- Climate Change Scoping Plan
- Cap-and-Trade Program
- Emission Performance Standards
- Renewables Portfolio Standard Program
- California Climate Crisis Act (AB 1279)
- Pavley Standards
- California Low Carbon Fuel Standard
- Advanced Clean Cars Regulations
- Sustainable Communities and Climate Protection Act (SB 375)
- Senate Bill 743
- Executive Order N-79-20
- Executive Order B-55-18
- Assembly Bill 3265
- California Appliance Efficiency Regulations
- Title 24, Building Standards Code and California Green Building Standards Code
- CEQA Guidelines
- South Coast Air Quality Management District
- Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy

1. Federal

Federal Clean Air Act

The USEPA is responsible for implementing Federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the Federal Clean Air Act (CAA), which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, the USEPA issued an endangerment finding for GHGs under the CAA, setting the stage for future regulation. On August 1, 2025, USEPA published a proposed rule titled "Reconsideration of 2009 Endangerment Finding and Greenhouse Gas Vehicle Standards." The proposed rule seeks to remove all Federal GHG emission standards for light-, medium-, and heavy-duty vehicles and engines that have been implemented since the original finding in 2009.

The Federal government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, CH_4 and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR

labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

Corporate Average Fuel Economy (CAFE) Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012–2016 and 2017–2021. In March 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe CO_2 emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[14] These standards set a combined fleet wide average of 36.9 to 37 miles per gallon (mpg) for the model years affected.[15] In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.[16] This final rule revises current GHG standards for vehicles in model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (i.e., the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles.[17]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that

14 USEPA. *Final Rule for Model Year 2021–2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards*. April 30, 2020.

15 National Highway Traffic Safety Administration (NHTSA). "Corporate Average Fuel Economy Standards." www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed January 9, 2025.

16 USEPA. "Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update. Vol. 86, No. 248." *Federal Register.* December 30, 2021. Page 74434.

17 USEPA. "Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Regulatory Update. Vol. 86, No. 248." *Federal Register.*

will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[18]

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[19]

2. State

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both Federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further

18 USEPA. *EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond*. August 2016.

19 A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the Federal government and the local air districts. The SIP is required for the State to take over implementation of the Federal CAA. CARB adopted the 2022 SIP in September 2022.[20] CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels by 2020.[21] Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

California Greenhouse Gas Reduction Targets

Executive Order S-3-05

Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

In accordance with Executive Order S-3-05, the Secretary of CalEPA is required to coordinate efforts of various agencies, which comprise the California Climate Action Team (CAT), in order to collectively and efficiently reduce GHGs. The CAT provides periodic reports to the Governor and Legislature on the state of GHG reductions in California, as well as strategies for mitigating and adapting to climate change.

The CAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population.

Executive Order B-30-15

On April 29, 2015, Governor Jerry Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim Statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.

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20 California Air Resources Board (CARB). "2022 State Implementation Program." https://ww2.arb.ca.gov/resources/documents/2022-state- strategy-state-implementation-plan-2022-state-sip-strategy. Accessed January 9, 2025.

21 CARB. *Final 2022 Climate Change Scoping Plan* (Chapter 1). Adopted December 2022.

- Ordered all State agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e ($MMTCO_2e$).

Executive Order B-55-18

Executive Order B-55-18, issued by Governor Jerry Brown in September 2018, establishes a new Statewide goal to achieve carbon neutrality as soon as possible, but no later than 2045, and achieve and maintain net negative emissions thereafter. Based on this executive order, CARB would work with relevant State agencies to develop a framework for implementation and accounting that tracks progress toward this goal, as well as ensuring future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

In October 2020, CARB released a study, which evaluated three scenarios that achieve carbon neutrality in California by 2045. The study was used by CARB in development of the 2022 Scoping Plan.[22] More ambitious carbon reduction scenarios that achieve carbon neutrality prior to 2045 may be considered as part of future analyses by the State.

The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario. The High CDR scenario achieves GHG reductions by relying on CO_2 removal strategies. The Zero Carbon Energy scenario is based on the assumption of zero-fossil fuel emissions by 2045. The Balanced scenario represents a middle point between the High CDR scenario and Zero Carbon Energy scenario. The scenarios would achieve at least an 80-percent reduction in GHGs by 2045, relative to 1990 levels. Remaining CO_2 would be reduced to zero by applying CO_2 removal strategies, including sinks from natural and working lands and negative emissions technologies, such as direct air capture.[23,24]

Under each of these scenarios, CARB proposed reduction strategies for various sectors that contribute GHG emissions throughout the state. Although specific details are not yet available for the GHG reduction measures discussed above, implementation of these measures would require regulations to be enforced by the State.

California Global Warming Solutions Act of 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 (codified in the California Health and Safety Code (HSC), Division 25.5—California Global Warming Solutions Act of 2006),

22 Energy+Environmental Economics (E3). *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*. October 2020.

23 Sinks are defined as natural or artificial reservoirs that accumulate and store a carbon-containing chemical compound for an indefinite period.

24 E3. *Achieving Carbon Neutrality in California, PATHWAYS Scenarios Developed for the California Air Resources Board*.

which focuses on reducing GHG emissions in California to 1990 levels by 2020, which the State has achieved. HSC Division 25.5 defines regulated GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable Statewide program to limit emissions of these GHGs from all major industries, with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing State actions that would achieve GHG emissions reductions.

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieves the maximum technologically feasible and cost-effective GHG reductions.[25]

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Jerry Brown. SB 32 and AB 197 amend HSC Division 25.5, establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of State climate policies reach disadvantaged communities. The new goals outlined in SB 32 update the scoping plan requirement of AB 32 and involve increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

AB 197, signed September 8, 2016, is a bill associated with SB 32, which prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two members of the Legislature to the CARB board as ex officio, non-voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

Climate Change Scoping Plan

The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final

25 CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are (1) a low-carbon fuel standard, which reduces carbon intensity in fuels statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.

2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) in December 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.[26] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[27] The 2017 Scoping Plan[28] shifted the focus to the newer SB 32 goal of a 40-percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress toward achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[29] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires. The estimated Statewide GHG emissions reductions from the 2022 Scoping Plan are provided in Table 4.8-3, Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan.

TABLE 4.8-3, ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMCO_2e$)
2019 State GHG Emissions	404
2030 Business-As-Usual (BAU) Forecast	312

26 CARB. *Climate Change Scoping Plan: A Framework for Change*. December 2008.

27 CARB. *First Update to the Climate Change Scoping Plan: Building on the Framework*. 2014.

28 CARB. *California's 2017 Climate Change Scoping Plan*. November 2017.

29 CARB. *California's 2017 Climate Change Scoping Plan*.

TABLE 4.8-3, ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMCO_2e$)
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below BAU necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

Notes: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] 312 – 260 = 52. 52 / 312 = 16.7%

Source: California Air Resources Board (CARB). *Final 2022 Climate Change Scoping Plan*. Adopted December 2022.

The 2022 Scoping Plan reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Table 4.8-4, Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
AB 1279 (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the State to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 Statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan.
SB 905 (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified State permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the CNRA to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
SB 846 (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for Federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan explains the emissions impact of this legislation.
SB 1020 (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve State agencies from the original target year of 2045 to 2035. This bill requires each State agency

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the State with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme Federal non-attainment. The 2022 Scoping Plan describes the implications of this legislation on emissions.
SB 1137 (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
SB 1075 (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan.
AB 1757 (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the CNRA, in collaboration with CARB, other State agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support State goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for State agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO_2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan describes the next steps and implications of this legislation for the natural and working lands sector.

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
SB 1206 (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high-GWP HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-GWP technologies (i.e., GWP < 10 and no-GWP) in sectors that currently rely on higher-GWP HFCs.
SB 27 (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other State agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is tasked to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.
SB 596 (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net- zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the State's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: • Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. • Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028.

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	• Coordinate and consult with other State agencies. • Prioritize actions that leverage State and Federal incentives. • Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a Statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other State agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the State's carbon neutrality goal and build climate resilience. In addition to setting a Statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. Executive Order N-82-20 also calls on the CNRA, in consultation with other State agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: • Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time.

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	• Analyze and project the impact of climate change and other stressors in California's biodiversity. • Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the State's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures, such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the State in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: • 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. • 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. • 100 percent of off-road vehicles and equipment will be zero- emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero-electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off- road vehicles toward their corresponding

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct State government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: • Includes a proactive strategy for the State's pension funds that reflects the increased risks to the economy and physical environment due to climate change. • Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. • Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual State transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the State's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize State government's carbon footprint. Finally, it tasks CARB with

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	accelerating progress toward California's goal of five million ZEV sales by 2030 by: • Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. • Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. • Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan modeling reflects efforts to accelerate ZEV deployment.
SB 576 (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the State's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
AB 65 (Petrie- Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Governor's Office of Land Use and Climate Innovation (LCI) on any projects funded pursuant

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Jerry Brown signed Executive Order B-55-18 in September 2018 to establish a Statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: • Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. • Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the State's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: • Develop a framework for implementation and accounting that tracks progress toward this goal. • Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan is designed to achieve carbon neutrality no later than 2045, and the modeling includes technology and fuel transitions to achieve that outcome.
SB 100 (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021.

TABLE 4.8-4, MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE 2017 SCOPING PLAN

Bill/Executive Order	Summary
	The 2022 Scoping Plan reflects the SB 100 Core Scenario resource mix with a few minor updates.
AB 2127 (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a Statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the State to meet its goals of putting at least 5 million ZEV on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan.
SB 30 (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
AB 2061 (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero- emission Vehicles*	Existing State and Federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing Federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero-emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB 32's 2030 target, from 40 percent to 48 percent below 1990 levels. The Cap-and-Trade Program continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and executive orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors, such as smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDVs) and zero-emission vehicles (ZEVs); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation, ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries, such as construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and State agencies will continue to collaborate to achieve the State's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the Federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the State's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The 2022 Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the State, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with State-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical

decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed Statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting State-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

Cap-and-Trade Program

The Climate Change Scoping Plan identified a Cap-and-Trade Program as one of the strategies California would employ to reduce GHG emissions. CARB asserts that this program will help put California on the path to meet its goal of ultimately achieving an 80-percent reduction from 1990 levels by 2050. Under the Cap-and-Trade Program, an overall limit on GHG emissions from capped sectors was established, and facilities subject to the cap will be able to trade permits to emit GHGs.

CARB designed and adopted a California Cap-and-Trade Program[30] pursuant to its authority under AB 32. The Cap-and-Trade Program was designed to reduce GHG emissions from public and private major sources (deemed "covered entities") by setting a firm cap on Statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandates. The Statewide cap for GHG emissions from the capped sectors[31] (e.g., electricity generation, petroleum refining, and cement production) commenced in 2013 and will decline over time, achieving GHG emission reductions throughout the Cap-and-Trade Program's duration.

Under the Cap-and-Trade Program, CARB issues allowances equal to the total amount of allowable emissions over a given compliance period and distributes these to regulated entities. Covered entities that emit more than 25,000 $MTCO_2e$ per year must comply with the Cap-and-Trade Program.[32] Triggering of the 25,000 $MTCO_2e$ per year "inclusion threshold" is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions (Mandatory Reporting Rule or MRR).[33]

Each covered entity with a compliance obligation is required to surrender "compliance instruments"[34] for each $MTCO_2e$ of GHG they emit. Covered entities are allocated free

30 California Code of Regulations 17, Sections 95800–96023.

31 California Code of Regulations 17, Sections 95811, 95812.

32 California Code of Regulations 17, Section 95812.

33 California Code of Regulations 17, Sections 95100–95158.

34 Compliance instruments are permits to emit, the majority of which will be "allowances," but entities also are allowed to use CARB-approved offset credits to meet up to 8 percent of their compliance obligations.

allowances in whole or part (if eligible), and can buy allowances at auction, purchase allowances from others, or purchase offset credits.

The Cap-and-Trade Program provides a firm cap, ensuring that the Statewide emission limits will not be exceeded. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site-specific or project-level, GHG emissions reductions. Also, due to the regulatory framework adopted by CARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported.[35] Accordingly, for projects that are subject to CEQA, GHG emissions from electricity consumption are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Cap-and-Trade Program's first compliance period.[36]

The Cap-and-Trade Program applies to emissions that cover approximately 80 percent of the State's GHG emissions. Demonstrating the efficacy of AB 32 policies, California achieved its 2020 GHG reduction target four years earlier than mandated. The largest reductions were the result of increased renewable electricity in the electricity sector, which is a covered sector in the Cap-and-Trade Program.

AB 398 was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade Program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

Energy-Related (Stationary) Sources

Emission Performance Standards

SB 1368, signed on September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the state. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

Renewables Portfolio Standard

SB 1078 (Chapter 516, Statutes of 2002) required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017 as a Renewables Portfolio Standard (RPS). Subsequent

35 California Code of Regulations 17, Section 95811(b).

36 California Code of Regulations 17, Sections 95811, 95812(d).

amendments provided additional targets throughout the years. On October 7, 2015, SB 350 (Chapter 547, Statutes of 2015), also known as the Clean Energy and Pollution Reduction Act, further increased the RPS to 50 percent by 2030. The legislation also included interim targets of 40 percent by 2024 and 45 percent by 2027. SB 350 also requires the State to double Statewide energy efficiency savings in electricity and natural gas end uses by 2030. The 2017 Scoping Plan incorporated the SB 350 standards and estimated the GHG reductions would account for approximately 21 percent of the Scoping Plan reductions.[37] On September 10, 2018, SB 100 provided additional RPS targets of 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by 2045.[38]

Assembly Bill 1279 (The California Climate Crisis Act)

The California Legislature enacted AB 1279,[39] the California Climate Crisis Act, on September 16, 2022. AB 1279 establishes the policy of the State to achieve net zero GHG emissions, carbon neutrality,[40] as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 ensures that by 2045 Statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. AB 1279 also requires CARB to ensure that the 2022 Scoping Plan identified and recommended measures to achieve carbon neutrality and to identify and implement policies and strategies for CO_2 removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the 2022 Scoping Plan's goals.

Mobile Sources

Pavley Standards

AB 1493 (Chapter 200, Statutes of 2002), enacted on July 22, 2002, required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009. In 2004, CARB approved the Pavley regulation to require automakers to control GHG emissions from new passenger vehicles for the 2009 through 2016 model years. Upon adoption of subsequent Federal GHG standards by the USEPA that preserved the benefits of the Pavley regulations, the Pavley regulations were revised to accept compliance with the Federal standards as compliance

37 CARB. *California's 2017 Climate Change Scoping Plan*. Table 3, p. 31. Calculated as: (108 – 53) / 260 = 21 percent.

38 California Legislative Information. *SB-100 California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases*.

39 California Legislative Information. *AB 1279 The California Climate Crisis Act.* 2022.

40 Carbon neutrality means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of carbon dioxide that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology net zero and the 2022 Scoping Plan uses the terminology carbon neutrality or carbon neutral. These terms mean the same thing and are used interchangeably.

with California's standards in the 2012 through 2016 model years. This is referred to as the "deemed to comply" option.

In January 2012, CARB approved GHG emission regulations, which require further reductions in passenger GHG emissions for 2017 and subsequent vehicle model years. As noted above, in August 2012, the USEPA and USDOT adopted GHG emission standards for model year 2017 through 2025 vehicles.[41] On November 15, 2012, CARB approved an amendment that allows manufacturers to comply with the 2017–2025 national standards to meet State law. Automobile manufacturers generally comply with these standards through a combination of improved energy efficiency in vehicle equipment (e.g., air conditioning systems) and engines, as well as sleeker aerodynamics, use of strong but lightweight materials, and lower-rolling resistance tires.[42]

In 2018, the USEPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE), which would roll back fuel economy standards and revoke California's waiver. The rule amended certain average fuel economy and GHG standards for passenger cars covering model years 2021 through 2026. On March 30, 2020, the SAFE Rule was finalized and published in the Federal Register, commencing a review period. Subsequent legal challenges from a coalition of states, including California, and private industry groups were issued. However, in December 2021, the NHTSA repealed the SAFE Vehicle Rule Part One. Although the SAFE Vehicle Rule Part One has been repealed, GHG modeling contained in regional plans, such as SCAG's 2024–2050 RTP/SCS, have not been updated to account for this repeal.

Subsequently, on March 20, 2024, USEPA announced new, more protective final standards to further reduce harmful air pollutant emissions from light-duty and medium-duty vehicles starting with model year 2027. The final rule builds upon USEPA's standards for Federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, established in 2021. These standards will phase in over model years 2027 through 2032.

California Low Carbon Fuel Standard

Executive Order S-01-07 was enacted by Governor Arnold Schwarzenegger on January 18, 2007. The order mandates the following: (1) that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established in California. The final regulation was approved by the State's Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the LCFS became effective on the same day. In September 2015,

41 USEPA. *2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards*.

42 CARB. *California's Advanced Clean Cars Midterm Review*. P. ES-17, C-9.

CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted.[43]

The development of the 2017 Scoping Plan identified LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In September 2018, the standards were amended by CARB to require a 20-percent reduction in carbon intensity by 2030, aligning with California's 2030 targets set by SB 32.[44]

Advanced Clean Cars Regulations

In 2012, CARB approved the Advanced Clean Cars program, an emissions-control program for model years 2015–2025.[45] The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[46] During the March 2017 midterm review, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025.[47]

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales or forbid residents from owning gas-powered vehicles. In accordance with the executive order, the 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships, was developed by CARB. The Mobile Source Strategy was heard by the CARB members on October 28, 2021. The 2020 Mobile Source Strategy has been forwarded to the appropriate policy and fiscal committees of the California Legislature as required by SB 44. The programs and concepts in the 2020 Mobile Source Strategy support other planning efforts, such as the SIP, the 2022 Scoping Plan, and community emissions reduction plans, with the State planning efforts incorporating the Mobile Source Strategy as they

43 CARB. "Low Carbon Fuel Standard, About." ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/about. Accessed January 9, 2025.

44 CARB. "CARB amends Low Carbon Fuel Standard for wider impact." 2018. ww2.arb.ca.gov/index.php/news/carb-amends-low-carbon-fuel-standard-wider-impact. Accessed January 9, 2025.

45 CARB. "Advanced Clean Cars Program, About." ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/about. Accessed January 9, 2025.

46 CARB. "Advanced Clean Cars Program, About."

47 CARB. *News Release: CARB finds vehicle standards are achievable and cost-effective.* ww2.arb.ca.gov/ news/carb-finds-vehicle-standards-are-achievable-and-cost-effective. Accessed January 9, 2025.

are developed. CARB has begun development of the 2025 Mobile Source Strategy, beginning outreach in January 2024.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. The rulemaking for ACC II regulations was adopted on November 30, 2022.

Sustainable Communities and Climate Protection Act (SB 375)

The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which was adopted by the State on September 30, 2008, establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[48] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the MPO in which the City of Los Angeles is located. CARB set targets for 2020 and 2035 for each of the 18 MPO regions in 2010 and updated them in 2018.[49] In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8-percent reduction by 2020 and a 19-percent reduction by 2035 in per capita passenger vehicle GHG emissions.[50] As discussed further below, SCAG adopted an updated Regional Transportation Plan/Sustainable Community Strategies (2024–2050 RTP/SCS) subsequent to the update of the emission targets. The 2024–2050 RTP/SCS is expected to reduce per capita transportation emissions by 19.8 percent by 2035, which exceeds the SB 375 compliance target for the SCAG region with respect to meeting the State's GHG emission reduction goals.[51]

Under SB 375, the target must be incorporated within that region's RTP, which is used for long-term transportation planning, in an SCS. Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

Senate Bill 743

Governor Jerry Brown signed SB 743 in 2013, which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, the focus of transportation analysis shifted from vehicular delay using a level of service (LOS) method to vehicle miles traveled (VMT). As stated in PRC Section 21099(b)(2), "automobile delay, as described solely by

48 State of California. *Senate Bill No. 375.* September 30, 2008.

49 CARB. "Sustainable Communities & Climate Protection Program, About." ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about. Accessed December 22, 2023.

50 CARB. *SB 375 Regional Greenhouse Gas Emissions Reduction Targets.* 2018.

51 SCAG. *Final 2024–2050 RTP/SCS*. Chapter 5.2: Regional Benefits. 2024. p. 187.

level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment…" Thus, a project's CEQA transportation-related analysis and resulting impacts are assessed via a VMT methodology and the LOS methodology is no longer applicable for purposes of identifying a project's CEQA transportation-related impacts. Further, and particularly within areas served by transit, the required criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Measurements of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Building Standards and Other Regulations

California Appliance Efficiency Regulations

The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 – Building Standards Code

The CEC first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 is referred to as the California Green Building Standards (CALGreen) Code and was developed to help the State achieve its GHG reduction goals under HSC Division 25.5 (e.g., AB 32) by codifying standards for reducing building-related energy, water, and resource demand, which in turn reduces GHG emissions from energy, water, and resource demand. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[52] The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include

52 California Building Standards Commission. 2010 California Green Building Standards Code. 2010.

energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.[53]

On September 11, 2024, the CEC adopted the 2025 Title 24 Standards, which will go into effect on January 1, 2026. The 2025 standards continue to improve upon the previous (2022) Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings.[54] The 2025 Title 24 Standards builds upon the 2022 code by substantially expanding the use of heat pumps for both space and water heating, strengthens ventilation standards, encourages electric-ready buildings, and updates solar and battery storage regulations. These changes aim to reduce greenhouse gas emissions, lower energy costs, and improve indoor air quality.

CEQA Guidelines

In August 2007, the California State Legislature adopted SB 97 (Chapter 185, Statutes of 2007), requiring LCI to prepare and transmit new *CEQA Guidelines* for the mitigation of GHG emissions or the effects of GHG emissions to the Resources Agency by July 1, 2009. In response to SB 97, the LCI adopted the new guidelines that became effective on March 18, 2010. In late 2018, LCI finalized amendments to the *CEQA Guidelines*, including changes to *CEQA Guidelines* Section 15064.4, which addresses the analysis of GHG emissions. The amendments became effective on December 28, 2018.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the *CEQA Guidelines*.[55] The *CEQA Guidelines* require a lead agency to make a good-faith effort, to the extent possible based on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Discretion is given to the lead agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, three factors are identified that should be considered in the evaluation of the significance of GHG emissions:

a. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

b. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

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53 California Building Standards Commission. 2010 California Green Building Standards Code.

54 California Energy Commission (CEC). "Building Energy Efficiency Standards for Residential and Non-Residential Buildings." 2025. https://www.energy.ca.gov/publications/2025/2025-building-energy-efficiency-standards-residential-and-nonresidential. Accessed September 23, 2025.

55 See 14 Cal. CCR Section 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

c. The extent to which the project complies with regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[56]

The administrative record for the amendments to the *CEQA Guidelines* clarifies "that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis."[57]

On September 11, 2024, the California State Legislature adopted AB 3265, codified in Public Resources Code (PRC) Section 21168.6.6, which "establish[es] streamlined procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership media campus project." As specified therein, an environmental leadership media campus project must satisfy a specific list of requirements in order to qualify for the administrative and judicial streamlining provisions set forth in PRC Section 21168.6.6. Requirements set forth in PRC Sections 21168.6.6(b)(3) and (4), pertain to GHG emissions. Specifically, PRC Sections 21168.6.6(b)(3) and (4) state the following with regard to GHG emissions:

> *"(3) The project will achieve ... at least 50 percent of greenhouse gas emissions reductions necessary to achieve zero net additional greenhouse gas emissions as required by paragraph (4) will be from onsite and local reduction measures.*
>
> *(4) The project does not result in any net additional greenhouse gas emissions, including, but not limited to, from employee transportation. A project is deemed to meet the requirements of this paragraph if the project applicant demonstrates to the lead agency that the project applicant has a binding commitment that it will mitigate impacts resulting from the greenhouse gas emissions, if any, in accordance with [PRC] Section 21183.6."*

3. Regional

South Coast Air Quality Management District CEQA Guidance

The City of Norco is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality

56 California Code of Regulations 14, Section 15064.4(b).

57 Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.

monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[58] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[59] SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less-than-significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

Sustainable Communities Strategy

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2024–2050 RTP/SCS in April 2024. Similar to the prior 2020–2045 RTP/SCS, the 2024–2050 RTP/SCS is a long-term plan for the Southern California region that details investment in the transportation system and development in communities to meet the existing and future needs of the region through projects, investments, policies and strategies. The 2024–2050 RTP/SCS remains focused on its core responsibilities and on the requirements of comprehensive regional transportation planning integrated with the development of a sustainable communities strategy, and also encompasses a holistic approach to programs and strategies that support success of the RTP/SCS, such as workforce development, broadband, and mobility hubs. The primary goals of the 2024–2050 RTP/SCS include:

- Mobility: Build and maintain an integrated multimodal transportation network;
- Communities: Develop, connect, and sustain livable and thriving communities;
- Environment: Create a healthy region for the people of today and tomorrow; and

58 South Coast Air Quality Management District (SCAQMD). Board Meeting, December 5, 2008. *Agenda No. 31*. www3.aqmd.gov/hb/2008/December/081231a.htm. Accessed June 2026.

59 SCAQMD. *Greenhouse Gases CEQA Significance Thresholds.* www.aqmd.gov/home/regulations/ceqa/air- quality-analysis-handbook/ghg-significance-thresholds. Accessed June 2026.

- Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region.

The 2024–2050 RTP/SCS was approved by the California Air Resources Board on May 7, 2025.

4. Local

WRCOG Climate Action Plan

The Western Riverside Council of Governments (WRCOG) 2014 CAP establishes a subregional GHG emissions target of 15 percent below 2010 levels by 2020 and 49 percent below 2010 levels by 2035 (WRCOG 2018). The WRCOG Subregional CAP establishes policies and programs that are consistent with and support Statewide GHG emissions reductions targets and strategies. The WRCOG Subregional CAP is not however a qualified plan that would allow for streamlining of GHG emissions impacts analyses. Norco is a participant party to the WRCOG Subregional CAP and is subject to applicable policies and programs.

City of Norco General Plan

The City of Norco *2050 General Plan* Open Space and Conservation Element (Chapter 8) contains Goals and Policies relevant to air quality and GHG emissions reduction. Section I of Chapter 8 identifies principal sources of air pollution in Norco, the role of the South Coast AQMD, and the City's capacity to promote local and regional air quality through land use decisions and active transportation. Section L sets forth the Element's Goals and Policies. The following policies in Chapter 8 are relevant to GHG emissions and are applicable to this analysis:

POLICIES

OSC-13.1 Solar Photovoltaic (PV) Facilities. Encourage new development to meet minimum State requirements for on-site solar photovoltaic facilities.

OSC-13.4 Energy Efficiency. Promote energy efficiency in both municipal operations and within the community at large.

OSC-14.1 Building Electrification. Promote building electrification through cost-effective building design and technologies.

OSC-14.3 Zero- and Low-Emission Vehicle Fleet. Encourage the transition of the municipal vehicle fleett, including employee commute, carpool, and similar transportation vehicles, to zero-emission and low-emission vehicles. This policy does not apply to construction equipment, emergency response vehicles, or other specialized vehicles where electrification and zero-emission options are not currently feasible or would compromise operational needs.

OSC-14.4 Active Transportation Facilities. Facilitate the expansion of facilities facilities that support walking, cycling, horseback riding, and other non-motorized forms of transportation, including pedestrian pathways, bicycle facilities, equestrian trails, and other connections that provide alternatives to automobile travel.

OSC-15.6 **Transportation-Related Emissions.** Undertake and support efforts to reduce transportation-related emissions.

OSC-3.2 **Dedicated Space for Trails.** Require new development projects to dedicate easements for and build trails, trailheads, and other needed improvements where feasible and appropriate.

c. Existing Conditions

1. Existing Statewide GHG Emissions

GHG emissions are the result of both natural and human-influenced activities. Regarding human-influenced activities, motor vehicle travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, agriculture, and wildfires are the primary sources of GHG emissions. Without human intervention, Earth maintains an approximate balance between the emission of GHGs into the atmosphere and the storage of GHGs in oceans and terrestrial ecosystems. Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have contributed to the rapid increase in atmospheric levels of GHGs over the last 150 years. As reported by the CEC, California contributes less than one percent of global and 5.9 percent of national GHG emissions.[60,61,62] California represents approximately 12 percent of the national population. Approximately 77 percent of GHGs in California consist of CO_2 produced from fossil fuel combustion.[63]

The current California GHG inventory compiles Statewide anthropogenic GHG emissions and carbon sinks/storage from years 2000 to 2020.[64] It includes estimates for CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. The GHG inventory for California for years 2015 through 2022 is presented in Table 4.8-5, California GHG Inventory. As shown therein, the GHG inventory for California in 2022 was 371.1 million $MTCO_2e$. Based on data presented above, the 2016 Statewide GHG inventory fell below 1990 levels, consistent with the goals of AB 32.[65]

60 USEPA. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022*. https://www.epa.gov/system/files/documents/2024-04/us-ghg-inventory-2024-main-text_04-18-2024.pdf. Accessed June 2026.

61 CARB. *California Greenhouse Gas Emissions from 2000 to 2022: Trends of Emissions and Other Indicators*. https://ww2.arb.ca.gov/sites/default/files/2024-09/nc-2000_2022_ghg_inventory_trends.pdf. June 2026.

62 Climate Watch. "Historical GHG Emissions." https://www.climatewatchdata.org/ghg-emissions?chartType=area&end_year=2022&start_year=1990. Accessed June 2026.

63 CARB. "Current California GHG Emission Inventory Data." https://ww2.arb.ca.gov/ghg-inventory-data. Accessed June 2026.

64 A carbon inventory identifies and quantifies sources and sinks of greenhouse gases. Sinks are defined as a natural or artificial reservoir that accumulates and stores some carbon-containing chemical compound for an indefinite period.

65 CARB. *Press Release Number 18-37*. "Climate pollutants fall below 1990 levels for the first time." July 11, 2018.

TABLE 4.8-5, CALIFORNIA GHG INVENTORY

Sector	2015	2016	2017	2018	2019	2020	2021	2022
Transportation	161.2	165.0	166.4	165.2	162.3	135.6	145.6	139.9
On Road	150.0	154.0	155.4	153.6	151.3	126.4	135.8	129.9
Passenger Vehicles	114.4	117.1	117.5	116.6	116.2	94.1	104.1	102.5
Heavy Duty Trucks	35.6	37.0	37.9	37.0	35.1	32.3	31.8	27.4
Ships & Commercial Boats	3.5	3.5	3.6	3.6	3.7	3.8	3.8	3.8
Aviation (Intrastate)	4.1	4.4	4.6	4.6	4.4	2.9	3.5	3.9
Rail	1.7	1.5	1.3	1.9	1.4	1.3	1.3	1.1
Unspecified	1.9	1.6	1.4	1.5	1.5	1.2	1.2	1.1
Percent of Total Emissions	38%	40%	41%	40%	40%	37%	38%	38%
Industrial	82.7	81.2	81.4	82.0	80.8	73.3	73.9	72.7
Off-Road	1.8	1.8	1.9	2.4	2.6	1.9	1.9	1.8
Refineries and Hydrogen Production	28.5	29.9	30.2	30.2	28.8	25.8	26.2	26.2
General Fuel Use	12.2	12.4	12.2	11.9	12.6	11.4	11.5	11.9
Diesel	0.6	0.5	0.5	0.5	0.5	0.4	0.4	0.3
Natural Gas	8.6	9.1	8.9	8.8	9.5	8.3	8.4	8.5
Other Fuels	3.0	2.8	2.8	2.6	2.7	2.7	2.7	3.0
Oil & Gas: Production & Processing[a]	18.0	15.3	15.5	15.1	15.1	12.8	12.8	11.9
Fuel Use	16.3	13.8	13.9	13.4	13.3	11.3	11.3	10.6
Fugitive Emissions	1.7	1.4	1.6	1.8	1.9	1.6	1.5	1.3
Cement Plants	7.5	7.6	7.7	7.9	7.8	7.5	7.6	7.4
Clinker Production	4.7	4.7	4.9	5.0	4.9	4.7	4.7	4.6
Fuel Use	2.8	2.9	2.8	2.9	2.9	2.3	2.9	2.9
Cogeneration Heat Output	6.8	6.4	6.1	6.8	6.0	6.2	6.1	5.7
Other Fugitive and Process Emissions	7.9	7.8	7.9	7.9	7.9	7.7	7.7	7.8
Natural Gas Transmission & Distribution	4.1	4.1	4.1	4.1	4.1	4.2	4.2	4.2

TABLE 4.8-5, CALIFORNIA GHG INVENTORY

Sector	2015	2016	2017	2018	2019	2020	2021	2022
Manufacturing	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Wastewater Treatment	1.9	1.9	1.9	2.0	1.9	1.9	1.9	1.9
Other	1.8	1.7	1.7	1.7	1.6	1.6	1.6	1.6
Percent of Total Emissions	20%	20%	20%	20%	20%	20%	19%	20%
Electric Power	86.3	70.8	64.4	65.0	60.2	59.5	62.4	59.8
In-State Generation	52.3	44.4	40.4	40.5	38.6	41.0	42.5	42.2
Diesel	0.03	0.04	0.03	0.03	0.03	0.02	0.02	0.0
Natural Gas	48.2	40.3	36.9	37.0	35.2	38.2	39.8	38.9
Other Fuels	3.0	2.6	2.6	2.6	2.6	1.9	2.0	2.5
Fugitive and Process Emissions	1.2	1.5	0.9	0.9	0.8	0.8	0.8	0.7
Imported Electricity	33.9	26.4	23.9	24.6	21.7	18.6	19.8	17.5
Unspecified Imports	11.2	9.7	8.9	11.6	9.9	8.8	8.5	8.9
Specified Imports	22.7	16.7	15.1	13.0	11.8	9.8	11.3	8.6
Percent of Total Emissions	20%	17%	16%	16%	15%	16%	16%	16%
Commercial and Residential	37.2	37.7	38.3	37.5	40.6	38.9	38.8	39.5
Residential Fuel Use	22.9	23.4	24.0	23.4	25.9	25.4	24.8	24.7
Diesel	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.0
Natural Gas	20.6	21.0	21.6	21.0	23.3	22.9	22.2	22.3
Other Fuels	1.4	1.5	1.5	1.6	1.7	1.6	1.6	1.5
Fugitive Emissions	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Commercial Fuel Use	12.5	12.4	12.4	12.1	12.8	11.7	12.2	13.0
Diesel	1.1	1.0	0.8	1.0	0.9	0.7	0.7	0.6
Natural Gas	9.9	10.1	10.2	10.0	10.5	9.3	10.1	10.6
Other Fuels	1.6	1.3	1.4	1.1	1.4	1.7	1.4	1.8
Commercial Cogeneration Heat Output	0.4	0.4	0.5	0.5	0.4	0.4	0.4	0.4

TABLE 4.8-5, CALIFORNIA GHG INVENTORY

Sector	2015	2016	2017	2018	2019	2020	2021	2022
Other Commercial and Residential	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Percent of Total Emissions	9%	9%	9%	9%	10%	10%	10%	11%
Agriculture[d]	32.6	32.1	31.6	32.1	31.3	31.5	30.9	29.8
Livestock	22.9	22.6	22.8	22.7	22.5	22.4	21.7	20.9
Enteric Fermentation (Digestive Process)	11.0	10.9	11.1	11.1	11.0	11.0	11.0	11.0
Manure Management	11.9	11.6	11.7	11.5	11.5	11.4	10.7	9.9
Crop Growing & Harvesting	6.5	6.7	6.6	6.7	6.7	6.8	6.8	6.8
Fertilizers	4.9	5.0	5.1	5.1	5.1	5.2	5.2	5.2
Soil Preparation and Disturbances	1.5	1.6	1.4	1.5	1.5	1.5	1.5	1.5
Crop Residue Burning	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
General Fuel Use	3.2	2.8	2.2	2.7	2.2	2.4	2.4	2.2
Diesel	2.6	2.2	1.7	2.1	1.6	1.8	1.7	1.5
Natural Gas	0.6	0.6	0.5	0.6	0.5	0.6	0.7	0.6
Gasoline	0.03	0.01	0.02	0.01	0.01	0.02	0.01	0.0
Other Fuels	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percent of Total Emissions	8%	8%	8%	8%	8%	9%	8%	8%
High Global Warming Potential	18.8	19.4	20.1	20.5	20.7	21.3	21.3	21.3
Ozone Depleting Substance Substitutes	18.3	19.0	19.6	20.1	20.3	20.8	20.8	20.9
Electricity Grid SF_6 Losses[c]	0.1	0.1	0.2	0.1	0.2	0.2	0.2	0.1
Semiconductor Manufacturing[b]	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Percent of Total Emissions	4%	5%	5%	5%	5%	6%	6%	6%

TABLE 4.8-5, CALIFORNIA GHG INVENTORY

Sector	2015	2016	2017	2018	2019	2020	2021	2022
Recycling and Waste	8.1	7.9	8.2	8.3	8.4	8.6	8.4	8.2
Landfills[b]	7.8	7.6	7.8	7.9	8.0	8.2	8.0	7.9
Composting	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.3
Percent of Total Emissions	2%	2%	2%	2%	2%	2%	2%	2%
Total Net Emissions	426.9	414.2	410.6	410.7	404.4	368.7	381.3	371.1

Notes:

[a] Includes equipment used in construction, mining, oil drilling, industrial and airport ground operations.

[b] Reflects emissions from combustion of fuels plus fugitive emissions.

[c] These categories are listed in the Industrial sector of CARB's GHG Emission Inventory sectors.

[d] This category is listed in the Electric Power sector of CARB's GHG Emission Inventory sectors.

[e] Reflects use of updated USEPA models for determining emissions from livestock and fertilizers.

Source: *California GHG Inventory for 2000–2022*—by Category as Defined in the 2008 Climate Change Scoping Plan million metric tons of CO_2e—(based on IPCC Fourth Assessment Report's 100-yr Global Warming Potentials).

d. Significance Thresholds and Methodology

1. Thresholds of Significance

The following thresholds are based on Appendix G of the *CEQA Guidelines*. An impact is considered significant if population growth accommodated by the 2050 GPU would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4 of the *CEQA Guidelines* requires that lead agencies make a good faith effort to quantify GHG emissions of projects and recommends the consideration of several other factors that may be used in the determination of significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the

California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7(c)).

CNRA released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."[66] Furthermore, the CNRA's technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project."[67]

Per *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project.[68] To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.[69] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."[70] Therefore, *CEQA Guidelines* Section 15064(h)(3) allows a lead agency to make a finding of a less than significant impact for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The City has not adopted a numeric threshold for the analysis of GHG impacts. As noted above, *CEQA Guidelines* Section 15064.4(b)(2) allows the City to determine a threshold of significance that applies to the Project, and, accordingly, the threshold of significance applied here is whether the Project is consistent with applicable plans, policies, regulations, or requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this Project, as a land use development project, the most directly applicable adopted

66 See, generally, California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, December 2009, pages 11-13, 14 and 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, dated April 13, 2009.

67 Governor's Office of Planning and Research (OPR). *Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. OPR is currently known as Office of Land Use and Climate Innovation (LCI).

68 California Code of Regulations 14, Section 15064(h)(3).

69 California Code of Regulations 14, Section 15064(h)(3).

70 California Code of Regulations 14, Section 15064(h)(3).

regulatory plan to reduce GHG emissions is SCAG's 2024–2050 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers qualitative consistency with regulations or requirements adopted by the 2022 Scoping Plan.

As discussed above, LCI has noted that lead agencies "should make a good-faith effort to calculate or estimate GHG emissions" from a project.[71]

2. Methodology

Amendments to Section 15064.4 of the *CEQA Guidelines* were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, *CEQA Guidelines* Section 15064.4 recommends certain factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7(c)). The CNRA has also clarified that the *CEQA Guidelines* amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see *CEQA Guidelines* Section 15064(h)(3)).[72]

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions and has not formally adopted a local plan for reducing GHG emissions. In addition, SCAQMD, LCI, CARB, CAPCOA, or any other State or regional agency has not yet adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the analysis included herein focuses on the Project's consistency with Statewide and regional plans and local initiatives adopted for the purpose of reducing and/or mitigating GHG emissions. CARB's Scoping Plan, which serves as California's roadmap to reducing GHG emissions, sets forth actions local jurisdictions can implement to assist in

71 OPR. Technical Advisory. *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review*. June 2008. p. 5. OPR is currently known as LCI.

72 See generally California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action* (December 2009), pp. 11–13, 14, 16; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009.

achieving legislative and policy initiatives with regard to reducing GHG emissions.[73] One approach identified in the Scoping Plan is the development of projects that achieve net-zero GHG emissions. These projects, while contributing to the growth forecasted to occur, would do so without increasing GHG emissions. Without an increase in GHG emissions, a project would not have a GHG impact. In accordance with the provisions of AB 3265, the Project would be implemented with net-zero GHG emissions. Thus, without resulting in an increase in GHG emissions, the Project would have a less than significant GHG impact. Notwithstanding, the evaluation of consistency with such plans is used as an additional basis for determining the significance of the Project's GHG emissions-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis provided below also calculates the amount of GHG emissions that would be attributable to the Project, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy *CEQA Guidelines* Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction of GHG emissions as well as additional measures beyond these regulations and requirements that would also reduce GHG emissions. Further, compliance with the provisions set forth in AB 3265 and the analysis of Project consistency with the identified GHG-related plans and policies serve as the basis for assessing the significance of the Project's GHG impacts.

Consistency with Plans

The 2050 GPU's GHG impacts are evaluated using two complementary approaches that together provide a complete basis for the significance determination under both CEQA thresholds.

The first approach evaluates the 2050 GPU against a locally applicable, project-specific efficiency threshold derived from the State's SB 32 GHG reduction target, as described in the 2050 GPU Specific Efficiency Threshold subsection below. This provides a quantitative basis for determining whether the 2050 GPU would generate GHG emissions that may have a significant impact on the environment under Threshold A.

The second approach evaluates the 2050 GPU for consistency with applicable Statewide, regional, and local GHG reduction plans and regulations. This provides the basis for the significance determination under Threshold B. The plans and regulations evaluated include CARB's 2022 Climate Change Scoping Plan, SCAG's 2024–2050 RTP/SCS, the WRCOG Subregional CAP, the California Green Building Standards Code (CALGreen), the 2025 Title 24 Building Energy Efficiency Standards, and SB 375.

73 CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. Appendix D. December 2022.

Appendix D, Local Actions, of the 2022 Scoping Plan includes recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies and the approval of new land use development projects through CEQA review. The State encourages local governments to adopt a CEQA-qualified Climate Action Plan (CAP) addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). The State recognizes, however, that nearly half of California jurisdictions do not have an adopted CAP. Jurisdictions acting in the absence of a CEQA-qualified CAP are advised to prioritize these same three areas when developing local climate policies and actions, as they address the largest sources of GHG emissions within a local jurisdiction.

The City of Norco does not have an adopted CAP or other programmatic GHG reduction plan from which to tier. The LCI encourages lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. At the Statewide level, the 2022 Scoping Plan provides measures to achieve AB 32 and SB 32 targets. At the regional level, SCAG's 2024–2050 RTP/SCS contains measures to achieve VMT reductions required under SB 375. In the absence of a local CAP, this analysis evaluates the 2050 GPU's consistency with these Statewide and regional plans directly, using the 2050 GPU's adopted Goals and Policies in the Open Space and Conservation Element (Chapter 8) as the basis for the consistency determination. The 2050 GPU's policies addressing active transportation, building electrification, energy efficiency, natural lands conservation, and transportation-related emissions reduction are evaluated against the applicable plans in Table 4.8-9 under Threshold B. If the 2050 GPU is consistent with these plans, policies, and regulations, it would not create conditions under which their goals could not be achieved, and the impact would be less than significant.

2050 GPU Specific Efficiency Threshold

This analysis evaluates potential GHG emissions generated by the 2050 GPU against a locally appropriate, project-specific efficiency threshold derived from the SB 32 target and the City's GHG inventory from 2010, which is consistent with current best practices in the industry (AEP 2016). This provides a quantitative assessment of the project's GHG emissions compared to a project-specific threshold. Because the GHG emissions target set by SB 32 is significantly more stringent than the AB 32 target, if the project is found to be consistent with the SB 32 emission reduction target, then it is considered consistent with the AB 32 reduction target as well.

The locally appropriate, project-specific efficiency threshold used in this analysis was created to comply with the *CEQA Guidelines* and interpretive GHG case law. An efficiency threshold is calculated by dividing the allowable GHG emissions inventory for a selected calendar year by the service population (residents plus employees) in that year. This calculation identifies the quantity of emissions that can be generated on a per-service-person basis without significantly impacting the environment. This approach is appropriate for the 2050 GPU because it measures

communitywide GHG emissions efficiency relative to State regulatory reduction goals on a local, per-service-person basis, consistent with CARB's recommendation that local governments adopt locally appropriate, quantitative goals aligned with the State's GHG reduction objectives.

For the 2050 GPU, an efficiency threshold was calculated based on the target GHG emission levels that would be consistent with the State's SB 32 reduction goal, applied to the projected service population of the City of Norco in year 2050. This locally appropriate, quantitative threshold is derived from the City's 2017 GHG inventory, consistent with the approach supported by the Golden Door (2018) and Newhall Ranch (2015) decisions, which affirmed the correlation between State targets and locally calibrated, evidence-based thresholds. Accordingly, the threshold established here is a project-specific threshold applicable to the 2050 GPU, as opposed to a threshold adopted for general use.

As part of the WRCOG Subregional CAP, the City of Norco completed a GHG inventory that calculated communitywide emissions of 207,963 $MTCO_2e$ per year for the 2010 baseline and 198,809 $MTCO_2e$ per year for 2017 (refer to Table 4.8-6, City of Norco Inventory). The 2017 inventory serves as the baseline for the efficiency threshold calculation because it represents the most recent measured emissions data available for the city. Energy use associated with potable water conveyance was included in the residential and commercial energy sectors. There is no wastewater treatment facility within Norco; therefore, no emissions were associated with the wastewater sector. All sector emissions within the city's inventory are applicable to this analysis and were used in developing the efficiency threshold, as growth under the 2050 GPU will generate GHG emissions from transportation, residential and commercial energy use, and waste.

TABLE 4.8-6, CITY OF NORCO INVENTORY

Source	Total (MT of CO_2e)
CAP Baseline Inventory (2010)	207,963
CAP Inventory Update (2017)	198,809

Note: GHG Inventory Report includes the following jurisdictions; Riverside, Temecula, Jurupa Valley, Hemet, Perris, Norco, San Jacinto, Banning, Eastvale, Wildomar, Calimesa, and Canyon Lake

Source: WRCOG. 2018.

SB 32 established a Statewide GHG reduction target of 40 percent below 1990 levels by 2030. To be consistent with this target, communitywide annual GHG emissions within Norco would need to be reduced by approximately 73,078 $MTCO_2e$ per year from the 2017 baseline of 198,809 $MTCO_2e$ per year, resulting in an allowable emissions level of approximately 125,731 $MTCO_2e$ per year. Dividing this allowable emissions level by the City's projected 2050 service population of 51,725 persons (29,225 residents plus 22,500 jobs) yields the GPU-specific efficiency threshold, as shown in Table 4.8-7, Locally Applicable Project-Specific Efficiency Threshold.

TABLE 4.8-7, LOCALLY APPLICABLE PROJECT-SPECIFIC EFFICIENCY THRESHOLD

Target Year	Value
2017 Baseline Levels[1]	198,809 $MTCO_2e$/year
Planned GHG Emissions Reductions by 2030	73,078 $MTCO_2e$/year
2050 Service Population[2]	51,725 persons
2050 GPU Specific Efficiency Threshold[3]	2.4 MT of CO_2e per service person per year

Note:

[1] 2017 emission levels (Table 4.8-6.)

[2] 29,225 residents + 22,500 jobs.

[3] 125,731 $MTCO_2e$/year / 51,725 persons.

2050 GPU Service Population

Norco has a Year 2026 population of 25,401. Norco is currently growing at a rate of 0 percent annually and its population has increased by 0.01 percent since the most recent census, which recorded a population of 25,398 in Year 2020. The 2050 GPU will address growth projected through 2050 for the city. The projected growth includes pipeline projects (specific projects that have been entitled for development but not yet built), and future growth (development that could occur by the year 2050 on some of Norco's vacant and underutilized parcels).

The 2050 GPU would guide future growth and development within the city through the year 2050 while maintaining the existing city boundary of approximately 9,808 acres. Implementation of the proposed land use plan would accommodate moderate growth within the city, including an increase in households from approximately 7,147 to 8,257, employment from approximately 15,006 to 16,800 jobs, and population from approximately 25,401 to 29,225 residents by year 2050.

e. Impact Analysis

This section evaluates the potential impacts of growth accommodated by the 2050 GPU on GHG emissions. The analysis addresses two thresholds: whether the 2050 GPU would generate GHG emissions that may have a significant impact on the environment, and whether the 2050 GPU would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. GHG emissions associated with individual future development projects do not, in isolation, generate sufficient emissions to substantially affect global climate change. Rather, this analysis addresses GHG emissions on a cumulative, program level, consistent with *CEQA Guidelines* Section 15064(h)(3), which recognizes that GHG impacts are inherently cumulative in nature.

1. Thresholds of Significance

An impact is considered significant if population growth accommodated by the 2050 GPU would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

2. Project Impacts and Mitigation Measures

Threshold a. Would the 2050 GPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant. Growth accommodated by the 2050 GPU would result in GHG emissions from transportation, residential and commercial energy use, solid waste disposal, and water conveyance associated with an increase in households, employment, and population through 2050. However, as demonstrated below, these emissions would not result in a significant impact on the environment when evaluated against the locally applicable efficiency threshold of 2.4 $MTCO_2e$ per service person per year established in Table 4.8-7.

Communitywide GHG Forecast

To evaluate whether the 2050 GPU would generate GHG emissions that may have a significant impact on the environment, this analysis forecasts Norco's communitywide GHG emissions under 2050 GPU buildout conditions in 2030 and 2050 under two scenarios: (1) Adjusted Business as Usual, reflecting the effects of adopted State regulatory programs applied to projected growth; and (2) Adjusted Business as Usual with Local Measures, which adds the emissions reduction effects of the 2050 GPU's land use policies and *General Plan* programs.

Because the City does not have a concurrent Climate Action Plan providing a project-specific emissions forecast, this analysis applies CARB's documented sector-level reduction trajectories from the 2022 Scoping Plan to Norco's 2017 communitywide GHG inventory of 198,809 $MTCO_2e$ per year. This methodology is consistent with CARB's recommendation that local governments adopt locally appropriate, quantitative targets aligned with Statewide per-capita and per-service population reduction goals. The 2017 inventory is allocated across emission sectors based on proportions consistent with CARB's Statewide inventory data for comparable suburban communities in Southern California, with transportation comprising the largest share given Norco's land use pattern and limited industrial base.

Table 4.8-8, Forecasted Communitywide GHG Emissions presents the resulting forecast of communitywide GHG emissions for 2030 and 2050 under each scenario, along with the per-service-person emission rate and comparison to the applicable efficiency threshold.

TABLE 4.8-8, FORECASTED COMMUNITYWIDE GHG EMISSIONS

Sector/Source	2017 Baseline	2030 (State Measures)	2050 (State Measures)	2050 (State + Local GPU Measures)
Transportation	109,345	71,074	21,869	20,338
Residential Energy	43,738	27,056	6,561	6,364
Commercial/ Industrial Energy	23,857	14,314	4,771	4,628
Solid Waste	9,940	5,964	3,976	3,777
Water/Wastewater	7,952	4,771	1,590	1,558
Other/Fugitive	3,976	3,380	2,783	2,783
Total ($MTCO_2e$/year)	198,808	123,559	41,550	39,448
Service Population	40,407	~45,000	51,725	51,725
Emissions Rate ($MTCO_2e$/SP)	4.92	~2.75	0.80	0.76
Efficiency Threshold ($MTCO_2e$/SP)	—	—	2.4	2.4
Threshold Exceeded?	—	—	No	No

Source: Refer to Appendix 4.8 for calculation worksheets.

Note: 2017 sector allocations are estimated based on proportions consistent with CARB Statewide inventory data for comparable Southern California suburban communities, applied to the WRCOG-derived 2017 communitywide inventory total of 198,809 $MTCO_2e$. Reduction factors are derived from CARB 2022 Scoping Plan sector trajectories. Transportation reductions reflect ACC II zero-emission vehicle requirements and Low Carbon Fuel Standard. Energy reductions reflect SB 100 grid decarbonization and Title 24 building standards. Solid waste reductions reflect SB 1383 organic waste diversion requirements. Service population for 2030 is an estimated midpoint. All values rounded to nearest whole number.

State Regulatory Reductions

The Adjusted BAU scenario reflects mandatory State programs already adopted and phasing in over the planning horizon that will substantially reduce communitywide GHG emissions in Norco independent of the 2050 GPU's specific land use decisions.

Transportation is the largest source of GHG emissions in Norco's community inventory, comprising an estimated 55 percent of the 2017 baseline. CARB's Advanced Clean Cars II regulations, adopted in November 2022, require 100 percent of new passenger vehicle sales to be zero-emission by 2035. Combined with the Low Carbon Fuel Standard, which reduces the carbon intensity of remaining liquid fuels, transportation-sector emissions are projected to decline approximately 80 percent from 2017 levels by 2050 as the vehicle fleet turns over to zero-emission technology.

In the energy sector, SB 100 requires that 100 percent of electricity sold in California come from renewable and zero-carbon sources by 2045. As the grid decarbonizes, indirect emissions from electricity consumption in residential and commercial buildings approach zero. The 2025 Title 24 Building Energy Efficiency Standards, effective January 1, 2026, substantially expand heat pump requirements for space and water heating in new construction, reducing natural gas consumption. Residential and commercial energy emissions are projected to decline approximately 85 and 80 percent from 2017 levels, respectively, by 2050 as these standards compound across the building stock.

Solid waste emissions will be reduced through SB 1383, which requires a 75 percent reduction in the landfilling of organic waste by 2025, substantially reducing methane generation from landfills serving Norco. Water-related energy emissions decline in proportion to grid decarbonization.

GPU Land Use Policy Reductions

The State plus Local Measures scenario reflects additional emission reductions attributable to the 2050 GPU's land use pattern and Open Space and Conservation Element policies. The 2050 GPU directs growth within the existing city boundary to focus areas where residential, employment, and services uses are in closer proximity, reducing trip lengths and supporting non-motorized travel. *Policy OSC-3.2* requires new development to dedicate easements for and build trails and trailheads, expanding the City's trail network and reducing short vehicle trips. *Policy OSC-3.3* improves the Citywide trail network by closing gaps and improving freeway crossings, increasing trail connectivity for equestrian, pedestrian, and bicycle travel. *Policy OSC-15.4* facilitates the expansion of active transportation facilities Citywide. Together, these land use strategies are estimated to achieve an additional five to seven percent reduction in transportation-sector emissions beyond State regulatory reductions alone, consistent with the types of VMT reductions documented for compact land use patterns in comparable communities.

Significance Determination

As shown in Table 4.8-8, Norco's communitywide GHG emissions are projected to decline from 198,808 $MTCO_2e$ per year in 2017 to approximately 123,559 $MTCO_2e$ per year by 2030 and approximately 41,550 $MTCO_2e$ per year by 2050 under State measures alone. With the additional effect of GPU land use policies, 2050 emissions are projected at approximately 39,448 $MTCO_2e$ per year.

Expressed on a per-service-person basis, the city's baseline efficiency rate of 4.92 $MTCO_2e$ per SP in 2017 is projected to improve to approximately 2.75 $MTCO_2e$ per SP by 2030 and approximately 0.80 $MTCO_2e$ per SP by 2050 under State measures, and to approximately 0.76 $MTCO_2e$ per SP under State and local GPU measures. The GPU-specific efficiency threshold of 2.4 $MTCO_2e$ per service person per year established in Table 4.8-7 is adjusted to the 2050 horizon year. The combination of mandatory State regulatory programs phasing in through 2050

and the 2050 GPU's active transportation and land use policies provides a well-documented pathway to achieving the threshold at the applicable horizon year.

Therefore, growth accommodated by the 2050 GPU would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact is less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold b. Would the 2050 GPU conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

Less than Significant. Growth forecast under the 2050 GPU would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. A conflict with a GHG reduction plan occurs when a project creates conditions under which the goals of the applicable plan, policy, or regulation could not be achieved. As demonstrated below, the GPU's land use policies, *General Plan* goals, and the City's continued participation in applicable regional and subregional programs support, rather than obstruct, the GHG reduction goals established in the 2022 CARB Scoping Plan, SCAG's 2024–2050 RTP/SCS, and the WRCOG Subregional CAP.

SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024–2050 RTP/SCS, known as Connect SoCal 2024, on April 4, 2024, and CARB approved it on May 7, 2025. The plan establishes regional per capita GHG reduction targets of 8 percent below 2005 levels by 2020 and 19 percent below 2005 levels by 2035 for the SCAG region, consistent with SB 375. The 2024–2050 RTP/SCS projects achieving a 19.8 percent per capita reduction by 2035, exceeding the SB 375 compliance target.

The 2050 GPU supports implementation of the RTP/SCS by proposing a land use pattern that concentrates future growth within the existing city boundary, establishes focus areas that bring housing and employment into closer proximity, and expands multimodal connectivity through pedestrian paths, cycling infrastructure, and the City's equestrian trail network. This pattern reduces trip lengths and supports reduced per capita vehicle travel consistent with the RTP/SCS's land use and transportation integration strategies. The 2050 GPU would therefore not conflict with the 2024–2050 RTP/SCS.

WRCOG Subregional Climate Action Plan

Norco is a participant in the WRCOG Subregional CAP, which establishes a subregional GHG emissions reduction target of 15 percent below 2010 levels by 2020 and 49 percent below 2010 levels by 2035. As shown in Table 4.8-6, Norco's communitywide emissions declined from

207,963 $MTCO_2e$ in 2010 to 198,809 $MTCO_2e$ in 2017, a reduction of approximately 4.4 percent, reflecting early implementation of State regulatory programs. The GPU's land use policies, including participation in the WRCOG Subregional CAP measures, mixed-use planning, shared parking, local food production, and green building design beyond minimum CALGreen requirements, are consistent with the subregional CAP's local reduction measures and would not obstruct achievement of its targets.

Consistency with City of Norco General Plan

The City of Norco *General Plan* Conservation Element Chapter 8 contains Goals and Policies directly relevant to GHG emissions reduction, as identified above. Under CEQA, a conflict with a GHG reduction plan occurs when a project creates conditions under which the goals of the applicable plan, policy, or regulation could not be achieved. To assess whether the 2050 GPU creates such conditions, Table 4.8-9, City of Norco 2050 GPU Consistency with Applicable GHG Reduction Plans, Policies, and Regulations evaluates the GPU's consistency with each applicable GHG reduction plan and regulation by identifying the specific GHG reduction strategy or requirement established in that plan, the 2050 GPU policy or characteristic that responds to that strategy, and a determination of whether the 2050 GPU supports or obstructs achievement of the plan's goals. As shown in Table 4.8-9, the 2050 GPU's Open Space and Conservation Element policies directly support building decarbonization, active transportation, natural lands preservation, and regional transportation integration strategies of the 2022 Scoping Plan, SCAG's Connect SoCal 2024–2050 RTP/SCS, and the WRCOG Subregional CAP. All future development under the 2050 GPU will also remain subject to mandatory State GHG reduction requirements as a condition of building permit issuance.

TABLE 4.8-9, CITY OF NORCO 2050 GPU CONSISTENCY WITH APPLICABLE GHG REDUCTION PLANS, POLICIES, AND REGULATIONS

Applicable Plan / Regulation	GHG Reduction Strategy or Requirement	Relevant GPU Policy	Consistency Determination
CARB 2022 Climate Change Scoping Plan	Reduce per-capita VMT through land use patterns and infrastructure that support walking, cycling, and transit.	Policy OSC-3.2: Require new development to dedicate easements for and build trails and trailheads. Policy OSC-15.4: Facilitate the expansion of active transportation facilities. Policy OSC-16.6: Undertake and support efforts to reduce	Consistent. GPU policies directly support the Scoping Plan's VMT reduction strategy by expanding Norco's non-motorized trail network and requiring active transportation infrastructure in new development.

TABLE 4.8-9, CITY OF NORCO 2050 GPU CONSISTENCY WITH APPLICABLE GHG REDUCTION PLANS, POLICIES, AND REGULATIONS

Applicable Plan / Regulation	GHG Reduction Strategy or Requirement	Relevant GPU Policy	Consistency Determination
		transportation-related emissions.	
CARB 2022 Climate Change Scoping Plan	Decarbonize the building stock through energy efficiency, electrification, and green building standards. Encourage performance beyond minimum State requirements.	Policy OSC-14.1: Encourage new development to exceed minimum State requirements for on-site solar PV. Policy OSC-14.3: Promote energy efficiency in municipal operations and the community at large. Policy OSC-15.1: Promote building electrification through cost-effective building design and technologies.	Consistent. GPU *Policy OSC-14.1* encourages building performance beyond the minimum CALGreen and Title 24 standards. All new construction under the 2050 GPU will be subject to the 2025 Title 24 Building Energy Efficiency Standards, effective January 1, 2026.
CARB 2022 Climate Change Scoping Plan	Support natural and working lands as carbon sinks. Preserve open space and agricultural lands.	Policy OSC-1.4: Protect the ecological functions of the Santa Ana River corridor by ensuring recreational improvements and adjacent development minimize habitat disturbance and maintain wildlife movement. Policy OSC-2.4: Protect native vegetation and habitat areas within the Norco Hills. Policy OSC-8.1: Support the removal of invasive species and the restoration of natural habitats along the Santa Ana River.	Consistent. GPU policies protect Norco's open space and natural lands, supporting natural carbon sequestration. The 2050 GPU directs growth inward within the existing city boundary, preserving surrounding open space and rural character.

TABLE 4.8-9, CITY OF NORCO 2050 GPU CONSISTENCY WITH APPLICABLE GHG REDUCTION PLANS, POLICIES, AND REGULATIONS

Applicable Plan / Regulation	GHG Reduction Strategy or Requirement	Relevant GPU Policy	Consistency Determination
SCAG Connect SoCal 2024–2050 RTP/SCS	Achieve regional per capita GHG reduction targets of 8% below 2005 levels by 2020 and 19% below 2005 levels by 2035, consistent with SB 375. Integrate land use and transportation to reduce per capita VMT.	Policy OSC-3.2: Require new development to dedicate easements for and build trails and trailheads. Policy OSC-15.4: Facilitate the expansion of active transportation facilities.	Consistent. GPU policies support SCAG's land use and transportation integration approach by expanding multimodal infrastructure. The 2050 GPU's land use pattern, which concentrates future growth within the existing city boundary in focus areas with multimodal access, is consistent with the RTP/SCS sustainable communities strategy.
WRCOG Subregional Climate Action Plan	Achieve subregional GHG reduction targets of 15% below 2010 levels by 2020 and 49% below 2010 levels by 2035. Implement local reduction measures across transportation, energy, waste, and land use sectors.	Policy OSC-15.1: Promote building electrification. Policy OSC-15.4: Facilitate the expansion of active transportation facilities. Policy OSC-16.6: Undertake and support efforts to reduce transportation-related emissions. Norco is a participant party to the WRCOG Subregional CAP and remains subject to its applicable policies and programs.	Consistent. The GPU's energy and transportation policies support the WRCOG Subregional CAP's local reduction measures. As shown in Table 4.8-6, Norco's communitywide GHG emissions declined from 207,963 $MTCO_2e$ in 2010 to 198,809 $MTCO_2e$ in 2017, demonstrating early progress toward subregional targets.
California Green Building Standards Code (CALGreen)	Mandatory green building requirements for all new residential and non-residential construction, including energy efficiency, water conservation, material	Policy OSC-14.1: Encourage new development to exceed minimum State requirements for on-site solar PV. Policy OSC-15.1: Promote building	Consistent. All future development under the 2050 GPU is required to comply with mandatory CALGreen standards as a condition of building permit issuance. GPU policies encourage performance exceeding

TABLE 4.8-9, CITY OF NORCO 2050 GPU CONSISTENCY WITH APPLICABLE GHG REDUCTION PLANS, POLICIES, AND REGULATIONS

Applicable Plan / Regulation	GHG Reduction Strategy or Requirement	Relevant GPU Policy	Consistency Determination
	use, and indoor air quality.	electrification through cost-effective building design and technologies.	these minimums. The 2050 GPU does not authorize any exemption from CALGreen requirements.
2025 Title 24 Building Energy Efficiency Standards	Mandatory energy efficiency and electrification requirements for new construction, effective January 1, 2026. Substantially expanded heat pump requirements for space and water heating.	Policy OSC-14.3: Promote energy efficiency in municipal operations and the community at large. Policy OSC-15.1: Promote building electrification through cost-effective building design and technologies.	Consistent. All future development approved under the 2050 GPU will be subject to the 2025 Title 24 Standards. GPU policies encourage performance beyond these minimums. The 2050 GPU does not authorize any exemption from Title 24 requirements.
SB 375 (Sustainable Communities and Climate Protection Act of 2008)	Requires regional transportation plans to include a sustainable communities strategy demonstrating how the region will achieve GHG reduction targets through integrated land use and transportation planning.	Policy OSC-3.2: Require new development to dedicate easements for and build trails and trailheads. Policy OSC-15.4: Facilitate the expansion of active transportation facilities. Policy OSC-16.6: Undertake and support efforts to reduce transportation-related emissions.	Consistent. The 2050 GPU supports Norco's contribution to the SCAG region's SB 375 GHG reduction targets through active transportation infrastructure and land use policies that reduce per capita VMT.

Source: CARB. *2022 Climate Change Scoping Plan*. December 2022; SCAG. *Connect SoCal 2024–2050 RTP/SCS.* April 2024; WRCOG. Subregional CAP; California Building Standards Commission. 2022 CALGreen Code; California Energy Commission. 2025 Title 24 Standards; SB 375 (Chapter 728, Statutes of 2008). GPU policies: *City of Norco General Plan Conservation Element*, Chapter 8.

Applicable State Regulatory Requirements

Future development under the 2050 GPU would also remain subject to all applicable mandatory State GHG reduction requirements as conditions of building permit issuance, including the 2025

Title 24 Building Energy Efficiency Standards, CALGreen, SB 100 grid decarbonization, Advanced Clean Cars II zero-emission vehicle mandates, and SB 1383 organic waste diversion requirements. The 2050 GPU does not authorize any exemption from these requirements, and they apply to all future discretionary projects approved under the 2050 GPU regardless of local policy choices.

Significance Determination

For the reasons described above and as demonstrated in Table 4.8-9, the 2050 GPU includes Goals and Policies that affirmatively support the transportation, land use, and building decarbonization strategies of the 2022 Scoping Plan. The 2050 GPU supports the land use integration strategy of SCAG's 2024–2050 RTP/SCS and is consistent with the WRCOG Subregional CAP. Future development under the 2050 GPU will be subject to all mandatory State GHG reduction requirements. The 2050 GPU would not create conditions under which the goals of any applicable GHG reduction plan, policy, or regulation could not be achieved. This impact is less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

4.9 Hazards and Hazardous Materials

This section of the Draft Program EIR (PEIR) describes the existing hazardous materials, emergency response and evacuation plans, and airport hazards in the Planning Area and assesses impacts associated with hazards and hazardous materials as a result of implementing the 2050 General Plan Update (GPU). The information presented in this section is based on the Safety Analysis prepared for the 2050 GPU in November 2023, and available in Appendix 4.7, and a review of the EnviroStor and GeoTracker databases.

a. Existing Conditions

The City of Norco is a mostly urbanized community within unincorporated Riverside County. Within any urbanized region, the potential for exposure to hazards and hazardous materials exists due to the presence of commercial and industrial activities; transportation and distribution of products, and use of hazardous materials. Other hazards to residents include the presence of aviation risks and the proximity of sensitive land uses to airport activities.

1. Hazardous Materials Transportation, Storage, Use, and Disposal, and Accidental Release

Hazardous Materials and Waste Transportation

Goods movement, which may involve hazardous materials, occurs both by rail and by truck. These include petroleum and related products, chlorine, sulphuric and other acids, environmental and industrial hazardous waste products, and other hazardous and toxic materials. The Planning Area includes two major transportation routes commonly used for transporting hazardous waste – Hamner Avenue and the I-15. In addition, Sixth Street (from Hamner Avenue to California Avenue); California Avenue (from Sixth Street to North Drive); North Drive (in its entirety); and River Road (in its entirety through the city) are also truck routes utilized to minimize exposure to sensitive receptors.

Hazardous Materials Storage, Use, and Disposal

Hazardous materials are used or are a waste product of a variety of uses, including agriculture chemicals, manufacturing chemicals, solvents and waste products, service industries, fuels, and biological and non-biological materials and wastes, and medical wastes. Additional hazardous materials are likely to be found at some light manufacturing uses (e.g., solvents and toxic metals) and at some commercial uses (e.g., dry cleaners, underground storage tanks at automobile service stations, etc.). Generally, hazardous materials are not stored, used, or transported in areas designated as open space or residential, as these areas are designated for public use and permanent residences. Known hazardous material sites in the city are discussed further below.

Hazardous Materials Emergency Response

The County of Riverside Department of Environmental Health Hazardous Materials Emergency Response Team consists of personnel from the Riverside County Fire Department and Environmental Health HazMat Program staff. This team responds jointly to hazardous materials incidents in the unincorporated areas of the County and any CalFire contracted city, such as the City of Norco. Team members are required to respond to hazardous materials emergencies 24 hours a day, 7 days a week.

2. Known Hazardous Materials Sites

Underground Storage Tanks (GeoTracker Database)

The GeoTracker database is the State Water Resources Control Board (SWRCB) data management system for sites that impact groundwater, especially those that require groundwater cleanup (leaking underground storage tanks [LUSTs], Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating underground storage tanks (USTs) and land disposal sites.

LUSTs are a significant source of petroleum impacts to groundwater and can also result in potential threats to health and safety. The SWRCB records soil and/or groundwater contamination caused by LUSTs in the GeoTracker database.

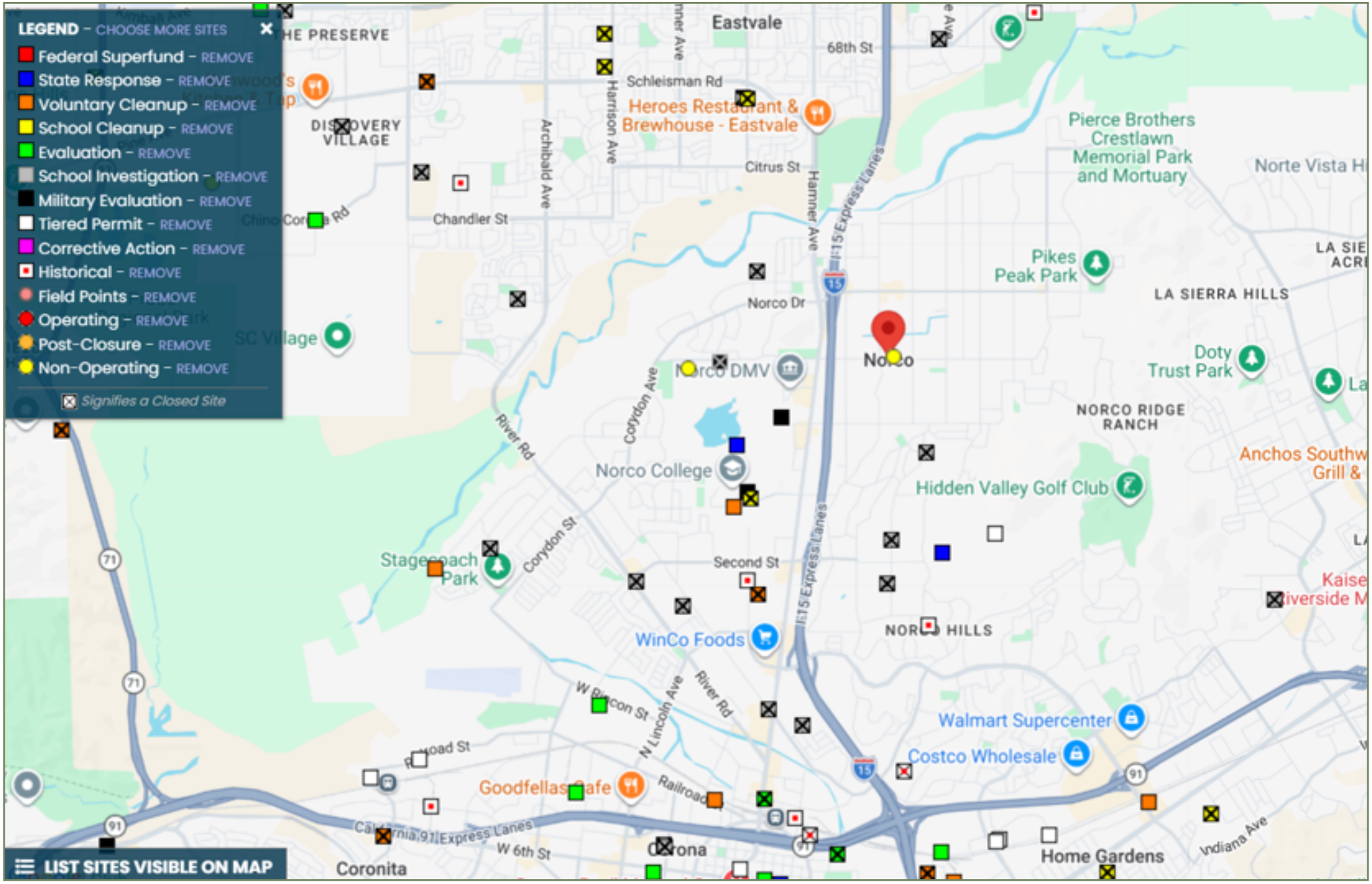
Hazardous Waste and Substances Site (EnviroStor Database)

The State of California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by State and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials sites. The California Department of Toxic Substances Control (DTSC) is responsible for preparing a portion of the information that comprises the Cortese List, through its EnviroStor database of sites listed pursuant to Section 25256 of the Health and Safety Code. This includes a listing of hazardous substance release sites selected for, and subject to, a response action. EnviroStor must update the list of sites at least annually to reflect new information regarding previously listed sites or the addition of new sites requiring a response action.

Database Search Results

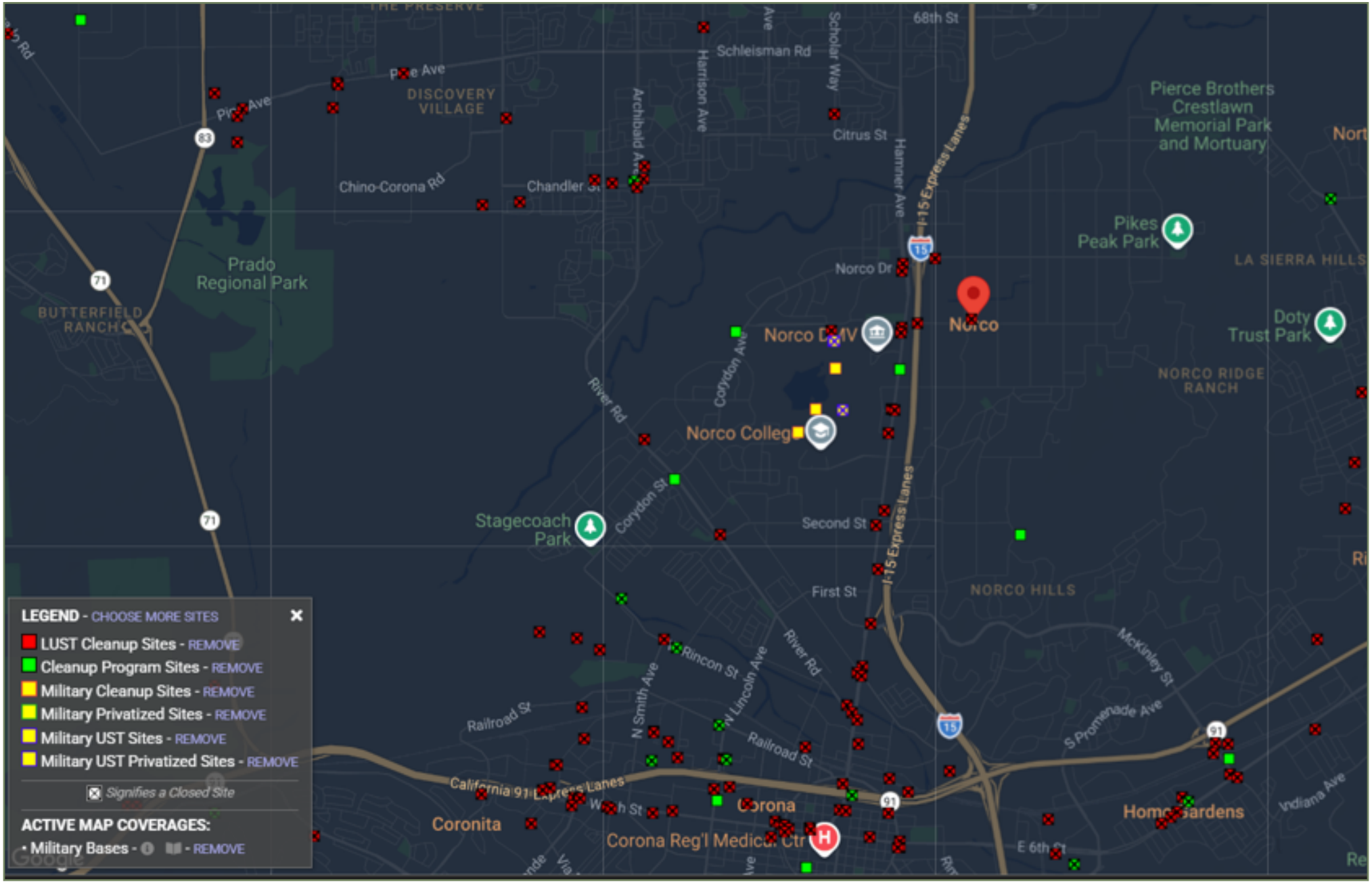
A thorough review of the EnviroStor and GeoTracker databases for hazardous materials sites within the city was conducted on May 28, 2026. In the city, 19 sites were identified on the EnviroStor database, and 30 sites were identified on the Geotracker database, as shown in Figure 4.9-1 and Figure 4.9-2 and detailed in Appendix 4.9-1: EnviroStor Search and Appendix 4.9-2: GeoTracker Search. Almost all sites are classified as "Completed – Case Closed," which means no further remediation action is required for that specified land use. Seven sites are classified as "Open" or "Active," as shown in Table 4.9-1, Open/Active Hazardous Materials Sites.

FIGURE 4.9-1, ENVIROSTOR RESULTS – 2050 GENERAL PLAN UPDATE



SOURCE: California Department of Toxic Substances Control, EnviroStor – 2026.

FIGURE 4.9-2, GEOTRACKER – 2050 GENERAL PLAN UPDATE



SOURCE: California Regional Water Quality Control Boards, GeoTracker – 2026.

TABLE 4.9-1, OPEN/ACTIVE HAZARDOUS MATERIALS SITES

Location	Site Name	Status	Type	Contaminants of Concern
		EnviroStor		
In the City of Norco west of I-15 between 5th Street and 3rd Street	Corona Naval Weapons Station[1]	Active as of 6/4/2014	Open Base	None specified
1841 Hillside Avenue	Wyle Labs – Norco Facility[2]	Active as of 10/04/2004	State Response or NPL	Perchlorate, Polychlorinated Biphenyls (PCBs), Volatile Organics
		GeoTracker		
2100 5th Street	California Rehabilitation Center Norco[3]	Open - Assessment & Interim Remedial Action as of 9/5/23	Cleanup Program Site	Tetrachloroethylene (PCE)
5th Street	Corona Annex[4]	Open – Inactive as of 6/20/2007	Military Cleanup Site	None specified
Western Avenue	Corona Naval Weapons Center, Detachment Norco, IRP Site 2[5]	Open – Site Assessment as of 3/5/2015	Military Cleanup Site	Arsenic, Dioxin/Furans, Lead, Polychlorinated Biphenyls (PCBs), Polynuclear Aromatic Hydrocarbons (PAHs)
Western Avenue	Corona NAVWPNCENDET Detachment Norco, PFAS AOI	Open – Site Assessment as of 12/15/2022[6]	Military Cleanup Site	Per- and Polyfluoroalkyl Substances (PFAs)

1 DTSC. "Corona Naval Weapons Station." *EnviroStor.* Accessed May 2026. https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=80001224.

2 DTSC. "Wyle Labs – Norco Facility." *EnviroStor.* Accessed May 2026. https://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=33730084.

3 SWRCB. "California Rehabilitation Center Norco." *GeoTracker*. Accessed May 2026. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0606500571.

4 SWRCB. "Corona Annex." *GeoTracker.* Accessed May 2026. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=DOD100086700.

5 SWRCB. "Corona Naval Weapons Center, Detachment Norco, IRP Site 2. *GeoTracker.* Accessed May 2026. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000006535.

6 SWRCB. "Corona NAVWPNCENDET Detachment Norco, PFAS AOI 1, Building 650 Public Works Facility." *GeoTracker.* Accessed May 2026. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000021545.

TABLE 4.9-1, OPEN/ACTIVE HAZARDOUS MATERIALS SITES

Location	Site Name	Status	Type	Contaminants of Concern
	1, Building 650 Public Works Facility			
3387 Corydon Avenue	Parcel F (Former Sewage Treatment Plant)[7]	Open – Inactive as of 5/10/2010	Cleanup Program Site	Diesel, Polychlorinated Biphenyls (PCBs), Tetrachlorethylene (PCE), Waste Oil/Motor/Hydraulic/Lubricating
1841 Hillside Avenue	Wyle Laboratories[8]	Open – Remediation as of 1/6/2015	Cleanup Program Site	Perchlorate, Trichlorethylene (TCE)

A review of the Cortese List was also completed. There are no hazardous material sites in Norco included on the Cortese List.[9]

Older Structures

In addition to the handling or release of hazardous materials by commercial and industrial business operations, hazardous materials are commonly found in the building materials of older structures, including residential structures, built prior to approximately 1978. Buildings constructed prior to 1978 may contain hazardous building materials such as asbestos-containing materials (ACMs), lead-containing surfaces (LCSs) including lead-based paint, and other toxic materials such as mercury, polychlorinated biphenyls (PCBs), and Freon.

According to the City's 2021-2029 Housing Element, the city has approximately 7,472 housing units, of which 5,021 (67.2 percent) were built in or prior to 1979.[10] There is a high likelihood that a large percentage of those older units have lead-based paints on the interior or exterior. Currently, the City does not have a program that addresses residential or commercial building lead issues.

7 SWRCB. "Parcel F (Former Sewage Treatment Plant)." *GeoTracker.* Accessed May 2026. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000014279.

8 SWRCB. "Wyle Laboratories." *GeoTracker.* Accessed May 2026. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SLT8R0843967,

9 California Environmental Protection Agency (CalEPA). *Cortese List.* Accessed May 2026. https://calepa.ca.gov/sitecleanup/corteselist/.

10 City of Norco. *2021-2029 Norco General Plan Housing Element.* October 2022. Accessed May 2026. https://www.norco.ca.us/departments/planning/general-plan-elements-zoning-maps/housing-element-update.

3. Emergency Response and Evacuation

Emergency response plans include elements to maintain continuity of government, emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the Federal, State, and local level for all types of disasters. It is the responsibility of government to undertake an ongoing comprehensive approach to emergency management in order to avoid or minimize the effects of hazardous events. Local governments have the primary responsibility for preparedness and response activities.

Primary evacuation routes include River Road, Hamner Avenue, Norco Drive, Corydon Avenue, Sixth Street, California Avenue, Crestview Drive, North Drive, Fifth Street, Second Street, First Street, Norco Hills Road, and Hidden Valley Parkway.

4. Airport Hazards

Airport-related hazards can occur if departing or landing aircraft pose a safety risk to nearby development, or vice versa. Airports located near the City of Norco include the Corona Municipal Airport, located approximately 1.6 miles southwest of the city, and Chino Airport, located approximately six miles northwest of the city. These airports primarily serve general aviation activities, including private aircraft operations, flight training, and aviation-related services. Land use compatibility and safety planning for airports in Riverside County are guided by the Riverside County Airport Land Use Compatibility Plan (ALUCP), which establishes policies to reduce potential safety hazards associated with aircraft operations and to ensure that land uses surrounding airports are compatible with airport activities.

Corona Municipal Airport and Environs

The westernmost airport in Riverside County, Corona Municipal Airport provides basing for general aviation aircraft and flight training for aircraft from nearby airports in Riverside, San Bernardino, and Orange Counties.

The Planning Area falls within Zone E in the Airport Influence Area (AIA), as shown in Figure 4.9-3, Corona Municipal AIA, which is officially designated as "Other Airport Environs," of the Corona Municipal Airport within the Riverside County ALUCP.[11] The Corona Municipal ALUC defines its AIA as encompassing the southwestern corner of Norco, thus, the City of Norco has jurisdiction over lands affected by the airport. The Riverside County ALUCP finds that Norco is within the AIA, and is not within a noise contour associated with runway activities at nearby airports. The Corona Municipal ALUC sets no limits on dwelling units per acre. Zone E requires airspace review for structures that are over 100 feet in height, pursuant to 14 CFR Part 77; and discourages uses for

[11] Riverside County Airport Land Use Commission. *Riverside County Airport Land Use Compatibility Plan.* October 2004. Accessed May 2026. https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Corona.pdf.

sensitive receptors such as children's schools, hospitals, and nursing homes.[12] Any developments which exceed 50 feet above the runways would be reviewed under 14 CFR Part 77 to ensure that they do not adversely interfere with aircraft operations. There are no airport-related height limits to zoning designations of the city within Zone E of the AIA. citywide zoning limits building heights to 50 feet, including parapets.[13]

b. Regulatory Setting

1. Federal

Resource Conservation and Recovery Act

The RCRA gives the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The U.S. Congress passed the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) in 1980. The purpose of CERCLA is to identify and remediate chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act

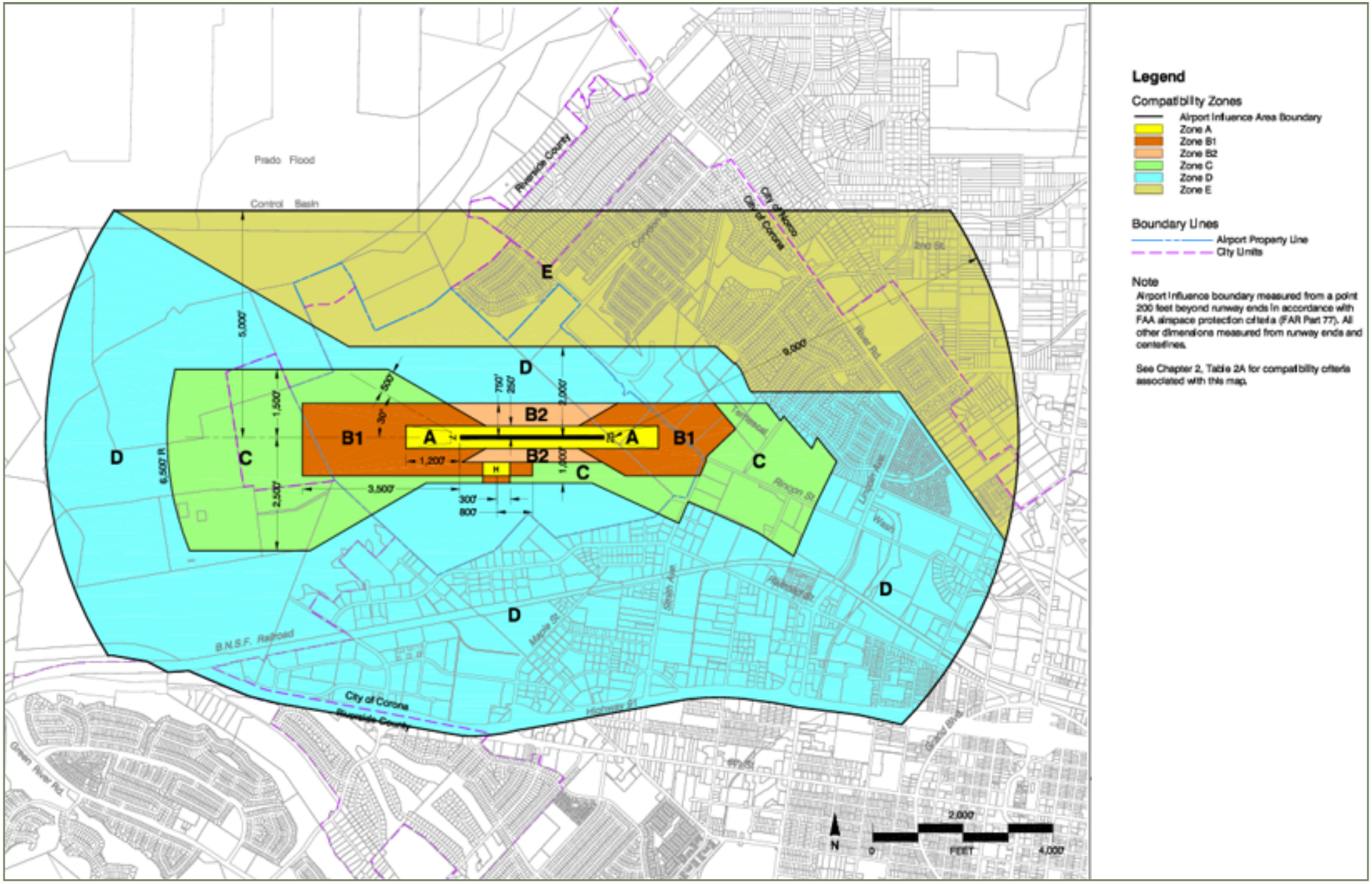
The Superfund Amendments and Reauthorization Act (SARA) primarily pertain to emergency management of accidental releases. SARA requires the formation of State and local emergency planning committees, which are responsible for collecting material handling and transportation data for use as a basis for their planning. Chemical inventory data is made available to the public under the "right-to-know" provision of this Act. SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory.

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12 Riverside County Airport Land Use Commission. *04-Vol. 1 County wide Policies.* Accessed May 2026. https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan.

13 Riverside County Airport Land Use Commission. "35- Vol 2. Corona Municipal." *Riverside County Airport Land Use Commission.* Accessed May 2026. https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan.

FIGURE 4.9-3, CORONA MUNICIPAL AIA



SOURCE: Riverside County Airport Land Use Commission, Airport Land Use Compatibility Plan – 2004.

Hazardous Material Transportation Act

The Hazardous Materials Transportation Act (HMTA) establishes regulations governing the safe transportation of hazardous materials by highway, rail, air, and water. The Act includes provisions for material classification, packaging, marking, labeling, placarding, and shipping documentation to reduce the risk of accidental releases during transport. The U.S. Department of Transportation (USDOT) regulates the transportation of hazardous materials through these requirements. In California, the California Department of Transportation (Caltrans) implements these regulations on State highways, and the California Highway Patrol enforces transportation safety requirements.

2. State

California Health and Safety Code

The California Environmental Protection Agency (Cal/EPA) has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Sections 25531, et seq., incorporate the requirements of SARA and the CAA as they pertain to hazardous materials. Health and Safety Code Section 25534 directs facility owners storing or handling acutely hazardous materials in reportable quantities to develop a Risk Management Plan (RMP). The RMP must be submitted to the appropriate local authorities, the designated local administering agency, and the EPA for review and approval.

The California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) is the primary hazardous waste statute in California. HWCL implements RCRA as a "cradle-to-grave" waste management system in the state. The HWCL states that generators have the primary duty to determine whether their wastes are hazardous and to ensure their proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes. The HWCL exceeds Federal requirements by mandating source reduction planning, and a much broader requirement for permitting facilities that treat hazardous waste. It also regulates several types of waste and management activities that are not covered by RCRA.

California Code of Regulations

Most State and Federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations, Title 22, Division 4.5. Title 22 contains detailed compliance requirements for hazardous waste generators and transporters as well as treatment, storage, and disposal facilities. Because California is a fully authorized state according to RCRA, most RCRA regulations (those contained in 40 Code of Federal Regulations [CFR] Part 260, et seq.) have been duplicated and integrated into Title 22. However, because the California DTSC regulates hazardous waste more stringently than the EPA, Title 22 contains fewer exemptions and exclusions than 40 CFR Part 260. As with the California Health and Safety Code,

Title 22 also regulates a wider range of waste types and waste management activities than RCRA regulations in 40 CFR Part 260. To make regulatory requirements more accessible and easier to follow, California compiled the hazardous materials, waste, and toxics-related regulations contained in the California Code of Regulations, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27, into one consolidated California Code of Regulations Title 26 "Toxics." However, California hazardous waste regulations are still commonly referred to as Title 22.

California Education Code

Title 5 CCR Section 14010 establishes standards for school site selection intended to ensure that school facilities are safely located, adequately sized, and accessible to students. The regulation provides minimum acreage guidelines, safety requirements related to railroads and traffic, and allows flexibility where site constraints exist, provided that an adequate educational program can still be maintained.[14]

3. Regional

South Coast Air Quality Management District – Rule 1403

South Coast Air Quality Management District (SCAQMD) Rule 1403 governs work practice requirements for asbestos in all renovation and demolition activities. The purpose of the rule is to protect the health and safety of the public by limiting dangerous emissions from the removal and associated disturbance of Asbestos-Containing Materials (ACM). Rule 1403 includes requirements for asbestos surveying, notifications, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and the storage, disposal, and landfilling requirements for resulting waste materials. All operators are also required to maintain records, including waste shipment records, and must use appropriate warning labels, signs, and markings.[15]

Southern California Hazardous Waste Management Authority

The County of Riverside is a member of the Southern California Hazardous Waste Management Authority (SCHWMA) and, therefore, has agreed to work on a regional level to solve problems involving hazardous waste. SCHWMA was formed through a joint powers' agreement between Santa Barbara, Ventura, San Bernardino, Orange, San Diego, Imperial, and Riverside counties and the cities of Los Angeles and San Diego. Using a "fair share" approach, each SCHWMA county has agreed to take responsibility for the treatment and disposal of hazardous waste in an amount that is at least equal to the amount generated within that county. This responsibility can

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14 Cornell Law School. *Cal. Code Regs. Tit. 5, § 14010 - Standards for School Site Selection.* Accessed May 2026. https://www.law.cornell.edu/regulations/california/5-CCR-14010.

15 South Coast Air Quality Management District. *Rule 1403 – Advisory Notice.* March 2019. Accessed May 2026. https://www.aqmd.gov/docs/default-source/compliance/Asbestos-Demolition-/rule-1403-compliance-advisory.pdf?sfvrsn=b284ce61_10,

be met by siting hazardous waste management facilities (transfer, treatment and/or repository) capable of processing an amount of waste equal to or larger than the amount generated within the county, or by creating intergovernmental agreements between counties to provide compensation to a county for taking another county's waste, or through a combination of both facility siting and intergovernmental agreements. Once an application to site a facility has been received, the County of Riverside will review the requested facility and its location against a set of established siting criteria to ensure that the location is appropriate and may deny the application based on the findings of this review. Presently, the County of Riverside does not have any of these facilities within its jurisdiction and therefore must rely on intergovernmental agreements to fulfill its fair share responsibility to SCHWMA.

Countywide Integrated Waste Management Plan

As indicated in the Safety Element of the County of Riverside 2021 General Plan, the Board of Supervisors adopted the Countywide Integrated Waste Management Plan (CIWMP) on September 12, 1989. With a framework of 24 existing and recommended programs, the CIWMP serves as the County's primary planning document for the management of hazardous substances.

The CIWMP, in its entirety, is comprised of the following elements: Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements (SRRE's), Household Hazardous Waste Elements (HHWE's), and Nondisposal Facility Elements (NDFE's) for Unincorporated Riverside County and each of the cities in Riverside County.

County of Riverside Operational Area, Multi-Hazard Local Hazard Mitigation Plan

The purpose of the Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and human-caused hazards. The MJLHMP was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000.

The City of Norco is a participant in the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan. The plan includes coordination among local jurisdictions, public safety agencies, and emergency management organizations to enhance response capabilities and community resilience.

County of Riverside Emergency Operations Plan (EOP)

The County of Riverside Emergency Operations Plan was formally adopted by the County Board of Supervisors in 2024. The EOP intends to assist with facilitating an effective response to any emergency situation through collaboration between the County of Riverside Operational Area (OA), Emergency Operations Center (EOC), first responders, and other support agencies. The OA

consists of a combination of the County, all unincorporated areas, all cities, and all political subdivisions within the County's geographic boundaries. The County's EOP consists of the Base Plan, Appendices, and Emergency Support Functions.

Emergency response activities within the city are coordinated through the Riverside County Operational Area Emergency Operations Plan. Implementation of the plan is coordinated by the Riverside County Emergency Management Department in collaboration with local law enforcement, fire protection agencies, and other emergency service providers.

Riverside County Airport Land Use Compatibility Plan

Adopted by the Riverside Airport Land Use Commission (ALUC), the Riverside County ALUCP Policy establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside, consisting of: including Banning Municipal Airport, Bermuda Dunes Airport, Blythe Airport, Chino Airport, Chiriaco Summit, Corona Airport, Desert Center Airport, Flabob Airport, French Valley Airport, Hemet-Ryan Airport, Jacqueline Cochran Airport, March Air Reserve Base, Palm Springs Airport, Perris Valley Airport, and Riverside Municipal Airport. The Riverside County ALUCP replaces the compatibility plans for individual airports adopted by the LAUC at various times from 1974 through 1998.

Resilient IE

Resilient IE was developed in collaboration with the San Bernardino County Transportation Authority (SBCTA) with funding from Caltrans. Resilient IE works to support regional and local efforts to prepare for and mitigate risks associated with climate adaptation on the region's transportation infrastructure with five primary project components:

1. A newly established regional climate collaborative, the Inland Southern California Climate Collaborative (ISC3);
2. Subregional vulnerability assessments and adaptation strategies;
3. City-level, climate-related transportation hazards and evacuation maps;
4. A regionally tailored climate resilient transportation infrastructure guidebook; and
5. A template regional climate adaptation and resiliency element.

In addition to aiding the various jurisdictions with mitigating risks associated with climate adaptation, the Resilient IE project also identified evacuation routes as part of the State's SB 99 analysis requirements for Safety Elements.

c. Methodology

The analysis provided in this section is based on review of secondary source information, such as the Safety Analysis, available in Appendix 4.7, and a search of the EnviroStor and GeoTracker databases.

d. Impact Analysis

1. Thresholds of Significance

For the purposes of this PEIR, implementation of the proposed 2050 GPU would have a significant adverse impact if it would do any of the following:

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;

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or 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, result in a safety hazard for people residing or working in the project area; or

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

2. Project Impacts and Mitigation Measures

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

Threshold 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.

Health Hazards

Agricultural Byproducts

The 2050 GPU would facilitate development that would involve the alteration, intensification, and redistribution of land uses in the Planning Area, including the conversion of agricultural lands to urban uses. Development near agricultural or equestrian uses could result in exposure to agricultural chemicals, such as pesticides, herbicides, fungicides, noxious odors, etc., which may

pose a health hazard. Development on former agricultural sites could result in the exposure of future residents to potential soil contamination from past use of herbicides, pesticides, and fertilizers. Depending upon how recent agricultural activities occurred, soils tests to measure levels of agri-chemicals may be warranted prior to site development.

Older Structures

During construction activities associated with future development, workers could be exposed to hazardous materials should building demolition occur. Demolition or major remodeling of buildings built prior to 1978 in the Planning Area may expose workers and occupants to ACMs or LBPs. Inhalation of asbestos-containing dust may cause acute or chronic toxicity. Exposure of persons other than construction workers to these hazardous materials would be minimized by the exclusion of non-authorized personnel in construction areas determined to contain potentially hazardous materials. Exposure of construction workers would be controlled through conformance with Cal-OSHA worker safety standards. Per Title 9, Chapter 95a.132 of the City's Code of Ordinances, demolition and renovation of buildings built prior to 1978 would be required to abide by SCAQMD Rule 1403, which regulates the procedures pertaining to asbestos containing materials. Adherence to Rule 1403 would ensure that prior to any demolition or renovation of buildings, the building is properly surveyed and all ACMs are properly disposed of. As with ACMs, lead based paint would be an issue on a project-by-project basis, however, required adherence to Cal-OSHA worker safety standards and regulations would ensure that construction workers are not exposed to and subject to adverse hazardous risks from lead-based paint that may potentially be present.

In addition to the Federal, State, and local regulations discussed above, the following policies in the Safety and Circulation Element policies of the 2050 GPU would ensure that impacts related to health hazards from hazardous materials are taken into consideration and reduced or minimized in conjunction with future development:

GOAL S-1: HUMAN-CAUSED HAZARDS. The City will work with partners to manage the risks associated with hazardous materials and airport hazards.

POLICIES

S-1.1 **Business Licensing.** Ensure that businesses involved in the use of hazardous materials comply with Federal, State, and local regulations through annual business licensing.

S-1.2 **Proof of Compliance.** Businesses or individuals involved in the use of hazardous materials shall require proof of compliance with all jurisdictional agencies (Federal, State, and local) prior to issuing or renewing a business license.

All future development projects would be required to comply with applicable Federal and State laws and local regulations pertaining to hazardous materials such as California Hazardous Waste Control Law, California HSC, California Fire Code, California Department of Public Health, The

City's Code of Ordinances, SCAQMD, and RCRA regulations, along with 2050 GPU policies. Potential health hazard impacts associated with the 2050 GPU would be less than significant.

Hazardous Materials – Routine Use, Transport, and Disposal and Accidental Release

Routine Use, Transport, and Disposal

Residents commonly use and store household cleaning supplies, chemicals, batteries, fluorescent bulbs, and other potentially hazardous materials. The amount of hazardous materials used by future residential users would be typical of what is found within existing neighborhoods throughout the region. The small number of hazardous materials and chemicals found in households may pose a minimal danger to the household during a spill or accidental release; however, these household spills and accidents are not expected to create significant hazards. As discussed in Section 4.18, Utilities the City contracts with USA Waste of California, Inc. (Waste Management) (WM) to provide waste collection services. WM transports waste to the El Sobrante Landfill, a privately-owned facility in the City of Corona, and would comply with the designated truck routes within the city to minimize potential adverse impacts from the transportation of hazardous materials.

The 2050 GPU would facilitate the development of commercial and industrial uses, which may manufacture, transport, store, use, and dispose of hazardous materials and waste. The transport of hazardous materials along the highways and local roads creates potential risks for spills or leaks from mobile sources. The alteration, intensification, and redistribution of land uses may also contribute to public exposure and environmental hazards during transport, use, or disposal of hazardous materials. In addition, industrial and commercial land uses which have the potential to manufacture, use, store, and/or transport hazardous materials could create some risk of accidental release of hazardous materials.

The Riverside County Department of Environmental Health is responsible for managing a list of all hazardous waste generators in the County. New hazardous waste generators that would be located in the Planning Area would be required to abide by County Department of Environmental Health policies and register on the hazardous waste generator list. This list provides residents and public officials information as to where hazardous materials are located throughout the City of Norco.

Currently, the city's truck routes are: Interstate 15 (I-15); Hamner Avenue (in its entirety through the city); Sixth Street (from Hamner Avenue to California Avenue); California Avenue (from Sixth Street to North Drive); North Drive (in its entirety); and River Road (in its entirety through the city). Accidents and spills that occur during the transport of hazardous materials have the potential to affect sensitive receptors, and contaminate soil and water. The transport of hazardous materials is highly regulated by various government agencies, such as the Caltrans and the U.S. Department of Transportation. The cleanup and containment of these accidents are monitored by these same agencies. Emergency evacuation and response plans have been developed by the City to provide notification to residents during an emergency, including

hazardous waste spills. Additionally, in California, unless specifically exempted, it is unlawful for any person to transport hazardous waste unless the person holds a valid registration issued by the DTSC. The DTSC maintains a list of active hazardous waste transporters throughout the state.

Accidental Release

An accidental release of hazardous materials could occur during: (1) the routine use, transport, and disposal of materials during project operation (as discussed above); or (2) through the accidental upset of hazardous materials—either known or unknown—during excavation and construction. Exposure to hazardous materials could occur through direct contact with contaminants or contaminated soil or groundwater, through skin contact, ingestion or the inhalation of vapors or dust.

Sites of potential concern with respect to accidental releases of hazardous materials may be undocumented and could be present in the Planning Area. Sites of future development could also contain on-site contaminants both in the form of building materials and underground contaminants, such as pesticides and underground storage tanks.

Future development or construction activities may pose hazards to the public or the environment by disturbance of existing contaminated soils, groundwater, or hazardous building materials. Grading and excavation activities could disturb soils and cause contaminants below ground to become airborne. Excavation below the groundwater table or dewatering could also bring construction workers in contact with contaminants through skin contact, ingestion, or inhalation. In addition, excavation of land could expose workers to chemicals stored in or leaking from underground storage tanks, or pesticide residues.

Because there are potentially unknown sources of hazardous materials in the Planning Area, risks from accidental release of hazardous materials would be potentially significant. In the unlikely event of upset or accidental release, mandated protocols for reporting the release, notifying the public, and remediating the event (if determined necessary by regulatory agencies) would reduce public risks.

The following Safety and Circulation Element policies of the 2050 GPU would ensure that impacts related to the transport, use, disposal, and accidental release of hazardous materials are taken into consideration and reduced or minimized in conjunction with future development:

GOAL S-1: HUMAN-CAUSED HAZARDS. The City will work with partners to manage the risks associated with hazardous materials and airport hazards.

POLICIES

S-1.1 Business Licensing. Ensure that businesses involved in the use of hazardous materials comply with Federal, State, and local regulations through annual business licensing.

S-1.2 **Proof of Compliance.** Businesses or individuals involved in the use of hazardous materials shall require proof of compliance with all jurisdictional agencies (Federal, State, and local) prior to issuing or renewing a business license.

S-1.3 **Transport Around Sensitive Land Uses.** When determined feasible and/or necessary by the Fire Department, require established routes of transport or disposal of hazardous materials to avoid potential impact to sensitive land uses from materials being routinely transported.

GOAL C-4: GOODS MOVEMENT. The City will enhance the safe and efficient movement of essential goods while reducing traffic conflicts and environmental impacts.

POLICIES

C-4.1 **Designated Truck Routes.** Continue to maintain and clearly mark designated truck routes to provide direct access to industrial and commercial zones that separate residential areas, schools, parks, and equestrian zones from freight corridors.

C-4.2 **Truck Route Enforcement.** Prohibit truck travel outside of designated truck routes, except for horse/ livestock trailers and local deliveries (e.g., hay), and actively enforce truck route restrictions to prevent unauthorized travel on non-designated roads, minimizing conflicts with non-motorized users.

All future development would be required to comply with applicable Federal and State laws and regional regulations pertaining to the transport, use, disposal, and accidental release of hazardous materials, including but not limited to CERCLA, RCRA, Title 22 of the California Public Health and Safety Code, the UFC, and Chapter 15.09 of the City's *Municipal Code* which requires adherence to State fire laws and the Fire Chief regarding the storage, use, and handling of hazardous materials.[16] Adherence to the 2050 GPU policies listed above would ensure that all hazardous materials transported through the city are along designated routes, and avoids sensitive land uses. As future projects are planned and developed, they must adhere to the 2050 GPU policies and applicable Federal and State laws and local regulations. Therefore, potential hazardous materials impacts associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

16 City of Norco. "Chapter 15.09 Fire Code." *Municipal Code.* Accessed May 2026. https://ecode360.com/48452833?highlight=hazardous&highlight=hazards&highlight=materials&searchId=1894547601512443#48452833.

Threshold 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. Under the 2050 GPU, new development of residential, industrial, and commercial uses could result in increased use and storage of hazardous materials within ¼-mile of existing or proposed schools. Commercial uses of concern include gas stations, dry cleaners, autobody shops, and medical laboratories.

As the 2050 GPU does not include any specific development projects, the quantity of hazardous materials proposed for use by future commercial and/or industrial developments within the city is currently unknown. However, the siting of school facilities would be subject to California Education Code,[17] which outlines the requirements for siting near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste. Furthermore, schools are required to prepare a Safe Schools Plan pursuant to California Education Code Section 32282, which is to be updated routinely.

Hazardous materials and waste generated from future development also would not pose a substantial health risk to nearby schools because all businesses that handle or have on-site storage of hazardous materials would be regulated by the HHMS and any additional elements as required by the California Health and Safety Code Article 1 Chapter 6.95 for Business Emergency Plan. As described in the *Regulatory Section* above, both the Federal and State governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency.

In addition, the following Safety and Circulation Element policies of the 2050 GPU would ensure that impacts related to potential exposure of sensitive receptors within schools to hazardous materials are taken into consideration and reduced or minimized in conjunction with future development:

Policy S-1.3 **Transport Around Sensitive Land Uses.** When determined feasible and/or necessary by the Fire Department, require established routes of transport or disposal of hazardous materials to avoid potential impact to sensitive land uses from materials being routinely transported.

GOAL C-4: GOODS MOVEMENT. The City will enhance the safe and efficient movement of essential goods while reducing traffic conflicts and environmental impacts.

17 Section 17210 et seq.

POLICIES

C-4.1 **Designated Truck Routes.** Continue to maintain and clearly mark designated truck routes to provide direct access to industrial and commercial zones that separate residential areas, schools, parks, and equestrian zones from freight corridors.

All future development would be required to comply with applicable Federal and State laws and regional regulations. Compliance with requirements of the HMMS and existing applicable Federal, State, and regional regulations, as well as adherence to applicable policies of the 2050 GPU, would minimize the risks associated with exposure of sensitive receptors within schools to hazardous materials. Accordingly, impacts would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

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

Less than Significant Impact. The 2050 GPU would facilitate the alteration, intensification, and redistribution of land uses in Norco. As mentioned above, there are no hazardous materials sites within the city that are on the Cortese List, pursuant to Government Code Section 65962.5.

Within the city, there are two sites listed on EnviroStor and 19 sites listed on GeoTracker, as shown in Table 4.9-1 above. Development occurring on listed hazardous materials sites in the city could lead to a significant hazard to the public. Sites that are identified as being contaminated by hazardous substances or containing underground storage tanks and/or generators of hazardous waste are required to undergo remediation and cleanup pursuant to regulations under the California DTSC and the Santa Ana Regional Water Quality Control Board (RWQCB) before construction activities can begin. Listed sites are required to be remediated for the anticipated future land use (e.g., industrial, residential). Therefore, sites that have undergone remediation still need to be cleared for the proposed land use. If any future development site exceeded regulatory action contamination levels or the set environmental screening levels (ESLs) for the site, the project proponent would be required to undertake remediation procedures under the supervision of the County Environmental Health Division, DTSC, or RWQCB, depending on the nature of the contaminants.

The following policies in the Safety Element of the 2050 GPU would ensure that impacts related to future development on listed hazardous materials sites are taken into consideration and avoided, minimized, or mitigated to the fullest extent feasible:

GOAL S-1: HUMAN-CAUSED HAZARDS. The City will work with partners to manage the risks associated with hazardous materials and airport hazards.

POLICIES

S-1.1 **Business Licensing.** Ensure that businesses involved in the use of hazardous materials comply with Federal, State, and local regulations through annual business licensing.

S-1.2 **Proof of Compliance.** Businesses or individuals involved in the use of hazardous materials shall require proof of compliance with all jurisdictional agencies (Federal, State, and local) prior to issuing or renewing a business license.

All future development would be required to comply with applicable Federal and State laws and local regulations pertaining to hazardous materials, including but not limited to CERCLA, RCRA, Title 22 of the California Public Health and Safety Code, the UFC, and CEQA. Future development on hazardous materials sites are exceptions to any applicable exemptions under CEQA, pursuant to *CEQA Guidelines* Section 15300.2, which states that "a categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code." Therefore, future development projects on known hazardous materials sites would be subject to future environmental review pursuant to CEQA and would be required to identify and assess the impacts of hazardous materials during the land use permitting process.

As future projects are planned and developed, they must adhere to the 2050 GPU policies and applicable Federal and State laws and local regulations discussed above. Therefore, potential impacts of development of a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

Threshold e. 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, resulting in a safety hazard for people residing or working in the project area?

Less than Significant Impact. The Planning Area is in the vicinity of the Corona Municipal Airport, located approximately 1.6 miles to the southwest. The Planning Area falls within Zone E in the Airport Influence Area (AIA), officially designated as "Other Airport Environs," of the Corona

Municipal Airport within the Riverside County ALUCP.[18] The Corona Municipal ALUC defines its AIA as encompassing the southwestern corner of Norco. An AIA is where current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses as determined by an ALUC. The Riverside County ALUCP finds that Norco is within the AIA and is not within a noise contour associated with runway activities at nearby airports. The Corona Municipal ALUC sets no limits on dwelling units per acre. Zone E requires airspace review for structures that are over 100 feet in height, pursuant to 14 CFR Part 77; and discourages uses for sensitive receptors such as children's schools, hospitals, and nursing homes.[19] Any developments which exceed 50 feet above the runways would be reviewed under 14 CFR Part 77 to ensure that they do not adversely interfere with aircraft operations.

While the Planning Area is within the AIA for the Corona Municipal Airport, development facilitated by the 2050 GPU would adhere to the requirements of the Corona Municipal Airport Land Use Compatibility Plan, as well as other applicable Federal and local regulations which ensure public safety. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

Threshold 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 2050 GPU would facilitate development that would involve the alteration, intensification, and redistribution of land uses in the City of Norco. Proposed land use changes as a result of development facilitated by the 2050 GPU would not result in changes to the city's circulation patterns or emergency access routes.

The following Safety Element policies of the 2050 GPU would ensure that impacts related to emergency response and evacuation are taken into consideration and reduced or minimized to the fullest extent feasible in conjunction with future development:

GOAL S-2: FIRE HAZARDS. The City will work with public safety partners and strive to reduce wildfire risks and impacts.

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18 Riverside County Airport Land Use Commission. *Riverside County Airport Land Use Compatibility Plan.* October 2004. Accessed May 2026. https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Corona.pdf.

19 Riverside County Airport Land Use Commission. *04-Vol. 1 County wide Policies.* Accessed May 2026. https://rcaluc.org/riverside-county-airport-land-use-compatibility-plan.

POLICIES

S-2.21 **Existing Development.** Ensure new development incorporates the necessary improvements to ensure roadway capacity for existing development can maintain evacuation and emergency equipment access capabilities.

S-2.23 **Adequate Infrastructure.** Require all new developments and major redevelopments to have adequate infrastructure in place to support daily demands and emergency response capabilities without degrading service levels for existing developments.

S-2.24 **Response Capability.** Ensure a high level of emergency response through the following measures:

- Ensure annual budgeting accounts for current and future emergency service needs.
- Periodically assess and update the City's priorities for future emergency service needs.
- Coordinate with CAL FIRE/Riverside County Fire Department on effective use and training of fire equipment and personnel.

S-2.25 **Two-Points of Access.** Require all new subdivisions to provide at least two points of access to the circulation network that rely on two different roadways, wherever possible.

GOAL S-6: EMERGENCY RESPONSE AND EVACUATION. The City will work with partners to ensure the community is ready and able to evacuate when conditions require.

POLICIES

S-6.1 **Evacuation Planning.** Ensure areas prone to hazardous conditions requiring evacuation are prioritized in emergency management planning and training efforts.

S-6.2 **Amateur Radio.** Promote coordination and collaboration with local amateur radio clubs and service organizations that can assist in disaster assessment and recovery efforts.

S-6.3 **Evacuation Zones/Routes.** Periodically review and update evacuation zones and routes to ensure adequate capacity and connectivity within the circulation network is provided during emergency events.

S-6.4 **Evacuation Improvements.** Require new development, redevelopment, and major remodels to ensure effective future evacuations during emergencies by supporting feasible enhancements to the city's evacuation network and facilities.

S-6.5 **Points of Access.** Require all new developments and redevelopments within Fire Hazard Severity Zones and the Wildland Urban Interface provide adequate points of access on public roads that can be used for emergency vehicle response and evacuation purposes, in compliance with applicable City, County, and State requirements.

S-6.6 **Private Streets.** Design and ensure all private streets, as allowed by the Norco *Municipal Code*, are maintained for access of unrestricted emergency equipment and personnel in compliance with the California Fire Code, local ordinances, and Fire Safe Regulations.

S-6.7 **Emergency Access Improvements.** Identify the feasibility of constructing additional emergency access improvements for existing developments that do not meet minimum road standards for emergency equipment such as:

- Additional vehicle pullouts at key locations
- Limiting or restricting on-street parking at key locations
- Potential for the construction of new or improved emergency access routes
- Roadside clearance improvements

S-6.8 **Existing Routes.** Maintain functionality, make improvements, and expand capacity, where feasible, of existing emergency evacuation routes within the city, while considering current and future hazards.

S-6.9 **Evacuation Outreach.** Conduct public outreach and educational activities associated with emergency evacuation routes and procedures, prioritizing efforts for at-risk populations.

S-6.10 **Animal Evacuation.** Coordinate animal evacuation procedures, trainings, and exercises with partner agencies, community groups, and volunteers.

S-6.11 **Evacuation Support.** Coordinate with the County and neighboring jurisdictions to support animal rescue and evacuation through community experience, knowledge, and facilities during emergency events not impacting the city.

All future development would be reviewed and approved by the Riverside County Fire Department prior to issuance of building permits to ensure that it would not preclude or interfere with emergency access or fail to comply with fire department standards. Adherence to Resilient IE and 2050 GPU policies would ensure that the City's emergency response plan and City ordinances are updated regularly to reflect current evacuation and emergency procedures. Therefore, growth accommodated by the 2050 GPU would not conflict with an emergency response plan, and impacts would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

4.10 Hydrology and Water Quality

This section describes the current regional and local watershed characteristics, including water quality, drainage patterns, and flood hazards. The analysis evaluates the potential effects of the proposed 2050 General Plan Update (GPU) on groundwater recharge, water quality, drainage patterns, runoff, and flooding.

a. Existing Conditions

1. Santa Ana River Watershed

The California Department of Water Resources (DWR) divides surface watersheds in California into 10 Hydrologic Regions. The City of Norco lies within the South Coast Hydrologic Region (HR), which covers approximately 6.78 million acres (10,600 square miles) of watersheds draining to the Pacific Ocean.[1] This region is bounded by the Pacific Ocean to the west, the Transverse Ranges (including the San Gabriel and San Bernardino Mountains) to the north, the Peninsular Ranges to the east, and the international boundary with Mexico to the south. The city lies within the Santa Ana River watershed, which is the primary regional drainage system.

2. Water Providers

The City owns and operates a potable domestic drinking water system and wastewater collection system within the city's boundaries. The service area consists of approximately 15 square miles in western Riverside County, within the Santa Ana River Watershed. The City is a member agency of the Chino Desalter Authority (CDA), a Joint Powers Authority. The City's water system serves water to approximately 25,800 people through 7,960 residential, commercial, and industrial service connections, and 156 miles of pipe in length. The City is an appropriator in the Chino Basin and a part of the Chino Basin Judgement. The City is also a member of the Western Riverside County Regional Wastewater Authority (WRCRWA), a Joint Powers Authority. The City has groundwater wells in both the Temescal and Chino water basins. The City purchases reverse osmosis treated water from the Chino Desalter Authority, the Arlington Desalter, and the City of Riverside. The City can also purchase imported treated water from Western Municipal Water District through a meter connection to the City of Corona.

Overall, the city's supply consists of approximately 17 percent local groundwater and approximately 83 percent purchased and imported water.

3. Water Supply Characterization

The City's service area and distribution system overlies the Temescal Groundwater Basin, with a small portion of the service area overlying the southern end of the Chino Groundwater Basin. The Chino Groundwater Basin is an adjudicated basin, managed by the Chino Basin

1 California Department of Water Resources. *South Coast Hydrologic Region.* Accessed March 2026. https://www.calwater.com/wp-content/uploads/2025/01/Appendix_D_-_Basin-24.pdf.

Watermaster. The City is a member of the Appropriative Pool in the Chino Basin. The majority of the city's groundwater supplies are pumped from the Temescal and Chino groundwater basins. The city has four (4) groundwater wells located in the Temescal basin that provide water directly to the water distribution system. Three (3) of these wells have become inactive over the last five years due to water quality concerns. The City owns three (3) inactive groundwater wells located in the Chino groundwater basin. Water purchased by the City from the Chino Desalter Authority is extracted from the Chino groundwater basin.

Water purchased by the City from the Arlington Desalter is extracted from the Arlington groundwater basin. The majority of the water purchased from the City of Riverside originates from the Raymond groundwater basin.

The City has designed and constructed an iron, manganese, and arsenic treatment removal facility to increase the production of local groundwater water relative to imported water. The City has been committed to utilizing local groundwater sources to meet current and expected future water demands.

Basin Description

The Temescal basin encompasses an area of approximately 26 square miles bounded by the Santa Ana River, La Sierra Hills, El Sobrante Hills, and the Santa Ana Mountains. Typical depths for the City's wells in the Temescal basin range from 180 to 1,100 feet. Groundwater quality of these wells typically does not meet the EPA and Division of Drinking Water (DDW) maximum contaminant levels (MCL) for fluoride (2 mg/L), arsenic, and secondary standards for iron and manganese.

The Chino Basin is one of the largest groundwater basins in Southern California containing approximately 5,000,000 acre feet (AF) of water and has an unused storage capacity of approximately 1,000,000 AF. The Chino Basin consists of approximately 235 square miles of the upper Santa Ana River watershed and lies within portions of San Bernardino, Riverside, and Los Angeles counties. Approximately 5 percent of the Chino Basin is located in Los Angeles County, 15% in Riverside County, and 80% in San Bernardino County. The Chino Basin is bounded by Cucamonga Basin and the San Gabriel Mountains to the north, the Temescal Basin to the south, Chino Hills and Puente Hills to the southwest, San Jose Hills, Pomona, and Claremont Basins on the northwest, and the Rialto/Colton Basins on the east.

Potable Water

Norco's potable water system serves the community through residential, commercial, and industrial service connections. The water distribution system consists of an extensive network of pipelines and active wells located in the southwesterly portions of Norco. The City's drinking water is derived primarily from purchased treated water, supplemented by groundwater from Norco's wells that is treated at the City's water treatment plant. The purchased drinking water

consists of treated groundwater produced by Arlington Desalter Facility, the Chino Basin Desalter Authority (WRCRWA) treatment plant for non-potable uses in Norco and other WRCRWA member agencies.

Reclaimed Water

The City of Norco and the City of Corona are discussing options that would allow Norco to provide recycled water to Corona's recycled system. The City, as a member agency of WRCRWA, assists with the coordination and planning for regional beneficial uses of recycled water. The City is also pursuing other options or markets for its recycled water, including groundwater recharge in the Chino Basin.

Additional Water Resources (Non-Potable)

There are two water bodies in the city, Lake Norconian and the Santa Ana River, which are not utilized for consumption and are categorized as "other resources", used primarily for aesthetic and recreational purposes. Lake Norconian is located at the Naval Warfare Assessment Center (NWAC), which is primarily off-limits to the public; and the Santa Ana River runs along the northern boundary of the city.

Lake Norconian is a manmade lake that was created for recreational purposes with the Norconian Hotel back in the 1920s. The State converted the hotel building into a drug rehabilitation incarceration center, which is now closed, and since that time, the lake has had little public use. Some fishing still occurs with a local fishing license obtained at the NWAC facilities office. Over the years, the lake has become an important riparian habitat for birds.

The Santa Ana River forms the northern boundary of the city and is a naturally occurring element in the landscape, though it has been changed greatly through human intervention. The river now contains year-round flow derived primarily from treated wastewater effluent that is continuously discharged into the river channel. The river itself is not used for potable water supplies but serves an important function in the regeneration of ground water aquifers, especially in Orange County. The function of the river for recreational purposes is limited to the aesthetic values for riverside trails (equestrian, pedestrian, and bicycle) and parks. As a riparian habitat, the river supports numerous species including plants, animals, fish, and fowl both for habitat and foraging.

4. Water Quality

The Federal government delegates responsibility for water quality control to the states, which in turn delegates authority to regional entities. Norco lies within Water Quality Control Region 8, which is managed by the Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB). As a municipal permittee within Region 8, the City must participate in the Area-Wide Urban Runoff Management Program and ensure that both existing and new development meets the requirements of the National Pollutant Discharge Elimination System (NPDES).

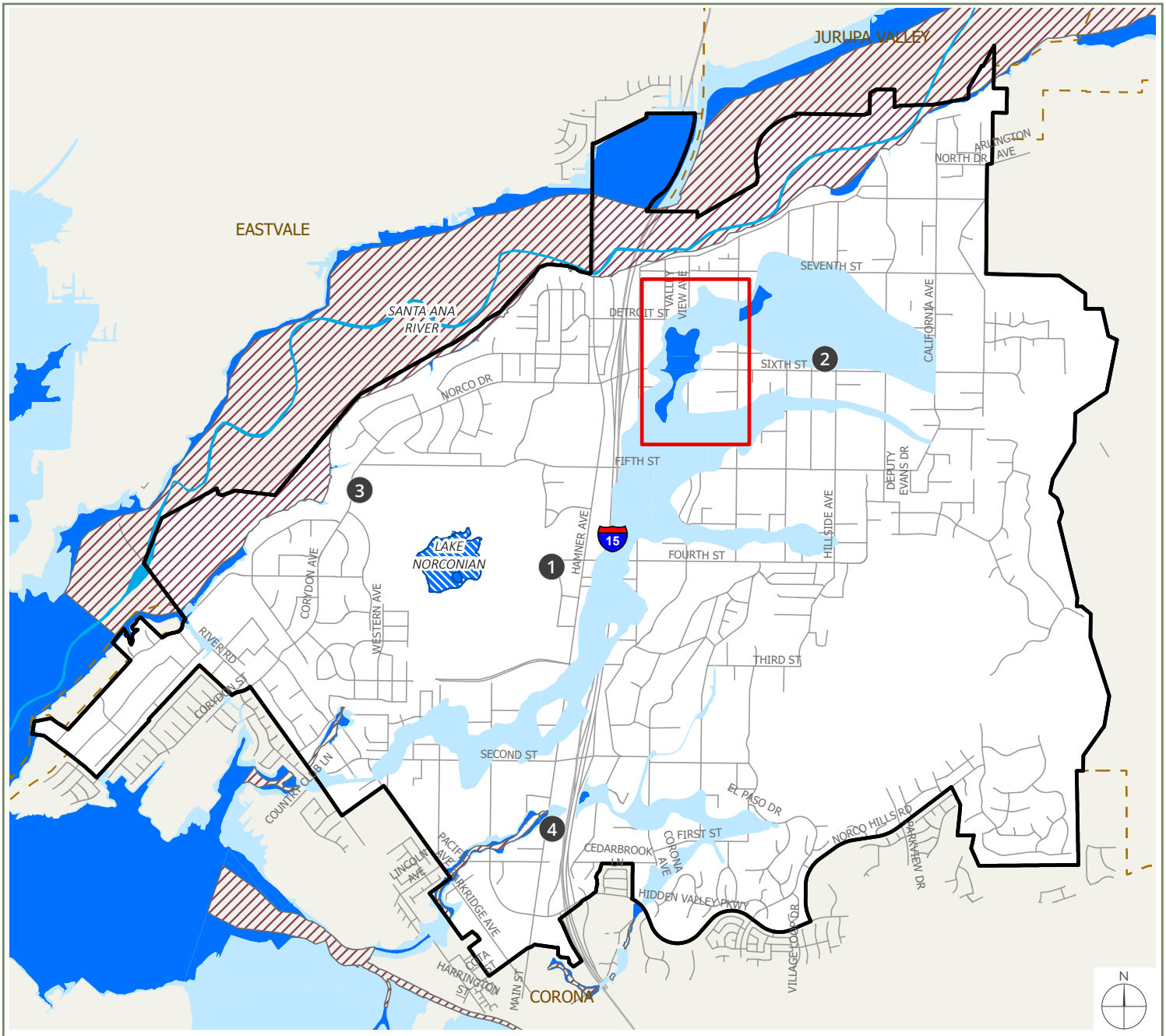
Groundwater quality in the region is influenced by both naturally occurring constituents and historical land uses, including agricultural activities that have contributed to elevated nitrate levels. Water quality is managed through a combination of treatment, blending, and supplemental supply from regional sources. The City conducts routine monitoring and testing of its water supply to ensure compliance with State and Federal drinking water standards.

5. Flood Hazards

Flooding in Norco is managed through coordination with the Riverside County Regional Flood Control and Water Conservation District and implementation of the City's Drainage Master Plan, which identifies local flood control infrastructure. The Santa Ana River, which forms much of the city's northern boundary, is a primary regional flooding influence; however, bluffs along the river's steep southern banks provide a natural barrier for most developed areas. The locations with the greatest flood risks within Norco include low-lying areas near the river, existing flood control facilities, and major drainage channels. Stormwaters flow from east to west through the city via drainage facilities, including the North and South Norco Channels. While channel improvements have reduced flooding in some areas, both channels may be inadequate to completely prevent flooding in the city. Figure 4.10-1, FEMA Flood Hazard Zones identifies the 100- and 500-year flood zones mapped throughout the city.

In addition to these hazard zones, Norco is also located downstream of two major dam facilities with the potential to inundate the city upon failure. Figure 4.10-2, Dam Inundation Zones identifies the dam inundation zones mapped for the Seven Oaks Dam and Lake Matthews. Based on this mapping, portions of the city along the Santa Ana River are susceptible to inundation from the Seven Oaks Dam. Areas along the western portion of the city are susceptible to inundation from Lake Matthews.

FIGURE 4.10-1, FEMA FLOOD HAZARD ZONES



LEGEND

- Norco City Boundary
- Other City Boundaries
- Water Body
- River
- Streets

FEMA Flood Hazard

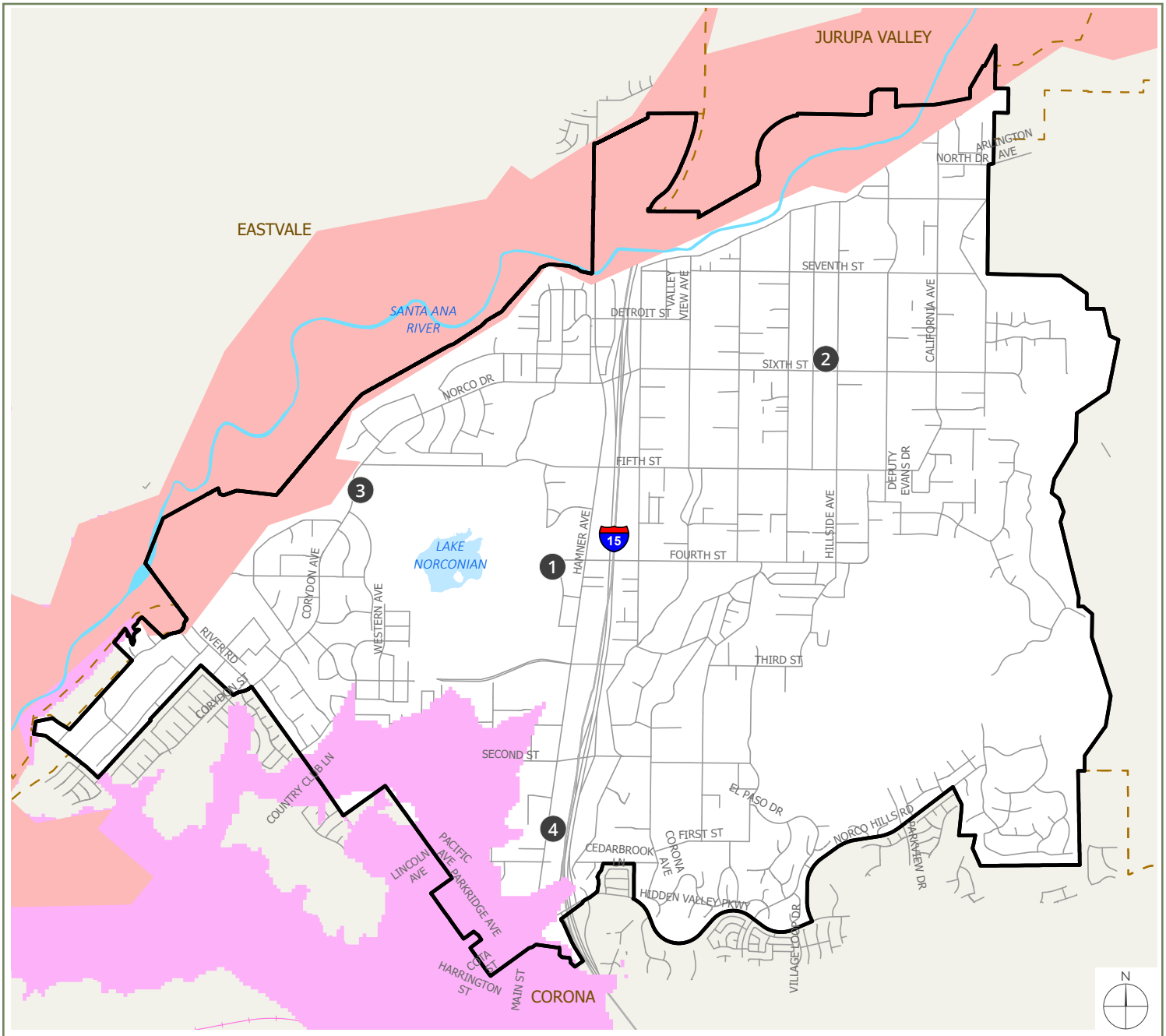
- 500-Year Floodplain
- 100-Year Floodplain
- Floodway
- Generalized Location - LOMR Revised Area - Effective Dec 9, 2025 n/a

Public Safety Facilities

1. City Hall
   Norco Sheriff's Substation
2. Fire Station 47 Emergency Operations Center (EOC)
3. Fire Station 57
4. Fire Station 14

SOURCE: ESRI; City of Norco; Federal Emergency Management Agency – 2026.

FIGURE 4.10-2, DAM INUNDATION ZONES



LEGEND

- Norco City Boundary
- Other City Boundaries
- Water Body
- River
- Streets

Dam Inundation Zones

- Lake Matthews
- Seven Oaks Dam
- n/a

Public Safety Facilities

1. City Hall
   Norco Sheriff's Substation
2. Fire Station 47 Emergency Operations Center (EOC)
3. Fire Station 57
4. Fire Station 14

SOURCE: ESRI; City of Norco; California Department of Water Resources – 2026.

b. Regulatory Setting

1. Federal

Clean Water Act

The Federal Clean Water Act, enacted by Congress in 1972 and amended several times since, is the primary Federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. The Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave the U.S. Environmental Protection Agency the authority to implement Federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the Federal level, the Clean Water Act is administered by the U.S. Environmental Protection Agency and U.S. Army Corps of Engineers. At the State and regional levels in California, the act is administered and enforced by the SWRCB and the nine RWQCBs.

Clean Water Act Section 303(d): List of Impaired Water Bodies

As described above, Section 303(d) of the Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting their beneficial uses. Each state must submit an updated list, called the 303(d) list, to the U.S. Environmental Protection Agency periodically. In addition to identifying the water bodies that are not supporting beneficial uses, the list also identifies the pollutant or stressor causing impairment, and establishes a priority for developing a control plan to address the impairment.

Clean Water Act Section 401

Under Section 401 of the Clean Water Act, the RWQCBs have regulatory authority over actions in waters of the United States and/or the State of California through the issuance of water quality certifications, which are issued in conjunction with any Federal permit (e.g., permits issued by the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act, described above).

Section 401 of the Clean Water Act provides the SWRCB and the RWQCBs with the regulatory authority to waive, certify, or deny any proposed activity that could result in a discharge to surface waters of the state. To waive or certify an activity, these agencies must find that the proposed discharge would comply with State water quality standards, including those protecting beneficial uses and water quality. If these agencies deny the proposed activity, the Federal permit cannot be issued. This water quality certification is generally required for projects involving the discharge of dredge or fill material to wetlands or other bodies.

Clean Water Act Section 402

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into a surface water of the United States must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

According to Federal regulations, NPDES permit coverage for stormwater discharges associated with construction activity can be obtained through individual state permits or general permits. Individual permitting involves the submittal of specific data on a single construction project to the appropriate permitting agency that will issue a site-specific NPDES permit to the project. NPDES coverage under a general permit involves the submittal of a Notice of Intent by the regulated construction project that they intend to comply with a general permit to be developed by U.S. Environmental Protection Agency or a state with delegated permitting authority.

In California, the NPDES program is administered by the SWRCB through the RWQCBs and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The Federal Clean Water Act prohibits discharges of stormwater from construction projects unless the discharge is in compliance with an NPDES permit. The SWRCB is the permitting authority in California and adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The Order applies to construction sites that include one or more acres of soil disturbance. Construction activities include clearing, grading, grubbing, excavation, stockpiling, and reconstruction of existing facilities involving removal or replacement. The Construction General Permit requires that the landowner and/or contractor file permit registration documents prior to commencing construction and then pay a fee annually through the duration of construction. These documents include a notice of intent, risk assessment, site map, stormwater pollution prevention plan (SWPPP), and signed certification statement. The SWPPP must include measures to ensure that: all pollutants and their sources are controlled; non-stormwater discharges are identified and eliminated, controlled, or treated; site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges; and BMPs installed to reduce or eliminate pollutants after construction are completed and maintained. The Construction General Permit specifies minimum BMP requirements for stormwater control based on the risk level of the site. The Permit also specifies minimum qualifications for a qualified SWPPP developer and qualified SWPPP practitioner. Such Construction Site BMPs include material storage such as covering of stockpiles during the day and particularly during rain and wind events, silt fencing, straw wattles, stabilized construction entrances, routine cleaning, equipment drip pans, and dust control measures including water trucks.

Clean Water Act Section 404

Under Section 404 of the Clean Water Act, proposed discharges of dredged or fill material into waters of the United States require U.S. Army Corps of Engineers authorization. Waters of the United States generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands (with the exception of isolated wetlands). The U.S. Army Corps of Engineers identifies wetlands using a multi-parameter approach, which requires positive wetland indicators in three distinct environmental categories: hydrology, soils, and vegetation. According to the Corps of Engineers Wetlands Delineation Manual (1987), except in certain situations, all three parameters must be satisfied for an area to be considered a jurisdictional wetland.

When an application for a Section 404 permit is made, the Applicant must show it has:

- Taken steps to avoid impacts to wetlands or waters of the U.S. where practicable;
- Minimized unavoidable impacts on waters of the U.S. and wetlands; and
- Provided mitigation for unavoidable impacts.

National Flood Insurance Act/Flood Disaster Protection Act

The National Flood Insurance Act of 1968 made flood insurance available for the first time. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. These laws are relevant because they led to mapping of regulatory floodplains and to local management of floodplain areas according to guidelines that include prohibiting or restricting development in flood hazard zones.

Drinking Water Regulations

The Federal Safe Drinking Water Act was enacted in 1974 and allows the U.S. Environmental Protection Agency to promulgate national primary drinking water standards specifying Maximum Contaminants Levels for each contaminant present in a public water system with an adverse effect on human health. Primary Maximum Contaminants Levels have been established for approximately 90 contaminants in drinking water. The U.S. Environmental Protection Agency also adopts secondary Maximum Contaminants Levels as non-enforceable guidelines for contaminants that may cause cosmetic or aesthetic effects. States have the discretion to adopt them as enforceable standards. U.S. Environmental Protection Agency has delegated to the California Department of Public Health the responsibility for administering California's drinking-water program. In 1976, two years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) administers the National Flood insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event, also described as the magnitude flood that has a one percent chance of occurring in any given year.

Additionally, FEMA has developed requirements and procedures for evaluating earthen levee systems and mapping the areas affected by those systems. Levee systems are evaluated for their ability to provide protection from 100-year flood events, and the results of this evaluation are documented in the FEMA Levee Inventory System (FLIS). Levee systems must meet minimum freeboard standards and must be maintained according to an officially adopted maintenance plan. Other FEMA levee system evaluation criteria include structural design and interior drainage.

2. State

California Lake and Streambed Alteration Agreement

Sections 1600–1616 of the California Fish and Game Code require that any entity that proposes an activity that would divert or obstruct the natural flow of any river, stream or lake; change or use any material from the bed, channel, or bank of, any river, stream, or lake; or, deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake, must notify the California Department of Fish and Wildlife. The California Department of Fish and Wildlife requires a Lake or Streambed Alteration Agreement if it determines that the alteration may adversely affect fish and wildlife resources. The Agreement includes conditions necessary to protect those resources. The Agreement applies to any stream, including ephemeral streams and desert washes.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) is the primary statute covering the quality of waters in California. Under this act, the SWRCB has the ultimate authority over the State's water quality policy. The SWRCB administers water rights, water pollution control, and water quality functions throughout the state, while the nine RWQCBs conduct planning, permitting, and enforcement activities. The RWQCBs also regulate water quality under this act through the regulatory standards and objectives set forth in Water Quality Control Plans (also referred to as Basin Plans) prepared for each region.

California Safe Drinking Water Act

The U.S. Environmental Protection Agency has delegated to the California Department of Public Health the responsibility for administering California's drinking-water program. In 1976, two years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act (contained in the Health and Safety Code) and adopted implementing regulations (contained in Title 22 California Code of Regulations). California's program sets drinking water standards that are at least as stringent as the Federal standards. Each community water system must also monitor for a specified list of contaminants, and the monitoring results must be reported to the State. Responsibility for the State's Drinking Water Program was transferred from the Department of Public Health to the Division of Drinking Water, which is a division of the SWRCB that was created in July 2014.

California Drainage Law, Government Code 65302

Government Code Section 65302(a) requires cities and counties located within the state to review the Land Use, Conservation, and Safety elements of the general plan "for the consideration of flood hazards, flooding, and floodplains" to address flood risks. The code also requires cities and counties in the state to annually review the land use element within "those areas covered by the plan that are subject to flooding identified by floodplain mapping prepared by FEMA or the California DWR."

Sustainable Groundwater Management Act

In September 2014, California Governor Jerry Brown signed a three-bill package known as the Sustainable Groundwater Management Act (SGMA) into law. SGMA establishes a framework for local groundwater management and requires local agencies to bring over drafted basins into balanced levels of pumping and recharge. In Medium- and High-priority groundwater basins, SGMA requires the formation of locally controlled Groundwater Sustainability Agencies (GSAs). GSAs are responsible for developing and implementing Groundwater Sustainability Plans (GSPs) to guide groundwater management decisions and ensure long-term sustainability in their basins.

3. Regional

Water Quality Control Plan for the Santa Ana River Basin

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) contains the water quality standards (water quality objectives, beneficial uses, and anti-degradation policy) for the protection of surface and groundwaters within the Santa Ana Region. Additionally, the Basin Plan includes comprehensive watershed and groundwater management programs to implement water quality objectives, including total maximum daily loads salt nutrient management measures, and implementation plans.

The Basin Plan for the Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas. The Santa Ana Region covers parts of southwestern San Bernardino County, western Riverside County, and northwestern Orange County.

4. Local

2025 Urban Water Management Plan

The Urban Water Management Plan Act (Act) requires water agencies to document their long-term resource planning responsibilities to ensure adequate water supplies are available to meet existing and future demands. The Act also requires agencies to develop a water shortage contingency plan, response plan during drought conditions, and water conservation programs and policies. The California Water Code requires urban water suppliers within the state to prepare and adopt Urban Water Management Plans (UWMPs) for submission to the California Department of Water Resources (DWR). This report was prepared in compliance with the California Water Code, with the guidelines established by the DWR. The Norco City Council reviewed and adopted the 2025 UWMP on June 3, 2025.

Norco's Water Shortage Contingency Plan (Ordinance No. 1007)

The City of Norco's water supplies are required to be put to their maximum beneficial use. Water conservation is required even in the best of times, and wasteful or unreasonable uses must be prevented. Water conservation must be practiced so that adequate and reliable water supplies are available to serve customers of the City. The provisions of Section 14.04.700 shall supersede any inconsistent provisions of the City *Municipal Code*.

Ordinance No. 1007 includes five Water Shortage Response Levels to be implemented in response to worsening water shortage conditions or decreasing water supplies.[2]

c. Methodology

The evaluation of the potential for implementation of the 2050 GPU to cause a substantial adverse change in hydrology and water quality was based on Appendix G of the *CEQA Guidelines*. Impacts are based on evaluation of growth accommodated by the 2050 GPU against the current conditions of the Planning Area. Potential impacts relevant to water quality, groundwater, drainage, and flooding were based on secondary source information, including the FEMA National Flood Hazard Layer mapper and Federal, State, and local regulations.

2 City of Norco. *Ordinance No. 1007*. September 2016. Accessed May 2026. https://www.norco.ca.us/departments/public-works-engineering/water-system/-folder-201#docfold_599_1380_520_201.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *CEQA Guidelines.* For the purposes of this Program EIR, implementation of 2050 GPU may have a significant adverse impact if it would:

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; or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

2. Project Impacts and Mitigation Measures

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

Less than Significant Impact. Development facilitated by the 2050 GPU would entail grading and other earth-moving activities during construction. Exposed soils could be eroded and deposited into the surrounding water bodies, increasing the amount of sediment and turbidity in these water bodies. Additionally, chemicals or fuels could accidentally spill and be released into receiving waters, which could adversely alter water chemistry.

The 2050 GPU would facilitate development that could result in the generation of runoff pollutants, such as sediments, oils and grease, heavy metals, pesticides, fertilizers, trash and debris, oxygen demanding substances, and bacteria and viruses associated with residential, commercial, mixed-use, and industrial land uses. In addition, new development would result in greater vehicular use of roadways, which could potentially increase contaminants that would be carried in runoff and discharged into receiving waters. Therefore, nonpoint-source pollutants would be the primary contributors to potential water degradation as a result of development and growth forecasted under the 2050 GPU. Non-point-source pollutants would be washed by rainwater from rooftops, landscaped areas, parking areas, and other impervious surfaces into drainage systems. Significant impacts would occur if future growth would substantially increase pollutant loading levels in the sewer system or in groundwater underlying the Planning Area, either directly, through the introduction of pollutants generated by industrial or manufacturing land uses, or indirectly, through stormwater pollution.

The following Infrastructure and Facilities and Open Space and Conservation Element policies of the GPU would ensure that water quality protection measures are implemented and that impacts to water quality are reduced or minimized in conjunction with future development:

GOAL IF-1: WATER SYSTEM. The City will maintain its water system to meet the needs of the Norco community, in coordination with State and regional water agencies.

POLICY

IF-1.2 **Infrastructure Maintenance.** Continue to maintain, improve, and replace aging water infrastructure to ensure the reliable provision of service to the community.

GOAL IF-3: STORMWATER SYSTEM. The City will design and maintain storm drain and flood control facilities that protect the community from flooding and safeguard sensitive streams and watercourses.

POLICIES

IF-3.5. **NPDES Public Awareness.** Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

IF-3.6 **Sustainable Agricultural Practices.** Work with the agricultural community to reduce or eliminate surface and groundwater contamination due to agricultural activities.

GOAL OSC-11: WATER QUALITY AND STORMWATER MANAGEMENT. The City will continue to implement and enforce all applicable water quality and stormwater management policies, regulations, and protocols as promulgated by Federal, State, and regional agencies.

POLICIES

OSC-11.1 **Water Resource Protection.** Protect water resources from pollutants through enforcement of the Clean Water Act with the issuance of National Pollutant Discharge Elimination System (NPDES) permits for new development, as applicable,

including Storm Water Pollution Protection Plans (SWPPP) during construction, and Water Quality Management Plans (WQMP) post construction.

OSC-11.5 Animal-Keeping Impacts on Water Quality. Maintain public information campaigns that educate residents regarding the importance of following proper manure storage and disposal best practices in order to minimize pollutant runoff and nutrient leaching into groundwater and surface waters.

In addition to 2050 GPU policies, all future development projects would be required to comply with applicable Federal and State laws and regulations concerning the protection of water quality, including the Federal Clean Water Act, and the City *Municipal Code*.[3] The Federal Clean Water Act requires a Section 401 water quality certification for all projects requiring a Federal permit and a NPDES General Construction Permit for construction activities. The NPDES General Construction permit requires preparation and implementation of SWPPP and WQMP, which must include erosion and sediment control BMPs that would meet or exceed measures required by the NPDES General Permit, as well as BMPs that control hydrocarbons, trash and debris, and other potential construction-related pollutants. Chapter 15 of the City *Municipal Code* also provides regulations for stormwater management and discharge control, including proof of compliance with the NPDES permits prior to the issuance of grading, development, or occupancy permits. As future projects are planned, they must adhere to the 2050 GPU policies and regulations. Therefore, potential impacts to water quality associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

Threshold 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. Development facilitated by the 2050 GPU would result in the intensification of land uses and the development of vacant land or underutilized properties, which may increase the overall demand on groundwater supplies. Furthermore, growth accommodated by the 2050 GPU would allow for additional development, thereby decreasing the amount of infiltration of water into the groundwater basins with an associated reduction of groundwater recharge.

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3 City of Norco. "Chapter 15.70 City of Norco Stormwater/Urban Runoff Management and Discharge Controls." *Municipal Code.* Accessed May 2026. https://ecode360.com/48453351?highlight=quality&highlight=water&searchId=155372680710861#48453351.

The following Infrastructure and Facilities and Open Space and Conservation Element policies of the 2050 GPU would ensure that impacts to groundwater recharge are taken into consideration and reduced or minimized to the fullest extent possible in conjunction with future development.

GOAL OSC-18: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICIES

OSC-18.1 Riparian Soil Protection. Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

OSC-18.2 River Corridor Infiltration. Ensure development near the Santa Ana River corridor incorporates setbacks, biofiltration, and low-impact development techniques to maintain natural infiltration capacity.

All future developers would be required to comply with applicable State and local regulations that concern groundwater recharge, including the *City Municipal Code*,[4] which provides stormwater management practices to minimize runoff and increase infiltration to recharge groundwater and improve water quality. As future projects are planned, they must adhere to the 2050 GPU policies and applicable local, State, and Federal regulations and requirements. Therefore, potential impacts to groundwater recharge associated with growth accommodated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

Threshold i. Would the project result in substantial erosion or siltation on- or off-site?

Threshold ii. Would the project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Threshold iii. Would the project 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?

4 City of Norco. "§ 18.55.20 Storm Management and Rainwater Retentions." *Municipal Code.* Accessed May 2026. https://ecode360.com/48457828?highlight=groundwater&searchId=159608353952945#48457828.

Less than Significant Impact. Development facilitated by the 2050 GPU would allow for grading and construction in previously undeveloped areas, which may alter drainage patterns and/or result in an increase in impervious surfaces, thereby potentially increasing stormwater runoff. Increased stormwater runoff would have the potential to result in erosion or siltation or exceed the capacity of the storm drain system and result in flood hazards on surrounding lands. Impacts to water quality as a result of runoff are discussed above.

The 2050 GPU includes goals, policies, and programs to ensure that future development is reviewed for potential risks from altered drainage patterns, stormwater runoff, and stormwater management and design. The following Infrastructure and Facilities and Open Space and Conservation Element of the 2050 GPU would require that future development be consistent with existing topography and drainage patterns, and ensure that new systems are properly designed to address stormwater drainage in conjunction with new development:

GOAL IF-3: STORMWATER SYSTEM. The City will design and maintain storm drain and flood control facilities that protect the community from flooding and safeguard sensitive streams and watercourses..

POLICIES

IF-3.1 Agency Coordination. Coordinate with regional, State, and Federal flood control agencies to mitigate flood risk in the city.

IF-3.2 Infrastructure Maintenance. Continue to maintain, improve, and replace aging storm drain infrastructure to safeguard the community from flooding and reduce the costs of repairing erosion damage.

IF-3.3 Funding. Ensure that adequate funding is available to maintain and upgrade existing storm drain facilities and construct new infrastructure as needed.

IF-3.4 NPDES Compliance. Ensure project developer compliance with the National Pollution Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit requirements.

IF-3.5 NPDES Public Awareness. Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

IF-3.6 Sustainable Agricultural Practices. Work with the agricultural community to reduce or eliminate surface and groundwater contamination due to agricultural activities.

GOAL OSC-11: WATER QUALITY AND STORMWATER MANAGEMENT. The City will continue to implement and enforce all applicable water quality and stormwater management policies, regulations, and protocols as promulgated by Federal, State, and regional agencies.

POLICIES

OSC-11.1 Water Resource Protection. Protect water resources from pollutants through enforcement of the Clean Water Act with the issuance of National Pollutant

Discharge Elimination System (NPDES) permits for new development, as applicable, including Storm Water Pollution Protection Plans (SWPPP) during construction and Water Quality Management Plans (WQMP) post construction.

OSC-11.3 Best Management Practices. Employ best management practices and sustainable stormwater control measures in capital improvement projects, as appropriate.

OSC-11.4 Constructed Wetlands. As an alternative to conventional storm drainage facilities, design and manage constructed wetlands that mimic natural wetlands and contribute to the filtration and cleansing of stormwater.

OSC-11.5 Animal-Keeping Impacts on Water Quality. Maintain public information campaigns that educate residents regarding the importance of following proper manure storage and disposal best practices in order to minimize pollutant runoff and nutrient leaching into groundwater and surface waters.

OSC-11.6 Groundwater Extraction Overlay. In those areas where groundwater extraction occurs, consider applying a groundwater protection overlay zone that places restrictions on land uses with the potential to contaminate groundwater, restriction on the use of certain fertilizers and pesticides, well management protocols, and secondary containment standards.

Future development projects would be required to comply with applicable laws and regulations that concern stormwater runoff and protection of drainage patterns, including the City *Municipal Code*. Chapter 17 of the City's *Municipal Code* controls the development of drainage facilities.[5] As future projects are planned, they must adhere to the 2050 GPU policies and regulations. Therefore, potential impacts associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

Threshold iv. Would the project impede or redirect flood flows?

Less than Significant Impact. Areas primarily along the northwest to northeast boundary of the city, along the Santa Ana River, are located within Special Flood Hazard Areas subject to a 100-year flood. Flood hazard mapping in the 2050 GPU is consistent with the FEMA National Flood Hazard Layer mapper.[6] Smaller areas throughout the city are mapped as Special Flood Hazard Areas subject to a 100-year flood with designations such as Low Density Agricultural, Specific

5 City of Norco. "Title 17 Subdivisions." *Municipal Code.* Accessed May 2026. https://ecode360.com/48453528#48453528.

6 FEMA. "National Flood Hazard Layer (NFHL) Viewer." Accessed May 2026. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.

Plan, and Hillside Agricultural. Low Density Agricultural and Hillside Agricultural designations would allow for residential development, therefore, housing may be located within the Special Flood Hazard Area subject to a 100-year flood. Structures that encroach on a floodplain, such as bridges, may narrow the width of stream channels and obstruct flows, increasing the potential for upstream flooding.

The 2050 GPU would adhere to Chapter 15.60 "Floodplain Management" of the Norco *Municipal Code*, which contains requirements such as anchoring to prevent floatation and new construction containing at least one foot above the base flood elevation from the lowest floor and requirement of a development permit to be obtained before construction or development begins within a Special Flood Hazard Area.[7] The application for a development permit is reviewed by the City Floodplain Administrator and would ensure that all new construction and substantial improvements would be constructed using methods and practices that minimize flood damage.

Further, the 2050 GPU includes a range of policies intended to reduce risks of flooding, including design review of storm drain and flood control facilities, restricted development within floodplains, and regularly updated hazards mapping. The following Open Space and Conservation Element, Infrastructure and Facilities Element, and Safety Element of the 2050 GPU would ensure that impacts relative to flooding are taken into consideration and reduced or minimized to the fullest extent feasible in conjunction with future development:

GOAL IF-3: STORMWATER SYSTEM. The City will design and maintain storm drain and flood control facilities that protect the community from flooding and safeguard sensitive streams and watercourses.

POLICIES

IF-3.1 Agency Coordination. Coordinate with regional, State, and Federal flood control agencies to mitigate flood risk in the city.

IF-3.2 Infrastructure Maintenance. Continue to maintain, improve, and replace aging storm drain infrastructure to safeguard the community from flooding and reduce the costs of repairing erosion damage.

GOAL OSC-18: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

7 City of Norco. "Chapter 15.60: Floodplain Management." *Municipal Code.* Accessed May 2026. https://ecode360.com/48453057#48453057.

POLICY

OSC-18.1 **Riparian Soil Protection.** Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

GOAL S-4: FLOOD HAZARDS. The City will work with partners to reduce or minimize flood impacts.

POLICIES

S-4.1 **Flood Control.** Construct flood control facilities to reduce or prevent property damage and loss of life.

S-4.2 **Flood Plain Development.** Ensure any construction of structures built within flood-prone areas incorporate flood proofing flood mitigation design elements.

S-4.3 **Development Evaluation.** Evaluate all developments proposed in flood-prone areas to minimize the risks to life or property.

S-4.5 **Critical Facility Protection.** Relocate or protect existing critical facilities located in flood-prone areas.

S-4.6 **Critical Facility Location.** Prohibit the placement of critical facilities in flood-prone areas where feasible. If a facility must be in these areas, it should only be permitted if adequate flood protection measures are taken.

S-4.7 **Facility Construction.** Encourage the continued construction of flood control facilities to protect areas threatened by inundation, emphasizing underground channels or facilities that give the appearance of natural water courses.

S-4.8 **Floodplain Development Design.** Permit development in a floodplain only if it possesses minimal risk to lives and property and is adequately designed so that all structures are elevated above the base flood elevation.

S-4.9 **Places of Assembly.** Discourage the construction of schools and other places of public assembly in flood-prone areas subject to inundation events.

All future development projects would be required to comply with applicable laws and regulations that concern flooding, including the City *Municipal Code*. As future projects are planned, they must adhere to 2050 GPU policies and regulations. Therefore, potential impacts relative to impeding or redirecting flood flows associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

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

Less than Significant Impact. The City of Norco lies approximately 32.5 miles from the coastline of the Pacific Ocean, which provides sufficient distance and protection from tsunamis.

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The severity or magnitude of seiche is limited by the volume of water in the waterbody. Deeper and larger waterbodies contain more water which, in turn, can produce taller and more voluminous waves. Lake Norconian is a relatively small and shallow waterbody and would not produce seiche events large enough to result in substantial damage. Further, the majority of the areas adjacent to the Santa Ana River would be designated as Open Space under the 2050 GPU. Areas designated as Open Space would not be developed with residential housing or other structures that would increase risk of pollutant increase in the case of project inundation. Thus, within these areas that would be designated as Open Space, the 2050 GPU would not risk release of pollutants due to project inundation. The 2050 GPU includes a range of policies intended to reduce risks of flooding, including design review of storm drain and flood control facilities, restricted development within floodplains, and regularly updated hazards mapping, which would minimize potential impacts due from a seiche event. The following Open Space and Conservation Element, Infrastructure and Facilities Element, and Safety Element of the 2050 GPU would ensure that impacts relative to flooding from a seiche event are taken into consideration and reduced or minimized to the fullest extent feasible in conjunction with future development:

GOAL IF-3: STORMWATER SYSTEM. The City will design and maintain storm drain and flood control facilities that protect the community from flooding and safeguard sensitive streams and watercourses.

POLICIES

IF-3.1 Agency Coordination. Coordinate with regional, State, and Federal flood control agencies to mitigate flood risk in the city.

IF-3.2 Infrastructure Maintenance. Continue to maintain, improve, and replace aging storm drain infrastructure to safeguard the community from flooding and reduce the costs of repairing erosion damage.

GOAL OSC-18: RIVER CORRIDOR PROTECTION. The City will protect and enhance the soil and hydrologic functions of the Santa Ana River corridor to support groundwater recharge, habitat integrity, and flood management.

POLICIES

OSC-18.1 **Riparian Soil Protection.** Preserve natural soils and riparian vegetation within and adjacent to the Santa Ana River corridor to support groundwater recharge, habitat function, and flood management.

GOAL S-4: FLOOD HAZARDS. The City will work with partners to reduce or minimize flood impacts.

POLICIES

S-4.1. **Flood Control.** Construct flood control facilities to reduce or prevent property damage and loss of life.

S-4.2. **Flood Plain Development.** Ensure any construction of structures built within flood-prone areas incorporate flood proofing flood mitigation design elements.

S-4.3. **Development Evaluation.** Evaluate all developments proposed in flood-prone areas to minimize the risks to life or property.

S-4.5. **Critical Facility Protection.** Relocate or protect existing critical facilities located in flood-prone areas.

S-4.6. **Critical Facility Location.** Prohibit the placement of critical facilities in flood-prone areas where feasible. If a facility must be in these areas, it should only be permitted if adequate flood protection measures are taken.

S-4.7. **Facility Construction.** Encourage the continued construction of flood control facilities to protect areas threatened by inundation, emphasizing underground channels or facilities that give the appearance of natural water courses.

S-4.8. **Floodplain Development Design.** Permit development in a floodplain only if it possesses minimal risk to lives and property and is adequately designed so that all structures are elevated above the base flood elevation.

S-4.9. **Places of Assembly.** Discourage the construction of schools and other places of public assembly in flood-prone areas subject to inundation events.

In addition to compliance with mandatory California Building Code requirements, implementation of Goals and Policies of the 2050 GPU would help ensure proper siting and design in accordance with the California Building Code requirements, which would be constructed to minimize risk of pollutant release due to project inundation, as well as provide adequate stormwater infrastructure for flood control. As future projects are planned, they must adhere to 2050 GPU policies and regulations. Therefore, potential impacts relative to impeding or redirecting flood flows associated with the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

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

Less than Significant Impact. Development envisioned under the 2050 GPU would affect water quality and groundwater supply through construction and operational activities. This analysis refers to the Santa Ana River Basin Plan (Basin Plan),[8] the City of Norco 2020 UWMP, and Ordinance No. 1007. The 2050 GPU includes Goals and Policies to ensure adequate water resource for existing and future development, promote water conservation, enforce water quality regulations, and implement sustainable stormwater management practices. Therefore, potential impacts related to conflicts with a water quality control plan or sustainable groundwater management plan would be less than significant. The following Open Space and Conservation Element and Infrastructure and Facilities Element of the 2050 GPU would ensure such impacts are considered and minimized to the fullest extent feasible in conjunction with future development:

GOAL IF-1: WATER SYSTEM. The City will maintain its water system to meet the needs of the Norco community, in coordination with State and regional water agencies.

POLICIES

IF-1.1 Agency Coordination. Work with the Arlington Desalter Facility, the Chino Basin Desalter Authority, and the City of Riverside to ensure an adequate supply of domestic water facilities to sustain existing and projected water needs.

IF-1.2 Infrastructure Maintenance. Continue to maintain, improve, and replace aging water infrastructure to ensure the reliable provision of service to the community.

IF-1.3 Funding. Ensure that adequate funding is available to maintain and upgrade existing water facilities, construct new infrastructure as needed, manage water assets, and promote water use efficiency programs and education resources.

IF-1.4 New Development. Require new development to provide adequate water infrastructure to serve the development.

Development envisioned by the 2050 GPU would increase the demand for water, most of which would derive from groundwater sources. Mandatory compliance with the Norco *Municipal Code* and the Santa Ana RWQCB post-construction requirements for stormwater management would minimize the interference with groundwater recharge. In addition, compliance with relevant water quality regulations, BMPs, and policies of the 2050 GPU would reduce the risk of water

8 Santa Ana Regional Water Board. *Water Quality Control Plan for the Santa Ana River Basin.* Accessed April 2026. https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2025/chp4_object.pdf.

degradation from soil erosion and other pollutants related to construction and operational activities. Therefore, construction and operation of the development envisioned under the 2050 GPU would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Implementation of projects under the 2050 GPU would be restricted to projects for which sufficient water supplies have been secured and approved. Accordingly, implementation of the 2050 GPU would not interfere with sustainable groundwater management planning efforts. Impacts related to sustainable groundwater management would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

4.11 Land Use and Planning

This section describes the existing land use characteristics in the City of Norco, including the overall land use pattern and the distribution of existing and planned land uses throughout the city. This section also evaluates the potential environmental impacts associated with implementation of the proposed *2050 General Plan*, including consistency between land use designations, goals, policies, and development focus areas identified throughout the City's Planning Area. The consistency of the proposed *2050 General Plan* with applicable local and regional land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects is also evaluated. Information contained in this section is based on the proposed *2050 General Plan* and associated technical data prepared in support of the 2050 General Plan Update (GPU).

a. Existing Conditions

The City of Norco Land Use/Community Character Assessment (Appendix 4.11) describes the regional setting, local setting, and existing land uses within the city. Information from this assessment is incorporated throughout this section.

1. Regional Setting

As shown in Figure 4.11-1, Regional Setting, the City of Norco is located within the western portion of Riverside County. The city is located approximately 45 miles east of the City of Los Angeles, and approximately 12 miles from Ontario Airport. The City of Norco borders the cities of Corona, Riverside, Eastvale, and Jurupa Valley, and unincorporated Riverside County.

2. Local Setting

Figure 4.11-2, Local Setting, illustrates the City of Norco's local setting, including the city limits and Sphere of Influence (SOI). The city encompasses approximately 9,800 acres (about 14.5 square miles) within western Riverside County. In addition, roughly 56 acres lie within the City's SOI as adopted by the Riverside County Local Agency Formation Commission (LAFCO).

Norco's physical boundaries are largely defined by natural landforms. Bluffs overlooking the Santa Ana River create a prominent edge along the northeastern to southwestern portion of the city, while the Norco Hills form a distinct boundary to the east. These features contribute to the city's rural and semi-rural character and influence development patterns throughout the community.

The city's built environment is shaped by major infrastructure and institutional land uses. Interstate 15 traverses the community and generally divides the city into eastern and western portions. Major institutional uses within the city occupy substantial land areas, including the Naval Surface Warfare Center (NSWC) and the California Rehabilitation Center (CRC). The CRC property includes the historic Norconian Hotel, a Spanish/Mediterranean-style structure listed

on the National Register of Historic Places. These large facilities represent significant land use components that influence the pattern of surrounding development.

3. Existing Land Use and Community Character

Land uses within the City of Norco are characterized by low-density residential neighborhoods, equestrian-oriented atmosphere, commercial corridors, industrial uses, institutional facilities, open space areas, and undeveloped land, as reflected in Figure 4.11-3, Land Use Map. The City maintains a distinct rural and equestrian-oriented atmosphere that is reinforced through equestrian trails, equestrian trail fencing, parks with equestrian amenities, large lot (typically a half-acre or larger), and animal-keeping areas.

Residential development within Norco is characterized by relatively large lot sizes and agricultural-oriented land use patterns. A substantial portion of residential parcels are 20,000 square feet or greater, accounting for nearly half of the city's incorporated land area (46 percent). The remaining residential lots comprise approximately 20 percent of the land area. Residential development has also occurred within hillside areas, where neighborhoods extend into sloping terrain.

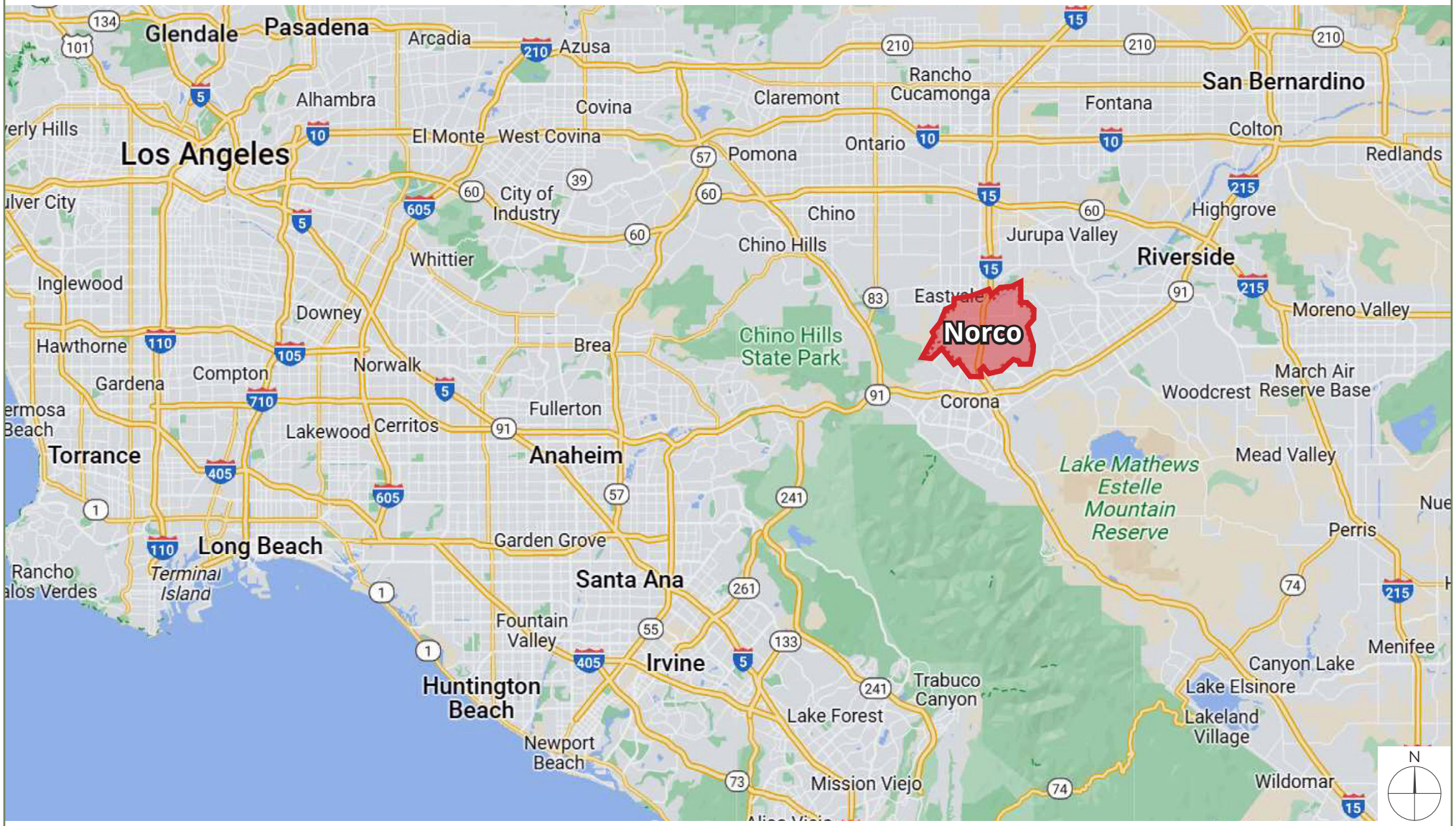
The majority of land within the city is designated and zoned for low-density residential and agricultural-oriented uses that support large lot development and animal-keeping activities. A key component of the City's zoning framework includes requirements for Primary Animal Keeping Areas (PAKAs), which establish minimum areas on residential lots that must remain available for animal-keeping and small-scale agricultural uses. Community character features throughout residential neighborhoods include equestrian trails, split-rail fencing, landscaped setbacks, and rural streetscape design elements.

Commercial businesses are generally concentrated along Hamner Avenue, the city's primary north–south corridor and most heavily traveled roadway. Additional neighborhood-serving and animal-keeping-related commercial uses are located along Sixth Street, reflecting the city's equestrian identity and rural community character. Industrial and light industrial uses are primarily concentrated south of Fifth Street and within the Gateway area west of Interstate 15.

Several areas within the city are governed by adopted specific plans, including the Gateway Specific Plan, Auto Mall Specific Plan, Norco Hills Specific Plan, and Norco Ridge Ranch Specific Plan, which establish tailored land use and development standards applicable to those areas.

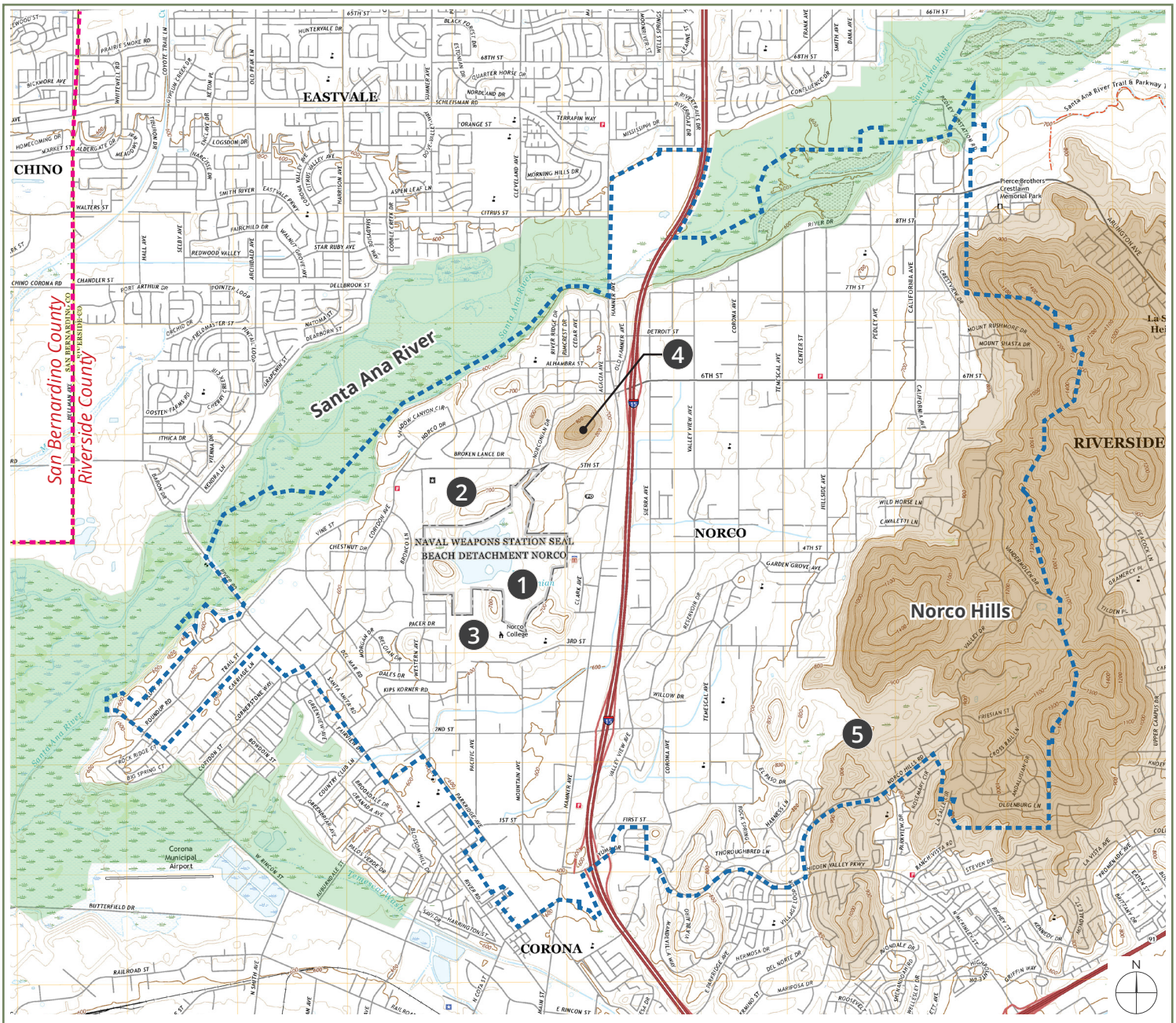
Public and institutional land uses within the city include schools, parks, the NSWC, and the CRC. Open space areas, trails, and recreational facilities are also located throughout the city and contribute to Norco's equestrian-oriented atmosphere and rural community character.

FIGURE 4.11-1, REGIONAL SETTING



SOURCE: Google Earth Pro – 2023; Sargent Town Planning – 2026.

FIGURE 4.11-2, LOCAL SETTING



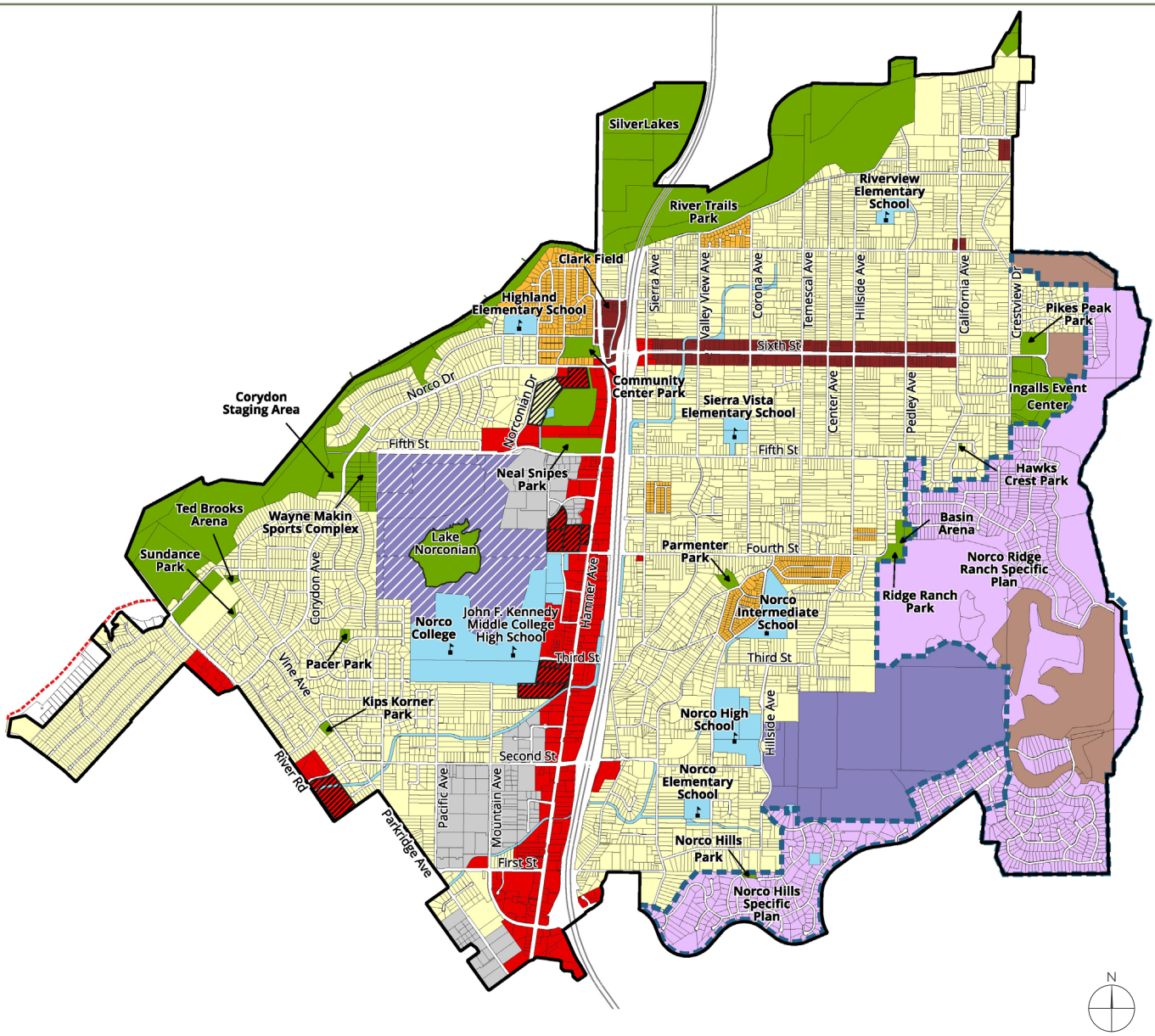
Legend

- City Limit
- County Boundary
- Santa Ana River
- Hills

1. Naval Surface Warfare Center
2. California Rehabilitation Center
3. Norco College
4. Beacon Hill
5. Former Wyle Laboratories Site

SOURCE: U.S. Geological Survey – 2022; Sargent Town and Planning – 2026.

FIGURE 4.11-3, LAND USE MAP



Legend

Boundaries
- Norco City Boundary
- Sphere of Influence
- Specific Plan Boundary

Residential Designations
- RA (Residential Agricultural)
- HS (Hillside Areas)
- RL (Residential Low Density)

Commercial Designations
- CG (Commercial General)
- CC (Commercial Community)

Industrial Designations
- I (Industrial)

Open Space Designations
- OS (Open Space)

Public Facilities Designations
- PF (Public Facilities)

Special Designations
- PAD (Preservation and Development)
- PAD-NOR (Preservation and Development - Norconian)
- HDO (Housing Development Overlay)
- SP (Specific Plan)

SOURCE: City of Norco; Sargent Town and Planning – 2026.

An extensive undeveloped property remains in the southeastern portion of the city, the approximately 429-acre former Wyle Laboratories Site, which operated as an aerospace rocket testing facility until 2003. The site represents one of the largest remaining development opportunity areas within the city.

b. Regulatory Setting

1. Regional

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG is the Federally recognized Metropolitan Planning Organization (MPO) for this region, which encompasses more than 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

SCAG is also responsible for the designated Regional Transportation Plan (RTP), including its Sustainable Communities Strategy (SCS; together, RTP/SCS) component pursuant to Senate Bill 375. The primary goal of the RTP is to increase mobility for the region's residents and visitors, as well as for commerce and goods movement. The SCAG 2024 Connect SoCal RTP/SCS is a long-range regional planning document that integrates transportation, land use, housing, and sustainability strategies to support mobility, economic vitality, environmental stewardship, and resilient communities throughout Southern California. The RTP/SCS establishes a framework for coordinating regional growth and transportation investments while advancing State planning objectives under Senate Bill 375.

Riverside County Local Agency Formation Commission (LAFCO)

The Riverside County Local Agency Formation Commission (LAFCO) is responsible for overseeing boundary changes, including annexations and amendments to municipal SOI boundaries within Riverside County. LAFCO establishes SOI boundaries for cities and special districts and reviews proposals for annexation to ensure orderly growth, efficient service provision, and avoidance of urban sprawl. Any annexation of lands within the City of Norco's SOI would require LAFCO review and approval.

2. Local

City of Norco General Plan

The City of Norco *General Plan* establishes the community's long-term vision for land use, development patterns, infrastructure planning, resource conservation, and community character. The *General Plan* includes land use designations, goals, and policies that guide growth and development within the city. The currently adopted *General Plan* serves as the baseline planning framework against which the proposed *2050 General Plan* is evaluated.

City of Norco General Plan Land Use Element

The City of Norco 2009 *General Plan* Land Use Element established the City's overall land use framework and includes Goals and Policies intended to preserve Norco's rural, equestrian-oriented atmosphere while guiding future growth and development within the city. The 2009 Land Use Element includes the land use plan shown in Figure 4.11-3 with associated policies that establish a pattern of land use in the city and set standards and guidelines for the development of land uses.

City of Norco Zoning Code

The City of Norco *Municipal Code*, including the Zoning Ordinance, implements the *General Plan* by establishing zoning districts, permitted uses, development standards, and regulations governing lot size, building placement, height, and animal-keeping requirements. Zoning regulations, including provisions for PAKAs, ensure that development remains consistent with the city's equestrian-oriented atmosphere.

Specific Plans

Several areas within the city are governed by adopted specific plans, which provide detailed land use regulations and development standards tailored to defined geographic areas. These include the Gateway Specific Plan, Auto Mall Specific Plan, Norco Hills Specific Plan, and Norco Ridge Ranch Specific Plan. In addition, the former Wyle Laboratories Site is subject to a proposed specific plan intended to guide future redevelopment of that property. Specific plans function as implementation tools of the *General Plan* and may include land use maps, circulation plans, infrastructure plans, and development standards.

c. Methodology

The land use and planning analysis describes existing regional and local plans and policies and is intended to fulfill the requirements of *CEQA Guidelines* Section 15125(d). The analysis evaluates potential inconsistencies and conflicts between implementation of the proposed *2050 General Plan* and applicable land use plans and policies. The proposed *2050 General Plan* is considered consistent with applicable plans if it meets the general intent of the identified regional and local planning documents.

A proposed project need not be in perfect conformity with every policy or land use designation to be considered consistent with an applicable plan. Therefore, the analysis below provides a summary of the most relevant plans, policies, and development standards from applicable planning documents, while consistency determinations are based upon the planning documents as a whole. Furthermore, any inconsistency would need to result in a physical environmental effect not otherwise addressed in other resource chapters of this Program EIR (PEIR) to result in a significant environmental impact.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G to the *CEQA Guidelines.* For the purposes of this PEIR, impacts related to Land Use and Planning are considered significant if implementation of the proposed 2050 GPU would:

a) Physically divide an established community; or

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

2. Project Impacts and Mitigation Measures

Threshold a. Would the project physically divide an established community?

Less than Significant Impact. Implementation of the proposed 2050 GPU would not physically divide the City of Norco as currently established. Implementation of the proposed 2050 GPU would primarily occur through infill development, redevelopment of opportunity sites, and incremental growth within and adjacent to existing developed areas of Norco. Future development anticipated under the proposed 2050 GPU would remain integrated with the city's existing circulation network, neighborhoods, commercial corridors, and community facilities.

The proposed *2050 General Plan* Land Use and Community Character Element includes Goals and Policies intended to maintain connectivity between existing and future development areas, preserve cohesive neighborhood and corridor development patterns, and support interconnected circulation and trail networks throughout the city. Relevant policies include:

GOAL LUCC-5: COMMERCIAL CORRIDORS. Corridors bearing the Commercial General (CG) Designation will feature pedestrian-scaled site and building design that embody, celebrate, and further Norco's core values and are consistent with the City of Norco's Objective Development Standards.

POLICY

LUCC-5.4. **Public Realm Improvements.** Introduce public realm improvements that promote Norco's all American, small-town character along Hamner Avenue and River Road. Key components include:

- **Missing Sidewalks.** Require that new development introduce missing sidewalks along the length of the parcel's frontage along the street.
- **Missing Trails**. Require that new development, especially in the Focus Areas, introduce missing trails through the development and/or along the length of the parcel's frontage along the street.
- **Thematic Streetscape Elements**. Display thematic imagery that celebrates and reinforces Norco's core values (e.g., lighting, shade structures, kiosks, paving, banners, wayfinding signage, painted utility cabinets, public art).
- **Tree Canopy**. Expand the tree canopy along Hamner Avenue and River Road, both in the public right of-way and on private property.

GOAL LUCC-6: SIXTH STREET CORRIDOR. The City will preserve Sixth Street's distinctive character and continue to attract businesses that support the day-to-day needs of Norco residents.

POLICIES

LUCC-6.5 **Equestrian Amenities.** Facilitate equestrian access to Sixth Street businesses and require the provision of trail-adjacent public equestrian amenities on these sites (e.g., hitching posts, corrals).

LUCC-6.8 **Public Realm Improvements.** Introduce traffic calming, streetscape, branding, and other public realm improvements along Sixth Street to improve safety outcomes, attract new neighborhood and lifestyle-supporting business, and enhance Sixth Street's equestrian-oriented public realm character.

LUCC-6.10 **Safe Street Crossings.** Introduce enhanced crossing facilities for pedestrians, equestrians, and bicyclists along Sixth Street, including high-visibility crosswalks and pedestrian/equestrian-prioritized crossing signal push-buttons that minimize wait times for crossing Sixth Street.

GOAL LUCC-7: NORTH HAMNER GATEWAY PLACEMAKING PRIORITY AREA. The City will work with property owners and developers to create a new, authentic, walkable downtown area that provides expanded shopping, dining, hospitality, entertainment, and cultural experiences and offerings to residents and visitors of Norco.

POLICY

LUCC-7.4 **Equestrian Amenities.** Require equestrian access to the North Hamner Gateway by providing linkages to the surrounding pedestrian-equestrian trail network and providing equestrian amenities, signage, and split-rail fences that clearly delineate equestrian areas from those dedicated to pedestrians and vehicles.

GOAL LUCC-8: NORCONIAN RESORT SITE. The City will encourage the preservation, conservation, and development of the Norconian Resort Site in a way that protects and highlights Norco's unique natural, cultural, and historic resources.

POLICIES

LUCC-8.1 Norconian Resort Site Specific Plan. Guide new development on the Norconian Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- Land Use. Introduce new uses that are well-suited to the historic structures and natural topography of the site.
- Interconnected Public Realm and Trail Network. Introduce an interconnected street, trail, and open space network, including filling missing gaps in Norco's trail network.
- Required Community Benefits. Fund, in-part or in-whole, high-priority community benefits, including, but not limited to:
  - The preservation, restoration, and adaptive reuse of existing buildings listed on the National Register of Historic Places, especially the historic Norconian Hotel, and any eligible and unlisted buildings to the National Register of Historic Places
  - The provision of new open space, recreational, agricultural and/or equestrian amenities that provide significant value to the community.

LUCC-8.2 Lake Norconian Conservation and Stewardship. Support the long-term conservation, stewardship, and enhancement of Lake Norconian through collaborative planning that preserves its scenic, natural, and historic character, protects its visual quality and ecological functions, and encourages restoration activities that reinforce the lake's role as a prominent community landmark and defining element of Norco's identity and sense of place.

GOAL LUCC-9: WYLE LABORATORIES SITE. The City will facilitate and encourage the development and conservation of the Wyle Laboratories Site in a way that protects open space and highlights Norco's unique rural, equestrian-oriented atmosphere.

POLICY

LUCC-9.1 Wyle Laboratories Site Specific Plan. Guide new development on the Wyle Laboratories Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- Land Use. Introduce new uses that are well-suited to the natural open space and topography of the site.
- Limited Development. Limit development to the flatter portions of the site with less topography and natural features, and maintain open space buffers between any new development and adjacent neighborhoods.

- Preservation and Restoration of Existing Landforms and Natural Habitat. Preserve and restore valuable site features, including the existing creek and hillside areas as natural open space, ceding a minimum of 150 acres to an open space and habitat conservancy.
- Expansion of Norco Hills Trail Network. Create new trails along the creek connecting to the Norco Hills trail network.

Collectively, these Goals and Policies promote integrated development patterns, interconnected circulation and trail networks, and coordinated planning that maintains connectivity throughout Norco rather than creating physical barriers between established neighborhoods. Future development under the proposed 2050 GPU would generally occur within established growth areas, along existing corridors, and within identified opportunity and focus areas already connected to the city's existing roadway and trail network.

Additional development is anticipated within areas in the city including the Sixth Street Corridor, North Hamner Gateway area, Norconian Resort Site, and Wyle Laboratories Site, implemented through coordinated planning efforts and specific plans intended to integrate new development with surrounding neighborhoods, circulation systems, open space areas, and community amenities. In addition, implementation of the proposed 2050 GPU would not require construction of major infrastructure features, such as new freeways or rail corridors, that would physically separate or isolate established neighborhoods or disrupt community connectivity.

Therefore, implementation of the proposed 2050 GPU would not physically divide the City of Norco as currently established, and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

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

Less than Significant Impact. Several regional and locally adopted land use plans, policies, and regulations are relevant to the proposed 2050 GPU. These include the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and the City of Norco *General Plan*. These plans include policies adopted for the purpose of avoiding or mitigating environmental effects. The proposed 2050 GPU's consistency with these plans and policies is discussed below.

Southern California Association of Governments (SCAG) RTP/SCS

The SCAG RTP/SCS establishes a long-range regional framework to accommodate projected population growth while reducing vehicle miles traveled (VMT), improving air quality, and promoting sustainable land use patterns. The RTP/SCS integrates transportation, land use, and housing strategies to achieve greenhouse gas reduction targets and other environmental objectives.

As discussed in Section 4.14, Population and Housing, the proposed 2050 GPU forecasts approximately 26,720 residents and 8,000 households by 2050, which is generally consistent with the SCAG regional growth projections evaluated in Section 4.14. The proposed 2050 GPU includes Goals and Policies that encourage efficient development patterns, including coordination of land use and transportation, promotion of connectivity between land uses, and support for regional mobility and goods movement, which are consistent with the objectives of the RTP/SCS, which are to increase mobility for the region's residents and visitors, as well as for commerce and goods movement. The SCAG 2024–2050 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

Both the proposed 2050 GPU and the SCAG RTP/SCS promote coordinated land use and transportation planning intended to accommodate projected population growth while supporting regional mobility, reducing vehicle miles traveled, and encouraging efficient development patterns. The proposed 2050 GPU would direct future development toward existing developed areas, opportunity sites, commercial corridors, and mixed-use areas while maintaining connectivity and compatibility between land uses through updated land use and community character policies.

The proposed *2050 General Plan* Land Use and Community Character Element includes Goals and Policies that support compatible development patterns, coordinated circulation and trail networks, pedestrian-oriented design, and context-sensitive redevelopment. Policies related to neighborhood compatibility, interconnected circulation systems, adaptive reuse, mixed-use design standards, preservation of community character, and coordinated development of opportunity sites would support the regional objectives of the RTP/SCS while minimizing potential land use conflicts and environmental effects.

Accordingly, implementation of the proposed 2050 GPU would be consistent with the SCAG RTP/SCS and would not conflict with applicable regional land use plans adopted for the purpose of avoiding or mitigating environmental effects. Therefore, impacts would be less than significant.

City of Norco Proposed 2050 General Plan

The proposed 2050 GPU includes updated land use designations, goals, and policies intended to guide future development within the city, while preserving Norco's rural, equestrian-oriented atmosphere. The proposed 2050 GPU has been developed as a comprehensive and internally

consistent planning document in which land use, circulation, community character, and infrastructure policies work together to support coordinated growth, compatibility between land uses, and connected development patterns. The proposed Land Use and Community Character Element includes Goals and Policies intended to preserve cohesive neighborhoods, maintain compatibility between existing and future land uses, support interconnected circulation and trail networks, and reinforce Norco's small-town and equestrian-oriented atmosphere . Relevant policies include:

GOAL LUCC-1: LIFESTYLE PRESERVATION AND PROTECTION. The City will maintain a coordinated land use pattern that balances the relationship between existing agricultural, animal-keeping residential areas and future housing and commercial development.

POLICIES

LUCC-1.1 **Residential Agricultural Preservation.** Existing Residential Agricultural (RA) designated parcels shall not be redesignated or rezoned for higher intensity residential uses, except for parcels subject to the Housing Development Overlay (HDO).

LUCC-1.4 **Commercial-Residential Separation.** Keep commercial development and traffic routes as separate as possible from single-family residential neighborhoods.

GOAL LUCC-2: COMMUNITY CHARACTER. New development in the city should be designed to contribute to Norco's small-town scale, character, and agrarian architectural style.

POLICIES

LUCC-2.1 **Agrarian Development Standards.** Maintain and update, as needed, objective development standards for the different areas of the city, that guide the design of buildings that highlight Norco's agrarian architectural style and consider surrounding development and land use.

LUCC-2.3 **Neighborhood Blight and Nuisance Conditions.** In coordination with community members, enforce against safety hazards, visual blight, and public nuisance conditions as defined in the Norco *Municipal Code.*

LUCC-2.5 **Commercial-Residential Buffering.** Commercial development proposed in areas that adjoin residential development shall provide adequate buffering by landscaping, screening, or open space. Height limits, as established in the Norco *Municipal Code* and Objective Development Standards, shall be implemented in all non-residential zones so as to protect the privacy and solar access on adjacent residential lots.

GOAL LUCC-5: COMMERCIAL CORRIDORS. Corridors bearing the Commercial General (CG) Designation will feature pedestrian-scaled site and building design that embody, celebrate, and

further Norco's core values and are consistent with the City of Norco's Objective Development Standards.

POLICY

LUCC-5.4 **Public Realm Improvements.** Introduce public realm improvements that promote Norco's all American, small-town character along Hamner Avenue and River Road. Key components include:

- **Missing Sidewalks.** Require that new development introduce missing sidewalks along the length of the parcel's frontage along the street.
- **Missing Trails**. Require that new development, especially in the Focus Areas, introduce missing pedestrian-equestrian trails through the development and/or along the length of the parcel's frontage along the street.
- **Thematic Streetscape Elements**. Display thematic imagery that celebrates and reinforces Norco's core values (e.g., lighting, shade structures, kiosks, paving, banners, wayfinding signage, painted utility cabinets, public art).
- **Tree Canopy**. Expand the tree canopy along Hamner Avenue and River Road, both in the public right of-way and on private property.

GOAL LUCC-6: SIXTH STREET CORRIDOR. The City will preserve Sixth Street's distinctive character and continue to attract businesses that support the day-to-day needs of Norco residents.

POLICIES

LUCC-6.1 **Placemaking Priority Areas.** Infill vacant parcels and continue to evolve naturally occurring concentrations of neighborhood- and lifestyle-supporting businesses, services, and amenities along Sixth Street into more defined, active, and walkable environments that enable new and existing businesses to leverage the value of their proximity to one another and their exposure to high daily traffic volumes along the corridor.

LUCC-6.8 **Public Realm Improvements.** Introduce traffic calming, streetscape, branding, and other public realm improvements along Sixth Street to improve safety outcomes, attract new neighborhood and lifestyle-supporting business, and enhance Sixth Street's equestrian-oriented public realm character.

LUCC-6.9 **Shared Vehicular Access and Parking.** Allow and promote consolidated shared vehicular access to properties and shared parking areas. Shared parking should comply with the provisions of the Norco *Municipal Code*.

GOAL LUCC-7: NORTH HAMNER GATEWAY PLACEMAKING PRIORITY AREA. The City will work with property owners and developers to create a new, authentic, walkable downtown area that provides expanded shopping, dining, hospitality, entertainment, and cultural experiences and offerings to residents and visitors of Norco.

POLICIES

LUCC-7.1 **North Hamner Gateway Planning.** Guide the evolution of the North Hamner Gateway into Norco's authentic downtown through the preparation of a Specific Plan that is consistent with the community's vision and economic development goals.

LUCC-7.2 **North Hamner Gateway Management and Promotion.** Intentionally manage improvements within the North Hamner Gateway area through a public-private partnership between the City, local businesses, and property owners, including the management of shared parking facilities, coordination of streetscape and site improvements, and planning and promotion of special events.

GOAL LUCC-8: NORCONIAN RESORT SITE. The City will encourage the preservation, conservation, and development of the Norconian Resort Site in a way that protects and highlights Norco's unique natural, cultural, and historic resources.

POLICY

LUCC-8.1 **Norconian Resort Site Specific Plan.** Guide new development on the Norconian Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- **Land Use.** Introduce new uses that are well-suited to the historic structures and natural topography of the site.
- **Interconnected Public Realm and Trail Network**. Introduce an interconnected street, trail, and open space network, including filling missing gaps in Norco's trail network.
- **Required Community Benefits**. Fund, in-part or in-whole, high-priority community benefits, including, but not limited to:
  - The preservation, restoration, and adaptive reuse of existing buildings listed on the National Register of Historic Places, especially the historic Norconian Hotel, and any eligible and unlisted buildings to the National Register of Historic Places
  - The provision of new open space, recreational, agricultural and/or equestrian amenities that provide significant value to the community.

GOAL LUCC-9: WYLE LABORATORIES SITE. The City will facilitate and encourage the development and conservation of the Wyle Laboratories Site in a way that protects open space and highlights Norco's unique rural, equestrian-oriented atmosphere.

POLICY

LUCC-9.1 **Wyle Laboratories Site Specific Plan.** Guide new development on the Wyle Laboratories Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- **Land Use.** Introduce new uses that are well-suited to the natural open space and topography of the site.
- **Limited Development**. Limit development to the flatter portions of the site with less topography and natural features, and maintain open space buffers between any new development and adjacent neighborhoods.
- **Preservation and Restoration of Existing Landforms and Natural Habitat.** Preserve and restore valuable site features, including the existing creek and hillside areas as natural open space, ceding a minimum of 150 acres to an open space and habitat conservancy.
- **Expansion of Norco Hills Trail Network.** Create new trails along the creek connecting to the Norco Hills trail network.

GOAL LUCC-10: BEACON HILL. The City will preserve the historical and visual significance of Beacon Hill while guiding compatible land use, open space, and trail planning that balances development opportunities with the protection of the area's natural character.

POLICY

LUCC-10.1 **Beacon Hill Land Use Planning.** Ensure that future development and land use planning within the Beacon Hill area directs open space preservation and equestrian and recreational trail improvements to areas designated for open space, while concentrating residential and commercial development within areas designated for residential and commercial uses, in a manner that protects and recognizes the historical and visual significance of Beacon Hill in the city's landscape.

Collectively, the proposed *2050 General Plan* Land Use and Community Character Element Goals and Policies would support compatible land use patterns, preserve neighborhood character, maintain connectivity between existing and future development areas, and minimize potential land use conflicts. The proposed policies include requirements for compatible transitions between residential and non-residential uses, interconnected trail and circulation networks, context-sensitive development standards, preservation of open space areas, coordinated redevelopment of key opportunity sites, and land use planning that protects historical, visual, and natural character of areas such as Beacon Hill. These policies are intended to guide future growth in a manner that maintains community character, protects adjacent neighborhoods, and avoids physical and operational land use conflicts. Accordingly, implementation of the proposed 2050 GPU would not conflict with applicable plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects.

As discussed above, the proposed 2050 GPU would be consistent with applicable regional and local land use plans, policies, and regulations. Implementation of the proposed 2050 GPU would not conflict with such plans in a manner that would result in a significant environmental impact. Therefore, impacts related to land use consistency would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant.

4.12 Mineral Resources

This section addresses potential impacts to mineral resources associated with implementation of the proposed City of Norco 2050 General Plan Update (GPU). The information presented in this section is based on the State of California Mining and Geology Board, the California Geologic Energy Management Division, and other applicable agencies.

a. Existing Conditions

1. Mineral Resources

Mineral extraction is an important component of the region's economy. The region has extensive deposits of clay, limestone, iron, sand, and aggregates. Mineral deposits support a variety of industries, including construction, transportation infrastructure development, and chemical processing. The value of mineral deposits within the region is often enhanced by their proximity to urban areas, where demand for construction aggregate materials such as sand, gravel, and crushed rock is high. However, continued urban development can also limit access to these resources as land is converted to residential, commercial, and other urban uses.

Because mineral deposits are nonrenewable resources, their management requires careful planning to ensure efficient use and minimize unnecessary loss of valuable materials. Regional planning efforts seek to balance the conservation of significant mineral resource areas with compatible land uses and environmental protection while allowing for the safe and orderly operation of mining and extraction activities where appropriate.

2. Mineral Resource Zones

The State Mining and Geology Board has defined Mineral Resource Zones (MRZs) for consideration in land use planning. The zones are established based on the presence or absence of significant sand and gravel deposits, and crushed rock resource areas. According to the California Geological Survey Mineral Resources Mapping Program, mineral resources within the city are classified using Mineral Resource Zones, MRZ-1 to MRZ-4. Subcategories may be used to further distinguish resource certainty.

The MRZ classifications include:

- MRZ-1: Areas where available information indicates that no significant mineral deposits are present, or where little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present or where there is a high likelihood of their presence.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be determined from available data.

- MRZ-4: Areas where available information is inadequate to assign any other MRZ classification.

These classifications assist State and local agencies in land use planning decisions to ensure that significant mineral resources are considered and protected where feasible.

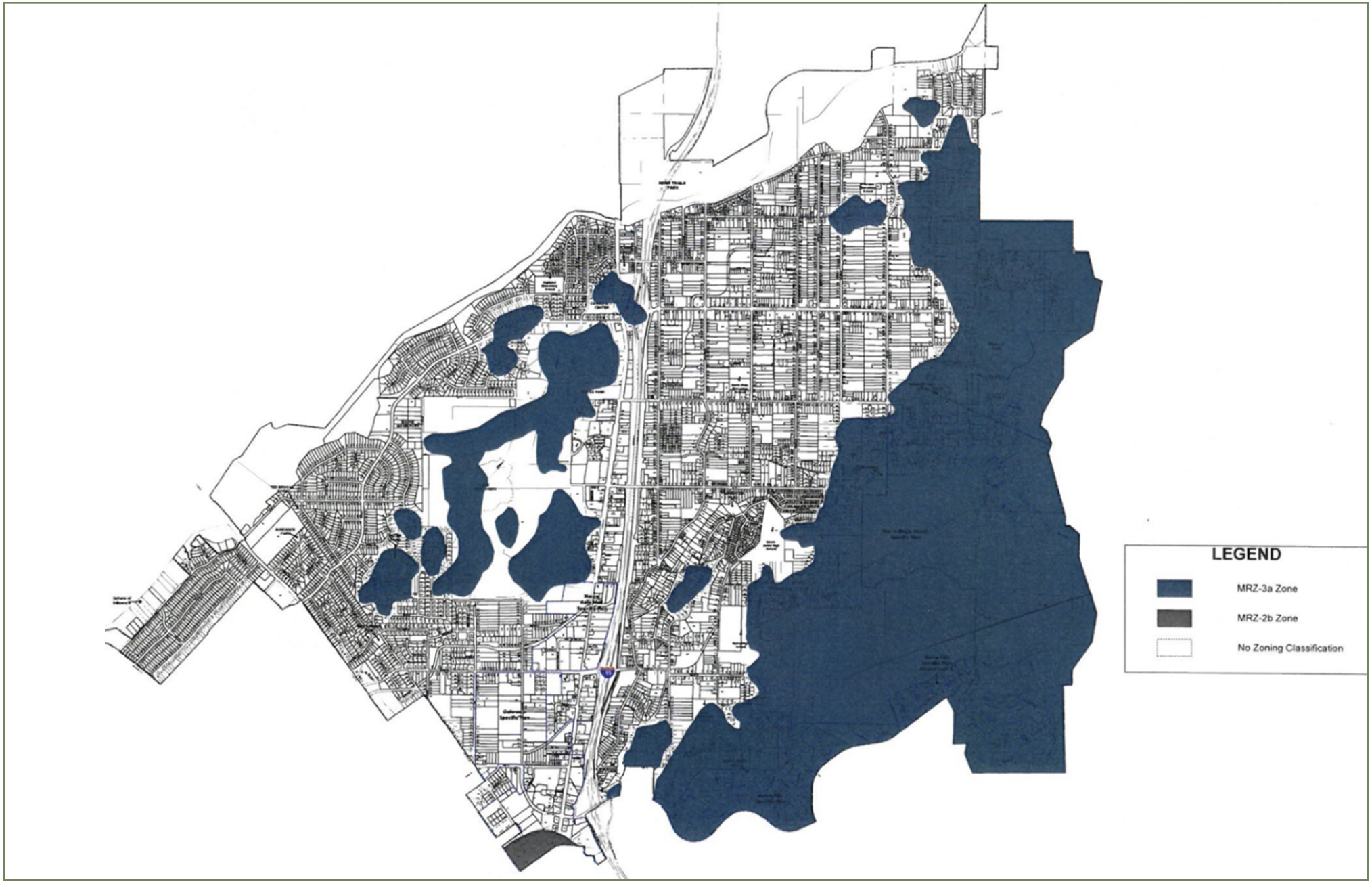
The City of Norco has two mineral resource zone designations within city limits as shown in Figure 4.12-1, Mineral Resource Zones in the City of Norco. Based on the State Report 165, Mineral Land Classification of the Temescal Valley Area, much of the City of Norco is designated MRZ-3a, which is described as areas containing known mineral deposits that may qualify as mineral resources. Within the city, these resources primarily consist of construction aggregate materials such as crushed rock associated with the Norco Hills and surrounding hillside area, and the Lake Norconian area, including Beacon Hill.

Although mineral resource zones have been identified in portions of the city, much of the hillside area has been approved for residential development or designated for open space uses, limiting the availability of these areas for future mineral extraction. As a result, mineral resource extraction opportunities within the city are limited.

In addition to the City's MRZ-3a designation, a small area of MRZ-2b occurs near the edge of the city near the intersection of Hamner Avenue and Parkridge Street, which forms part of a larger mineral resource zone extending into the City of Corona along the Temescal Wash. MRZ-2b is described as areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. The primary mineral resources associated with this area are sand and gravel materials used for construction purposes. However, only a small portion of this zone occurs within city limits, and portions of the area have already been developed, further limiting the potential for mineral extraction within the city.

The State's mineral resource classifications are intended to provide information to local jurisdictions regarding the location and significance of mineral resources for long-term land use planning purposes. Although mineral resources have been identified within portions of the city, substantial areas have already been developed, designated for open space uses, or otherwise constrained by surrounding urban development. As a result, opportunities for future mineral extraction within the city are limited.

FIGURE 4.12-1, MINERAL RESOURCE ZONES IN THE CITY OF NORCO



SOURCE: City of Norco.

b. Regulatory Framework

1. State

Surface Mining and Reclamation Act (SMARA)

The Surface Mining and Reclamation Act of 1975 (SMARA) (Public Resources Code Section 2710 et seq.) establishes a Statewide framework for regulating surface mining operations and ensuring mined lands are reclaimed to a usable condition. SMARA is administered by the California Department of Conservation and implemented locally through lead agencies such as counties or cities with approved reclamation programs. The Act requires operators of surface mining operations to obtain permits, prepare reclamation plans, and provide financial assurances to ensure that mined lands are restored following the completion of mining activities.

SMARA also encourages the production and conservation of mineral resources while minimizing adverse environmental effects associated with surface mining activities.

Mineral Resources and Mineral Hazards Mapping Program

The California Geological Survey (CGS) administers the Mineral Resources and Mineral Hazards Mapping Program pursuant to SMARA. Under this program, the State Geologist classifies lands according to the presence or absence of significant mineral resources using Mineral Resource Zones (MRZs).

California Geologic Energy Management Division (CalGEM)

The California Geologic Energy Management Division (CalGEM), formerly known as the Division of Oil, Gas, and Geothermal Resources (DOGGR), regulates the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells in California. CalGEM operates within the California Department of Conservation and is responsible for ensuring that energy resource development activities are conducted in a manner that protects public health, safety, and the environment.

2. Regional

There are no regional regulations related to mineral resources that would be applicable to the proposed 2050 GPU.

3. Local

City of Norco General Plan

The City of Norco *General Plan* establishes the community's long-term vision for land use, development patterns, infrastructure planning, resource conservation, and community character. The *General Plan* includes land use designations, goals, and policies that guide growth and development within the city. The currently adopted *General Plan* serves as the baseline planning framework against which the proposed 2050 GPU is evaluated.

City of Norco General Plan Open Space and Conservation Element

The City of Norco's *General Plan* 2014 Open Space and Conservation Element provides direction to the city regarding the preservation, development, and utilization of natural resources. Natural resources discussed in this element include water, energy, soils, minerals, and wildlife. The 2014 Open Space and Conservation Element addresses mineral resources through identification of MRZ-designated areas within the city. The Open Space and Conservation Element recognizes the presence of construction-related aggregate resources, but notes that existing residential development and open space designations limit the feasibility of future mineral extraction activities within the city.

c. Methodology

The analysis in this section considers land uses proposed by the 2050 GPU relative to MRZs in the Planning Area and mineral resource areas identified by the City.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G of the *CEQA Guidelines*. An impact is considered significant if the 2050 GPU would:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State; or

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.

2. Project Impacts and Mitigation Measures

Threshold 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?

Threshold 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?

Less than Significant Impact. As discussed above in Section 4.12, *a. Existing Conditions*, mineral resources within the City of Norco are primarily classified as MRZ-3a, indicating areas that contain known mineral deposits that may qualify as mineral resources. These resources generally consist of construction aggregate materials, including sand, gravel, and crushed rock associated with the Norco Hills and surrounding hillside areas used for construction purposes. A limited area of MRZ-2b is also present near the city's boundary; however, only a small portion of this designation occurs within the city limits.

Although mineral resources have been identified in portions of the city, many areas containing these resources have been developed with residential uses or designated for open space, which limits the availability and feasibility of future mineral resource extraction. As a result, opportunities for mineral resource recovery within the city are limited under existing conditions.

The existing City of Norco *2050 General Plan* Open Space and Conservation Element identifies mineral resource areas within the city while recognizing that much of the land containing mineral resources has already been developed or designated for residential and open space uses, limiting the feasibility of future extraction activities.

The proposed *2050 General Plan* Open Space and Conservation Element contains Goals and Policies addressing potential future mineral resource extraction activities. While implementation of the proposed 2050 GPU could result in future development within areas containing mineral resources, the proposed *2050 General Plan* includes Goals and Policies intended to guide and accommodate the responsible mineral resource extraction activities that are compatible with surrounding land uses and environmental protection requirements.

Open Space and Conservation Element Goals and Policies

GOAL OSC-11: RESPONSIBLE MINERAL RESOURCE EXTRACTION. The City will balance the economic development potential for mineral resource extraction with other City priorities, placing emphasis on public health and safety, environmental quality, community character, and quality of life, in the event mineral resources are identified and extraction operations are proposed.

POLICIES

OSC-11.1 Evaluation of Mineral Resource Extraction Proposals. Evaluate proposals for mineral resource extraction to ensure that potential economic benefits are carefully balanced with the protection of public health and safety, environmental quality, community character, and overall quality of life.

OSC-11.2 Compatibility and Impact Management. Require mineral resource extraction activities to demonstrate compatibility with surrounding land uses and incorporate measures that avoid, minimize, or mitigate impacts related to noise, air quality, traffic, visual character, and other environmental effects.

These policies would ensure that any future mineral resource extraction proposals are evaluated for compatibility with surrounding land uses and incorporate measures to avoid, minimize, or mitigate potential environmental impacts. Implementation of these policies would require future extraction proposals to address potential impacts related to noise, air quality, traffic, visual character, and public health and safety, while ensuring appropriate reclamation and restoration of disturbed areas, as applicable.

Therefore, implementation of the proposed 2050 GPU would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State, nor would it result in the loss of availability of a locally important mineral resource recovery site. The proposed 2050 GPU would allow future mineral resource extraction activities that are compatible with surrounding land uses and environmental protection requirements. Therefore, impacts related to mineral resources would be less than significant, and no mitigation measures are required.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.13 Noise

This section evaluates potential noise impacts associated with implementation of the proposed 2050 General Plan Update (GPU) through the year 2050. Specifically, this section addresses potential impacts related to noise exposure, increases in ambient noise levels, and temporary construction related noise and vibration from both stationary and mobile sources. The analysis also evaluates potential roadway traffic, railroad, and airport related noise exposure. Supporting modeling data for existing and future noise levels are provided in Appendix 4.13.

a. Existing Conditions

Noise is defined in this analysis as unwanted sound that disturbs human activity. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 4.5 dBA, while a noise barrier typically reduces noise levels by 5 to 15 dBA (Federal Transit Administration [FTA]). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows.

One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-

hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7:00 a.m. to 10:00 p.m. and a 10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

The relationship between peak hourly Leq values and associated Ldn values depends on the distribution of traffic over the entire day. There is no precise way to convert a peak hourly Leq to Ldn. However, in urban areas near heavy traffic, the peak hourly Leq is typically 2-4 dBA lower than the daily Ldn. In less heavily developed areas, such as suburban areas, the peak hourly Leq is often roughly equal to the daily Ldn. For rural areas with little nighttime traffic, the peak hourly Leq value will often be 3-4 dBA greater than the daily Ldn value (SWRCB 1999). The project site is located in a suburban area; therefore, the daily Ldn value would be equal to the peak hourly Leq value.

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Groundborne vibration related to human annoyance is generally related to root mean square (RMS) velocity levels expressed in vibration decibels (VdB). Based on the FTA's Transit Noise and Vibration Impact Assessment vibration levels decrease by 6 VdB with every doubling of distance.

1. Existing Noise and Vibration Sources

Noise within Norco can originate from a variety of sources and can reach levels that affect both residents and visitors. Land use designations generally reflect the purpose of an area and the anticipated noise exposure associated with it. For example, SilverLakes hosts large crowds during music festivals and concerts, and the combination of attendees, amplified sound, and vibration can generate noise levels that may affect nearby residents. Other areas of the city, such as the many horse trails and pedestrian pathways, are designated and located with the intention of creating areas for relaxation and minimal noise.

As an agricultural and animal-keeping community, portions of Norco have large lots with single-family dwellings, where horses, pigs, chickens, and other livestock are kept. These animals generate noise, which can affect daily life. A pig's squeal can reach 115 dB, a rooster's crow is approximately 90 dB, and a horse can easily generate noise above 67 dB.

Special events, such as the large outdoor concerts held at SilverLakes, can generate noise ranging from 90 to 120 dB. The Ingalls Event Center, where annual rodeos are held, can generate noise between 100 and 130 dB. These special events easily generate noise at 80 dB, where prolonged exposure can lead to hearing damage.

Industrial and commercial uses can sometimes generate noise associated with the operation of the business. Some examples of these sound generators include heavy machinery, large transport trucks and trailers, or various smaller vehicles and equipment operating as part of daily business.

Often, communities with large lots, like Norco, have property owners operating businesses or undertaking activities that require storage and/or use of vehicles and equipment that can generate noise. These activities can be considered a nuisance and may benefit from the introduction of noise attenuation improvements. Noise generated by these types of conditions may involve the movement of equipment and/or vehicles on or off the property or the use of the equipment or machinery as part of a home-based business.

Motor vehicles are a major source of noise within any city. In the case of Norco, much of the area identified as noise impacted, is along major roadways. Cars, moving even at only 30 miles per hour (mph), generate noise at 70 dB. As vehicle speed increases, so does the sound generation (e.g., at 70 mph, sound levels can increase to nearly 90 dB). Major thoroughfares, such as Hamner Avenue, Sixth Street, and River Road, see large volumes of traffic daily.

Portions of the city are located within the Corona Municipal Airport influence area; however, the city is generally outside primary flight paths and noise contours for this facility. In addition, Norco is outside the influence areas of nearby regional airports (Chino Airport, Riverside Airport) and large international airports (Ontario International Airport, Los Angeles International Airport, John Wayne Airport). While overflights to and from these airports can occur depending on regional weather and flight patterns, aircraft are typically at altitudes where the resulting noise creates only temporary disturbances with little impact in most cases.

Although considered temporary, construction noise can significantly disturb the community. Its duration can range from a few hours to several years for larger projects. Most construction noise comes from heavy equipment and machinery, which can easily exceed 70 dB. When used for prolonged periods, this equipment can produce potentially harmful noise levels. Fortunately, construction activity is regulated and restricted to normal operating hours within the city.

Vibration is mechanical energy that travels through structures as wave-like motion and is closely related to noise, as vibrating objects create pressure waves perceived as sound. Ground vibration can result from natural events such as earthquakes and landslides, as well as human activities including construction, heavy equipment operation, roadway traffic, and rail movement. In residential areas, typical background vibration levels are about 50 VdB, with most people

beginning to perceive vibration around 65 VdB and clearly noticing it near 75 VdB. Levels approaching or exceeding 100 VdB may cause minor damage to more fragile structures.

Outdoor vibration is commonly generated by construction activities, trains, and vehicles traveling over rough surfaces. Construction-related vibration may be short-term (blasting or impact pile driving), continuous (vibratory pile drivers, compressors, or generators), or random (jackhammering or pavement breaking). While brief vibration events may be minor, prolonged or repeated exposure can disturb occupants, contribute to sleep disruption and reduced quality of life, and in some cases weaken nearby structures over time.

2. Existing Roadway Noise Levels

Norco is divided in half by the I-15 Freeway, a major transportation route carrying over 300,000 daily trips. Traffic along the freeway represents one of the dominant source of noise within the city and generates average noise levels ranging from approximately 70 to 80 dB at a distance of 50 feet from the roadway.

Table 4.13-1, Existing Roadway Noise Levels (2019) presents the existing roadway noise levels throughout the city. As shown therein, roadway noise levels range from a low of 49.6 dBA CNEL along Valley View Avenue between Corydon Avenue and Bluff Street to a high of 67.9 dBA CNEL along Hamner Avenue between Fourth Street and Second Street. The elevated noise levels along Hamner Avenue are generally associated with higher traffic volumes and commercial land uses located along the corridor.

TABLE 4.13-1, EXISTING ROADWAY NOISE LEVELS (2019)

Roadway Name	Segment	ADT Volume (2019)	Roadway Noise Levels (dBA, CNEL)
Alhambra Street	Norco Drive to River Ridge Drive	598	50.9
	River Ridge Drive to Acacia Avenue	15,740	65.1
Bluff Street	River Road to Vine Street	2,288	56.8
	Vine Street to Corydon Avenue	1,197	54.0
Branding Iron Lane	Dapplegray Lane to Wild Horse Lane	1,872	55.9
California Avenue	Fifth Street to Sixth Street	1,881	55.9
	Sixth Street to Seventh Street	10,452	63.4
	Seventh Street to North Drive	11,660	63.8
Corydon Avenue	Fifth Street to Bluff Street	8,186	62.3
	Bluff Street to River Road	5,721	60.7
Crestview Drive	Arlington Avenue to Seventh Street	1,881	55.9

TABLE 4.13-1, EXISTING ROADWAY NOISE LEVELS (2019)

Roadway Name	Segment	ADT Volume (2019)	Roadway Noise Levels (dBA, CNEL)
	Seventh Street to Sixth Street	1,881	55.9
	Sixth Street to East Street	1,435	54.7
	East Street to Wild Horse Lane	979	53.1
	Wild Horse Lane to Valley Drive	609	51.0
Detroit Street	Valley View Avenue to Hamner Avenue	7,143	61.7
El Paso Drive	Hillside Avenue to Dogwood Way	2,919	57.8
	Dogwood Way to Hidden Valley Parkway	1,346	54.5
Fifth Street	Corydon Avenue to Norconian Drive	7,667	62.0
	Norconian Drive to Hamner Avenue	2,680	57.5
	Hamner Avenue to Corona Avenue	4,735	59.9
	Corona Avenue to Hillside Avenue	2,988	57.9
	Hillside Avenue to California Avenue	2,584	57.3
First Street	Parkridge Avenue to Hamner Avenue	9,230	62.8
	Valley View Avenue to Corona Avenue	321	48.2
	Corona Avenue to Hillside Avenue	2,411	57.0
Fourth Street	Clark Avenue to Valley View Avenue	5,291	60.4
	Valley View Avenue to Hillside Avenue	2,594	57.3
Hamner Avenue	North City Limit to Sixth Street	27,940	67.6
	Sixth Street to Fifth Street	26,728	67.4
	Fifth Street to Fourth Street	27,250	67.5
	Fourth Street to Second Street	30,011	67.9
	Second Street to First Street	23,780	66.9
	First Street to South City Limit	21,959	66.6
Hidden Valley Parkway	Hamner Avenue to 4000' east of I-15	19,478	66.1
	4000' east of I-15 to El Paso Drive	21,457	66.5
	El Paso Drive to Norco Hills Road	22,144	66.6
Hillside Avenue	First Street to Second Street	4,191	59.4
	Second Street to Third Street	2,668	57.4

TABLE 4.13-1, EXISTING ROADWAY NOISE LEVELS (2019)

Roadway Name	Segment	ADT Volume (2019)	Roadway Noise Levels (dBA, CNEL)
	Third Street to Fourth Street	2,421	57.0
	Fourth Street to Fifth Street	2,738	57.5
	Fifth Street to Sixth Street	1,897	56.0
Mountain Avenue	Hamner Avenue to First Street	8,264	62.3
	First Street to Second Street	3,866	59.0
Norco Drive	Hamner Avenue to Alhambra Street	3,869	59.0
	Alhambra Street to Fifth Street	3,420	58.5
Norco Hills Road	Hidden Valley Parkway to Valley Drive	3,405	58.5
Norconian Drive	Fifth Street to Norco Drive	155	45.1
North Drive	California Avenue to East City Limit	12,439	64.1
Parkridge Avenue	Second Street to South City Limit	4,023	59.2
Pedley Avenue	Seventh Street to Sixth Street	1,363	54.5
	Sixth Street to Fifth Street	1,743	55.6
River Road	North City Limit to Corydon Avenue	27,101	67.5
	Corydon Avenue to Second Street (SCL)	24,980	67.1
Rock Springs Avenue	First Street to Thoroughbred Lane	2,652	57.4
Second Street	River Road to Mountain Avenue	9,513	63.0
	Mountain Avenue to Hamner Avenue	13,184	64.4
	Hamner Avenue to Corona Avenue	9,127	62.8
	Corona Avenue to Hillside Avenue	7,886	62.1
Seventh Street	Valley View Avenue to Corona Avenue	3,082	58.1
	Corona Avenue to Hillside Avenue	3,196	58.2
	Hillside Avenue to California Avenue	3,047	58.0
Sierra Avenue	Fifth Street to Sixth Street	4,369	59.6
	Hamner Avenue to Valley View Avenue	22,036	66.6
Sixth Street	Valley View Avenue to Hillside Avenue	19,364	66.0
	Hillside Avenue to California Avenue	15,740	65.1
	California Avenue to Crestview Drive	2,792	57.6

TABLE 4.13-1, EXISTING ROADWAY NOISE LEVELS (2019)

Roadway Name	Segment	ADT Volume (2019)	Roadway Noise Levels (dBA, CNEL)
Third Street	Valley View Avenue to Hamner Avenue	3,758	58.9
	Hamner Avenue to Campus Avenue	13,931	64.6
	Campus Avenue to 2700' West	3,584	58.7
Thoroughbred Lane	El Paso Drive to Sedona Lane	550	50.6
Valley Drive	Country Club Drive to Fresian Street	1,873	55.9
Valley View Avenue	Detroit Street to Seventh Street	5,296	60.4
	Fifth Street to Detroit Street	2,740	57.5
	Third Street to Second Street	4,906	60.1
Vine Street	Corydon Avenue (N) to Bluff Street	439	49.6
	Bluff Street to Corydon Avenue (S)	1,241	54.1
Wild Horse Lane	Branding Iron Lane to Cavaletti Lane	1,364	54.5
	Cavaletti Lane to Crestview Drive	1,197	54.0

Source: Refer to Appendix 4.13 for Roadway Noise Worksheets.

b. Regulatory Setting

1. Federal

The Environmental Protection Agency has established guidelines for other agencies when noise regulations are necessary, but they are not mandatory requirements and are provided for informational purposes only. These are based on the relationship between noise levels and human responses.

The Federal Highway Administration (FHWA) has developed noise standards that are applied when highway projects are proposed, or where housing is proposed and FHWA or Caltrans are responding agencies for environmental input and recommendation.

The FHWA standards are not directly applicable for development in Norco since most of the residential zones adjacent to the freeway are already developed. They do, however, indicate the standards that one agency of the Federal government has determined are acceptable for residential development, and the circumstances when noise impacts should be a consideration.

The FHWA design goal for highway development in residential areas is an Leq level of 67 dBA for exterior yard areas, and 52 dBA for interior levels. This is based on general assumption that standard wood frame housing provides an automatic 10 dBA reduction from exterior to interior noise levels with the windows open, and a 20 dBA reduction with the windows closed almost all

of the time (basically non-opening windows). The FHWA has come up with general categories of land uses that are appropriate under various noise settings as shown in Table 4.13-2, FHWA Noise Design Levels.

TABLE 4.13-2, FHWA NOISE DESIGN LEVELS

Noise Level	57 Leq 60 (L10)	67 Leq 70 (L10)	72 Leq 75 (L10)	-- --	52 Leq 55 (L10)
Activity Category	**A (exterior)**	**B (exterior)**	**C (exterior)**	**D**	**E (interior)**
When determining appropriate design levels, either the Leq or the L10 scales are used, but not both. L10 means that not more than 10% of occurrences will exceed the stated noise level	Where quiet serves an important public need to preserve a specific intended land use	Public areas where the need to maintain quiet is not as critical as for those in Category A	Developed lands, properties, and activities not already included in Categories A & B	Undeveloped lands	
	Activities				
	Amphitheaters, Specific parks (or), Portions of parks, Open spaces, Historic districts	Recreation areas, Playgrounds, Public parks, Private parks, Residences, Motels & hotels, Meeting rooms, Schools, Churches, Libraries, Hospitals	No specific activities listed	Noise abatement is not required unless development is imminent and the cost or difficulty of incorporating abatement measures later would be prohibitive	Interiors of: Residences, Motels & hotels, Schools, Churches, Meeting rooms, Libraries, Hospitals, Auditoriums

2. State

The State of California establishes standards and guidelines to ensure that new development minimizes exposure to excessive noise and maintains acceptable levels of interior and exterior sound for residents and visitors. California's noise insulation standards are codified in the Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These standards are applied to all new construction projects. Ambient noise is considered as the existing noise level at a given location, often averaged over time. Noise standards, called Community Noise Equivalent Level (CNEL), are a weighted average of noise level over time. Both of these levels—ambient and CNEL—can be determined by a noise study and must be prepared when a project seeks to place people near major transportation noise sources (e.g., major

roadways, I-15 Freeway, etc.), and where such noise sources create an exterior noise level of 60 dBA CNEL or higher (e.g., SilverLakes, Ingalls Event Center, etc.).

Project plans and design must demonstrate that structures have been built to limit interior noise in habitable rooms to meet the Noise Compatibility Standards set forth in Table 4.13-3, Noise Compatibility Standards for People.

This table provides a tool to gauge the compatibility of designated land uses, relative to the already existing and future noise levels. These standards can be modified for areas that already have higher noise, such as festivals, markets, and outdoor performances. Generally, there is more flexibility for outdoor noise than indoor, and design features, such as berms, walls, windows, and setbacks, will be factored into the project.

TABLE 4.13-3, NOISE COMPATIBILITY STANDARDS FOR PEOPLE

Type of Development	Exterior Noise Standard (CNEL)	Interior Noise Standard (CNEL)
Low Density Residential (single family, duplex, mobile home)	60	45
Medium or High Density Residential (Multifamily, Apartments)	65	45
Lodging (Motels/Hotels)	65	45
Mixed Use/Infill Development	70	45
Schools, Libraries, Community Centers, Religious Institutions, Hospitals, Nursing Homes	70	45
Auditoriums, Concert Halls, Amphitheaters	70	N/A
Playgrounds, Neighborhood Parks	70	N/A
Outdoor Recreation (Commercial and Public)	75	N/A
Commercial (Office/Retail)	70	60
Industrial, Manufacturing, and Utilities	75	70

3. Local

Municipal Code

Chapter 9.07 of the Norco *Municipal Code* addresses Noise Regulations. This Chapter helps regulate noise emanating from uses and activities within the city. A key portion referenced during the development process is Section 9.07.040, which includes a table that identifies sound level standards by land use designation, as shown in Table 4.13-4, Sound Level Standards. These standards allow the City to determine maximum decibel levels permitted for daytime and nighttime, depending on the land use and development proposed.

TABLE 4.13-4, SOUND LEVEL STANDARDS

Land Use	Land Use Designation Name	Density	Maximum Decibel Level	
			8 a.m. – 10 p.m.	10 p.m. – 8 a.m.
Community Development	Estate-Density Residential	2 ac	55	45
	Very-Low-Density Residential	1 ac	55	45
	Low-Density Residential	1/2 ac	55	45
	Medium-Density Residential	2 – 5	55	45
	Medium-High-Density Residential	5 – 8	55	45
	High-Density Residential	8 – 14	55	45
	Very-High-Density Residential	14 – 20	55	45
	Highest-Density Residential	20+	55	45
	Retail Commercial		65	55
	Office Commercial		65	55
	Tourist Commercial		65	55
	Community Center		65	55
	Light Industrial		75	55
	Heavy Industrial		75	75
	Business Park		65	45
	Public Facility		65	45
	Specific Plan – Residential		65	45
	Specific Plan - Commercial		55	55
	Specific Plan – Light Industrial		65	55
	Specific Plan – Heavy Industrial		75	55
Rural Community	Estate-Density Residential	2 ac	55	45
	Very-Low-Density Residential	1 ac	55	45
	Low-Density Residential	1/2 ac	55	45
Rural	Rural Residential	5 ac	45	45
	Rural Mountainous	10 ac	45	45
	Rural Desert	10 ac	45	45

TABLE 4.13-4, SOUND LEVEL STANDARDS

Land Use	Land Use Designation Name	Density	Maximum Decibel Level	
			8 a.m. – 10 p.m.	10 p.m. – 8 a.m.
Agriculture	Agriculture	10 ac	45	45
Open Space	Conservation		45	45
	Conservation Habitat		45	45
	Recreation		45	45
	Rural	20 ac	45	45

Source: City of Norco *Municipal Code*, Ord. 979 Sec. 1, 2014; Ord. 1116 Sec. 1, 2024.

4. City of Norco General Plan

When planning for land use, noise concerns primarily focus on residential areas, with the objective of minimizing residents' exposure to elevated noise levels for extended periods, both inside and outside their homes. However, other land uses, such as parks, schools, historical sites, cemeteries, and recreational areas, are also sensitive to increased noise, particularly exterior noise. Similarly, places of worship, transient lodging, and spaces where low interior noise is crucial, are likewise considered noise sensitive. In addition, all these land uses, as well as commercial and industrial buildings, can be affected by vibrations, which may disrupt operations, even at levels below those that typically cause disturbance.

The following Goals and Policies aim to reduce the effects of noise and vibration for Norco, its residents, and visitors:

GOAL N-1: BALANCED NOISE AND VIBRATION MANAGEMENT. The City will work to ensure that noise and vibration levels support the daily activities and variety of uses without disrupting quality of life for residents, business, and visitors.

POLICIES

N-1.1 Community Noise Protection. Ensure outdoor noise levels are safe and comfortable to protect residences, animal-keeping, and small-plot agriculture uses in the community.

N-1.2 Noise Ordinance Updates. Periodically update the noise ordinance of the *Municipal Code* to regulate the effects of noise on residential neighborhoods and Norco's lifestyle.

N-1.3 Noise Compatibility. Minimize the noise impact conflicts between noise sensitive land uses and noise generators.

N-1.4 **Off-Trail Motor Vehicle Prohibition.** Prohibit the use of motorized vehicles within the City's trails and pathways, along with undeveloped and/or vacant land.

N-1.5 **Construction Noise Standards.** Ensure noise standards are in place and periodically updated, to minimize noise effects from construction sites and equipment use adjacent to residential areas and/or sensitive land uses.

N-1.6 **Quiet Construction Equipment.** All construction equipment should be equipped with the manufacturer's noise attenuation features.

N-1.7 **Construction Hours Regulation.** Regulate the hours of operation for construction areas, including haul routes in conformance with the *Municipal Code*, and make special provisions, if necessary, for projects adjacent to residential areas and/or sensitive land uses.

N-1.8 **Freeway Noise Attenuation Coordination.** Coordinate with Caltrans on the construction of noise attenuation projects along the I-15 freeway corridor.

N-1.9 **Excessive Vehicle Noise Control.** Regulate the operation of motor vehicles that generate excessive noise on city streets, especially within or adjacent to residential areas and/or sensitive land uses.

N-1.10 **Stationary Equipment Noise Control.** Regulate the operation of stationary equipment that generates excessive noise, especially within or adjacent to residential areas and/or sensitive land uses.

N-1.11 **Special Event Noise Management.** Locate, plan, and time outdoor special events to minimize potential noise impacts to nearby residential areas and/or sensitive uses.

N-1.12 **Commercial and Industrial Noise Mitigation.** Require developments in commercial and industrial zones near residential areas and/or sensitive land uses to incorporate noise mitigation improvements, such as sound walls and/or landscaping along adjacent property lines, site design and building orientation, restricted hours of operation, site access locations, and truck route designation.

N-1.13 **Existing Noise Source Reduction.** Monitor existing excessive noise generators, and encourage the installation of additional buffering and noise reduction mechanisms to lessen impacts on residential areas and/or sensitive land uses.

N-1.14 **Loading and Storage Noise Mitigation.** Minimize noise impacts from loading/unloading activities and stock storage containers in commercial and industrial zones near residential areas and/or sensitive land uses.

N-1.15 Transportation Noise Mitigation. Ensure noise mitigation strategies, such as reduced traffic speeds, roadway use restrictions, and sound attenuation amenities, are incorporated into roadway improvement and expansion projects where noise-sensitive land uses are located.

N-1.16 Excessive Noise Impact Reduction. Identify existing areas of excessive noise impact to noise sensitive land uses, and consider future measures and the necessary funding mechanisms to reduce impact.

N-1.17 Interior Residential Noise Standards. Ensure that construction standards require the reduction of interior residential noise levels on new residential development from outside sources to 45 dBA or lower.

N-1.18 Noise Attenuation for New Housing. Require new residential development in areas already impacted by noise levels of 65 dBA or greater to incorporate additional noise attenuation measures to effectuate an interior noise level of 45 dBA or lower.

N-1.19 Site Design Noise Mitigation. Mitigate exterior noise levels using landscaping, site layout, building placement, and design elements to reduce noise impacts.

N-1.20 Animal-Keeping Noise Control. Consistent with the Norco *Municipal Code*, control noise impacts in residential zones from overly intensive animal-keeping activities.

c. Methodology

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by several factors. The most notable is the decrease in noise as the distance from the source increases. In general, sound from a small, localized source (i.e., a point source) radiates uniformly outward in a spherical spreading and attenuates (or drops off) at a rate of 6 dB(A) for each doubling of distance. Sound from line sources such as roads radiates outward in cylindrical spreading and attenuates at a rate of 3 dB(A) per doubling of distance. Other factors include ground absorption and atmospheric effects, as well as shielding by natural and/or manmade features (such as buildings, hills, etc.).

1. Roadway Noise

Traffic noise occurs adjacent to every roadway and is directly related to the distance from the roadway, traffic volume, speed, and vehicle mix (motorcycles, sedans, trucks, semis, etc.).

Existing (Year 2019) and Future (Year 2050) traffic volumes were obtained from the traffic study (refer to Appendix 4.16). For all roadways, vehicle mix was modeled based on traffic counts taken during the existing conditions noise measurements.

Modeling conservatively assumes flat topography with no intervening terrain between sensitive land uses and roadways. Resulting noise levels represent a worst-case scenario; topography,

buildings, and other obstructions along the roadways would shield distant receivers from the traffic noise. Parameters used to model traffic noise are included in Appendix 4.16.

2. Construction Noise

No specific construction or development is proposed under the *2050 General Plan* at this time, but construction would occur with future development. Construction noise would be generated by construction equipment used for site preparation and grading, removal and demolition of existing structures and pavement, loading, unloading, and placing materials and paving.

Under load conditions, diesel engine noise levels may be 85 to 90 dB(A) at a distance of 50 feet from the equipment. Construction equipment noise is approximated as a point source at the center of construction activities. Based on standard distance attenuation rates, a noise level of 85 dB(A) at 50 feet from a noise source would be 79 dB(A) at 100 feet, and 73 dB(A) at 200 feet from the source.

During excavating, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels would be 82 dB(A) at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously.

3. Groundborne Noise and Vibration

Groundborne noise and vibration was assessed following the publications by the FTA and Caltrans. Caltrans guidelines recommend that a standard of 0.2 inch per second (inch/sec) peak particle velocity (PPV) not be exceeded for the protection of normal residential buildings and that 0.08 inch/sec PPV not be exceeded for the protection of old or historically significant structures. With respect to human response within residential uses (i.e., annoyance, sleep disruption), FTA recommends a maximum acceptable standard of 80 vibration decibels (VdB).

d. Impact Analysis

1. Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *CEQA Guidelines.* For the purposes of this Program EIR (PEIR), implementation of 2050 GPU may have a significant adverse impact if it would:

a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

c) Result in a substantial permanent increase in ambient noise levels above levels existing without the project;

d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

e) For a project located in 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, expose people residing or working in the project area to excessive noise; or

f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise.

2. Project Impacts and Mitigation Measures

Threshold f with regards to effects of a private airstrip is discussed in Section 4.9, Hazards. All other thresholds are discussed below.

Threshold a. Would the development facilitated by the 2050 GPU result in exposure of persons to noise levels in excess of applicable noise standards?

A significant impact would occur if future development consistent with the 2050 GPU would expose persons to noise levels that would exceed acceptable levels, as established in the *2050 General Plan* or exceed the noise level limits established in the City *Municipal Code*. Noise compatibility criteria vary by land use as shown in Table 4.13-4.

Traffic Noise

Less than Significant Impact. Future development consistent with the 2050 GPU may include new land uses that could be exposed to noise exceeding the acceptable range. Potential areas of concern include land uses adjacent to major roadways.

The proposed 2050 GPU would be generally consistent with applicable Noise Element policies related to roadway traffic noise. Specifically, *Policies N-1.1* and *N-1.3* seek to protect residential neighborhoods, animal-keeping uses, and other noise sensitive land uses from excessive noise exposure and minimize conflicts between noise sensitive land uses and noise generators. *Policies N-1.15* and *N-1.19* further encourage incorporation of noise attenuation measures, roadway design considerations, landscaping, and other site planning strategies to reduce roadway noise impacts in areas containing sensitive receptors. In addition, *Policies N-1.17* and *N-1.18* require future residential development exposed to elevated exterior noise levels to incorporate building design and attenuation features capable of achieving acceptable interior noise standards.

Future roadway noise conditions were evaluated by comparing existing year 2019 roadway noise levels to forecasted year 2050 conditions under both the No Project and 2050 GPU Project

scenarios. The No Project scenario represents future traffic conditions without implementation of the proposed 2050 GPU, whereas the *2050 General Plan* Project scenario reflects anticipated traffic volumes associated with buildout of the proposed 2050 GPU. These comparisons were used to evaluate potential increases in roadway noise exposure throughout the city.

Table 4.13-5, Future Roadway Noise Levels displays the forecasted 2050 noise levels for all major roadways in the city. Comparison of existing year 2019 roadway noise levels to the future year 2050 No Project forecast indicates changes ranging from no increase along several roadway segments to a maximum increase of 5.4 dBA CNEL along Fifth Street between Norconian Drive and Hamner Avenue. Comparison of existing year 2019 roadway noise levels to the future year *2050 General Plan* Project forecast indicates changes ranging from no increase along several roadway segments to a maximum increase of 2.5 dBA CNEL along the same roadway segment.

Under the future *2050 General Plan* Project scenario, roadway noise increases would remain below the 3 dBA CNEL threshold typically considered perceptible to the human ear. Although the No Project scenario would result in a perceptible increase along portions of Fifth Street, the *2050 General Plan* Project scenario would not substantially increase roadway noise levels relative to existing conditions.

As discussed above, implementation of the proposed 2050 GPU would not result in substantial increases in roadway noise levels relative to existing conditions. Although the future No Project scenario would result in localized increases in roadway noise levels along portions of Fifth Street, the future *2050 General Plan* Project scenario would not result in perceptible increases in roadway noise levels. Furthermore, future development facilitated by the proposed 2050 GPU would continue to be subject to the City's Noise Element policies, *Municipal Code* requirements, and project-specific review to ensure compatibility between future land uses and roadway noise exposure. Therefore, the proposed 2050 GPU would remain consistent with applicable Noise Element policies related to roadway traffic noise.

TABLE 4.13-5, FUTURE ROADWAY NOISE LEVELS

Roadway Name	Segment	Existing (2019)	Future (2050) No Project Forecast	Future (2050) Project Forecast	Difference (No Project – Existing)	Difference (Project – Existing)
Alhambra Street	Norco Drive to River Ridge Drive	50.9	52.3	51.6	+1.4	+0.7
	River Ridge Drive to Acacia Avenue	65.1	66.4	65.7	+1.3	+0.6
Bluff Street	River Road to Vine Street	56.8	56.8	56.8	0.0	0.0
	Vine Street to Corydon Avenue	54.0	54.0	54.0	0.0	0.0

TABLE 4.13-5, FUTURE ROADWAY NOISE LEVELS

Roadway Name	Segment	Existing (2019)	Future (2050) No Project Forecast	Future (2050) Project Forecast	Difference (No Project – Existing)	Difference (Project – Existing)
Branding Iron Lane	Dapplegray lane to Wild Horse Lane	55.9	57.2	56.5	+1.3	+0.6
California Avenue	*Fifth Street to Sixth Street*	55.9	55.9	55.9	0.0	0.0
	Sixth Street to Seventh Street	63.4	65.2	64.6	+1.8	+1.2
	Seventh Street to North Drive	63.8	65.4	64.9	+1.6	+1.1
Corydon Avenue	Fifth Street to Bluff Street	62.3	63.1	62.4	+0.8	+0.1
	Bluff Street to River Road	60.7	61.6	60.7	+0.9	0.0
Crestview Drive	Arlington Avenue to Seventh Street	55.9	57.2	56.5	+1.3	+0.6
	Seventh Street to Sixth Street	55.9	57.2	56.5	+1.3	+0.6
	Sixth Street to East Street	54.7	56.0	55.3	+1.3	+0.6
	East Street to Wild Horse Lane	53.1	53.1	53.1	0.0	0.0
	Wild Horse Lane to Valley Drive	51.0	52.3	51.6	+1.3	+0.6
Detroit Street	Valley View Avenue to Hamner Avenue	61.7	63.0	63.5	+1.3	+1.8
El Paso Drive	Hillside Avenue to Dogwood Way	57.8	59.1	58.4	+1.3	+0.6
	Dogwood Way to Hidden Valley Parkway	54.5	55.8	55.0	+1.3	+0.5
Fifth Street	Corydon Avenue to Norconian Drive	62.0	62.5	62.0	+0.5	0.0
	Norconian Drive to Hamner Avenue	57.5	62.9	60.0	+5.4	+2.5

TABLE 4.13-5, FUTURE ROADWAY NOISE LEVELS

Roadway Name	Segment	Existing (2019)	Future (2050) No Project Forecast	Future (2050) Project Forecast	Difference (No Project – Existing)	Difference (Project – Existing)
	Hamner Avenue to Corona Avenue	59.9	60.4	60.8	+0.5	+0.9
	Corona Avenue to Hillside Avenue	57.9	58.2	58.6	+0.3	+0.7
	Hillside Avenue to California Avenue	57.3	57.3	57.3	0.0	0.0
First Street	Parkridge Avenue to Hamner Avenue	62.8	64.5	64.4	+1.7	+1.6
	Valley View Avenue to Corona Avenue	48.2	49.5	48.9	+1.3	+0.7
	Corona Avenue to Hillside Avenue	57.0	59.1	59.4	+2.1	+2.4
Fourth Street	Clark Avenue to Valley View Avenue	60.4	61.0	60.4	+0.6	0.0
	Valley View Avenue to Hillside Avenue	57.3	57.5	57.3	+0.2	0.0
Hamner Avenue	North City Limit to Sixth Street	67.6	69.0	68.5	+1.4	+0.9
	Sixth Street to Fifth Street	67.4	68.4	67.7	+1.0	+0.3
	Fifth Street to Fourth Street	67.5	67.6	67.5	+0.1	0.0
	Fourth Street to Second Street	67.9	67.9	67.9	0.0	0.0
	Second Street to First Street	66.9	68.2	67.5	+1.3	+0.6
	First Street to South City Limit	66.6	66.6	66.6	0.0	0.0
Hidden Valley Parkway	Hamner Avenue to 4000' east of I-15	66.1	67.9	66.9	+0.8	+0.8
	4000' east of I-15 to El Paso Drive	66.5	67.7	67.5	+1.0	+1.0
	El Paso Drive to Norco Hills Road	66.6	67.9	67.2	+1.3	+0.6

TABLE 4.13-5, FUTURE ROADWAY NOISE LEVELS

Roadway Name	Segment	Existing (2019)	Future (2050) No Project Forecast	Future (2050) Project Forecast	Difference (No Project – Existing)	Difference (Project – Existing)
Hillside Avenue	First Street to Second Street	59.4	60.2	60.4	+0.8	+1.0
	Second Street to Third Street	57.4	58.7	58.0	+1.3	+0.6
	Third Street to Fourth Street	57.0	58.3	57.6	+1.3	+0.6
	Fourth Street to Fifth Street	57.5	59.7	58.6	+1.8	+1.1
	Fifth Street to Sixth Street	56.0	57.3	56.5	+1.3	+0.5
Mountain Avenue	Hamner Avenue to First Street	62.3	64.3	63.4	+2.0	+1.1
	First Street to Second Street	59.0	60.4	59.2	+1.4	+0.2
Norco Drive	Hamner Avenue to Alhambra Street	59.0	62.1	61.1	+3.1	+2.1
	Alhambra Street to Fifth Street	58.5	59.7	59.4	+1.2	+0.9
Norco Hills Road	Hidden Valley Parkway to Valley Drive	58.5	61.7	60.5	+2.0	+2.0
Norconian Drive	Fifth Street to Norco Drive	45.1	46.4	45.7	+0.6	+0.6
North Drive	California Avenue to East City Limit	64.1	65.6	65.2	+1.1	+1.1
Parkridge Avenue	Second Street to South City Limit	59.2	60.5	59.8	+0.6	+0.6
Pedley Avenue	Seventh Street to Sixth Street	54.5	55.8	55.1	+0.6	+0.6
	Sixth Street to Fifth Street	55.6	56.9	56.2	+0.6	+0.6

TABLE 4.13-5, FUTURE ROADWAY NOISE LEVELS

Roadway Name	Segment	Existing (2019)	Future (2050) No Project Forecast	Future (2050) Project Forecast	Difference (No Project – Existing)	Difference (Project – Existing)
River Road	North City Limit to Corydon Avenue	67.5	67.8	67.5	0.0	0.0
	Corydon Avenue to Second Street (SCL)	67.1	67.7	67.1	0.0	0.0
Rock Springs Avenue	First Street to Thoroughbred Lane	57.4	58.7	58.0	+0.6	+0.6
Second Street	River Road to Mountain Avenue	63.0	63.8	63.7	+0.7	+0.7
	Mountain Avenue to Hamner Avenue	64.4	65.6	64.9	+0.5	+0.5
	Hamner Avenue to Corona Avenue	62.8	62.8	62.8	0.0	0.0
	Corona Avenue to Hillside Avenue	62.1	62.1	62.6	+0.5	+0.5
Seventh Street	Valley View Avenue to Corona Avenue	58.1	59.4	58.6	+0.5	+0.5
	Corona Avenue to Hillside Avenue	58.2	59.5	58.8	+0.6	+0.6
	Hillside Avenue to California Avenue	58.0	59.3	58.6	+0.6	+0.6
Sierra Avenue	Fifth Street to Sixth Street	59.6	60.9	60.2	+0.6	+0.6
Sixth Street	Valley View Avenue to Hillside Avenue	66.6	68.4	67.7	+1.1	+1.1
	Hamner Avenue to Valley View Avenue	66.6	68.4	67.7	+1.8	+1.1
	Hillside Avenue to California Avenue	66.0	67.5	66.9	+1.5	+0.9
	California Avenue to Crestview Drive	57.6	58.9	58.2	+1.3	+0.6

TABLE 4.13-5, FUTURE ROADWAY NOISE LEVELS

Roadway Name	Segment	Existing (2019)	Future (2050) No Project Forecast	Future (2050) Project Forecast	Difference (No Project – Existing)	Difference (Project – Existing)
Third Street	Valley View Avenue to Hamner Avenue	58.9	60.2	59.5	+0.6	+0.6
	Hamner Avenue to Campus Avenue	64.6	65.8	64.8	+0.2	+0.2
	Campus Avenue to 2700' West	58.7	60.0	59.3	+0.6	+0.6
Thoroughbred Lane	El Paso Drive to Sedona Lane	50.6	51.9	51.2	+1.3	+0.6
Valley Drive	Country Club Drive to Fresian Street	55.9	57.2	56.5	+1.3	+0.6
Valley View Avenue	Detroit Street to Seventh Street	60.4	61.7	61.0	+1.3	+0.6
	Fifth Street to Detroit Street	57.5	58.8	58.1	+1.3	+0.6
	Third Street to Second Street	60.1	61.4	60.7	+1.3	+0.6
Vine Street	Corydon Avenue (N) to Bluff Street	49.6	50.9	50.2	+1.3	+0.6
	Bluff Street to Corydon Avenue (S)	54.1	56.5	55.6	+2.4	+1.5
Wild Horse Lane	Branding Iron Lane to Cavaletti Lane	54.5	55.8	55.1	+1.3	+0.6
	Cavaletti Lane to Crestview Drive	54.0	55.2	54.5	+1.2	+0.5

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would remain less than significant.

Stationary Noise

Less than Significant Impact. Future development consistent with the proposed 2050 GPU could introduce new land uses in proximity to existing stationary noise sources or introduce new stationary noise sources near existing residential neighborhoods and other noise sensitive land

uses. However, the 2050 GPU includes several Noise Element policies intended to minimize land use compatibility conflicts and reduce stationary noise exposure throughout the city.

Specifically, *Policy N-1.1* seeks to ensure outdoor noise levels remain safe and comfortable for residential neighborhoods, animal-keeping uses, and small plot agriculture uses. *Policy N-1.3* encourages minimizing conflicts between noise sensitive land uses and noise generators, while *Policies N-1.10*, *N-1.12*, *N-1.13*, and *N-1.14* provide direction for regulating stationary noise generating equipment and minimizing operational noise impacts from commercial and industrial activities located near sensitive receptors. These policies encourage incorporation of noise attenuation features, including sound walls, landscaping, site design considerations, building orientation, operational restrictions, buffering, and other noise reduction measures where appropriate. Policies N-1.17, *N-1.18*, and *N-1.19* further require future residential development exposed to elevated exterior noise levels to incorporate noise attenuation strategies capable of achieving acceptable interior and exterior noise standards.

Implementation of the proposed 2050 GPU would continue to require future discretionary development projects to comply with the City's *Municipal Code*, Noise Element policies, and applicable development review procedures intended to evaluate and reduce stationary noise impacts. Through implementation of these policies and existing regulatory requirements, the 2050 GPU would minimize the potential for substantial stationary noise conflicts between future development and existing noise sensitive land uses. Therefore, impacts associated with stationary noise sources would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold b. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Less than Significant Impact. Implementation of the proposed 2050 GPU could expose nearby land uses to temporary groundborne noise and vibration associated with future construction activities, including grading, excavation, hauling, and operation of heavy equipment. Groundborne vibration levels generated by construction activities would vary depending on the type of equipment used, distance to nearby receptors, and duration of construction activities. In addition, future development facilitated by the 2050 GPU could introduce new sensitive land uses in proximity to existing sources of groundborne noise and vibration, including major roadways and rail operations.

The City's *Municipal Code* and *2050 General Plan* Noise Element policies provide regulatory mechanisms intended to minimize groundborne noise and vibration impacts. Specifically, *Policy*

N-1.3 seeks to minimize conflicts between noise sensitive land uses and noise generators, while *Policy N-1.5* requires noise standards to minimize impacts from construction activities adjacent to residential neighborhoods and sensitive land uses. *Policy N-1.6* requires construction equipment to utilize manufacturer recommended noise attenuation features, and *Policy N-1.7* regulates construction hours and haul route operations in accordance with the *Municipal Code*. In addition, *Policies N-1.15* and *N-1.19* encourage incorporation of noise attenuation and site design measures to reduce noise related impacts to nearby receptors.

Future development projects facilitated by the 2050 GPU would continue to be subject to the City's *Municipal Code* requirements regulating construction activities, including allowable construction hours and operational standards intended to minimize excessive noise and vibration exposure. Furthermore, future discretionary projects with the potential to generate substantial groundborne noise or vibration would undergo project-specific environmental review, as appropriate, to evaluate potential impacts and identify feasible mitigation measures where necessary.

Because implementation of the 2050 GPU would continue to require compliance with the City's *Municipal Code* and applicable Noise Element policies intended to reduce groundborne noise and vibration impacts, exposure of persons to excessive groundborne noise or vibration levels would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold c. Result in substantial permanent increase in ambient noise levels above levels existing without the project.

Less than Significant Impact. Implementation of the proposed 2050 GPU could result in long term increases in ambient noise levels associated with future roadway traffic, commercial activities, industrial operations, and other urban development accommodated under the 2050 GPU. Permanent increases in ambient noise levels would primarily occur in areas experiencing increased traffic volumes or intensified land use activity associated with future growth through the planning horizon year 2050.

As discussed previously, the roadway noise analysis compared existing year 2019 roadway noise levels to future year 2050 No Project and *2050 General Plan* Project conditions. Under the future *2050 General Plan* Project scenario, roadway noise increases would range from no increase along several roadway segments to a maximum increase of 2.5 dBA CNEL along Fifth Street between Norconian Drive and Hamner Avenue. These increases would remain below the 3 dBA CNEL

threshold typically considered perceptible to the human ear and would not represent a substantial permanent increase in ambient noise levels.

In addition, future development facilitated by the 2050 GPU would continue to be subject to the City's *Municipal Code* and applicable Noise Element policies intended to minimize long term noise exposure and maintain compatibility between noise generating uses and sensitive receptors. Specifically, *Policies N-1.1* and *N-1.3* seek to protect residential neighborhoods, animal-keeping uses, and other sensitive land uses from excessive noise exposure and minimize conflicts between noise sensitive land uses and noise generators. *Policies N-1.10, N-1.12, N-1.15*, and *N-1.19* further encourage regulation of stationary noise sources and incorporation of noise attenuation measures, including site planning, landscaping, roadway design considerations, and sound barriers where appropriate. *Policies N-1.17* and *N-1.18* also require future residential development exposed to elevated exterior noise levels to incorporate building design and attenuation features capable of achieving acceptable interior noise standards.

Future discretionary development projects implemented under the 2050 GPU would continue to undergo project specific review to evaluate potential operational noise impacts and ensure consistency with the City's *Municipal Code* and *General Plan* Noise Element policies. Therefore, implementation of the proposed 2050 GPU would not result in a substantial permanent increase in ambient noise levels above levels existing without the project, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Less than Significant Impact. Implementation of the proposed 2050 GPU would facilitate future development and infrastructure improvements throughout the city that could result in temporary or periodic increases in ambient noise levels associated with construction activities. Construction related noise would primarily result from grading, excavation, paving, building construction, hauling activities, and operation of heavy equipment. Noise levels associated with construction activities would vary depending on the type of construction activity, equipment usage, duration of construction, and proximity to nearby sensitive receptors.

Future construction activities facilitated by the 2050 GPU would continue to be subject to the City's *Municipal Code* requirements regulating construction related noise, including restrictions on allowable construction hours and operational standards intended to minimize temporary

noise exposure to nearby residential neighborhoods and other sensitive land uses. In addition, the *2050 General Plan* includes several Noise Element policies intended to reduce temporary and periodic noise impacts associated with construction activities.

Specifically, *Policy N-1.5* requires noise standards to minimize impacts from construction sites and equipment use adjacent to residential neighborhoods and sensitive land uses. *Policy N-1.6* requires construction equipment to utilize manufacturer recommended noise attenuation features, while *Policy N-1.7* regulates construction hours and haul route operations in conformance with the *Municipal Code*. *Policy N-1.15* further encourages incorporation of noise attenuation measures and roadway design strategies to minimize noise impacts where sensitive land uses are present.

Implementation of these *Municipal Code* requirements and Noise Element policies would reduce the potential for substantial temporary or periodic increases in ambient noise levels associated with future development under the 2050 GPU. In addition, future discretionary development projects with the potential to generate substantial temporary construction noise would continue to undergo project specific review to evaluate potential impacts and identify feasible mitigation measures, where necessary. Therefore, temporary and periodic noise impacts associated with implementation of the proposed 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold e. For a project located in 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, expose people residing or working in the project area to excessive noise levels.

Less than Significant Impact. The City of Norco is located within the airport influence area associated with Corona Municipal Airport, a public use general aviation airport located northwest of the city. Portions of the city may also experience occasional aircraft overflight activity associated with regional aviation facilities, including Riverside Municipal Airport. Airport related noise exposure within the city is regulated through the Riverside County Airport Land Use Compatibility Plan (ALUCP), which establishes compatibility criteria intended to minimize conflicts between airport operations and surrounding land uses.

Implementation of the proposed 2050 GPU would not introduce new airport operations or substantially alter existing airport activity within the region. Future development facilitated by the 2050 GPU would continue to be subject to applicable airport land use compatibility

requirements, the Riverside County ALUCP, the City's *Municipal Code*, and applicable Noise Element policies intended to minimize noise exposure and land use compatibility conflicts.

Specifically, *Policy N-1.1* seeks to ensure outdoor noise levels remain safe and compatible with residential neighborhoods and other sensitive land uses, while *Policy N-1.3* encourages minimizing conflicts between noise sensitive land uses and noise generators. *Policies N-1.17* and *N-1.18* further require future residential development exposed to elevated exterior noise levels to incorporate noise attenuation measures capable of achieving acceptable interior noise standards.

In addition, future discretionary development projects located within airport influence areas would continue to undergo project specific review for consistency with applicable airport land use compatibility requirements and noise standards. Through compliance with the Riverside County ALUCP, the City's *Municipal Code*, and applicable Noise Element policies, implementation of the proposed 2050 GPU would not expose people residing or working within the project area to excessive airport related noise levels. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would remain less than significant.

4.14 Population and Housing

This section addresses potential population and housing impacts associated with the growth forecast under the 2050 General Plan Update (GPU). The existing population and housing conditions, forecast growth, and housing projections are described, and the potential impacts to substantial population growth and displacement are analyzed. The City's Housing Element Update, adopted in October 2021, is also a source of information for this section.

a. Existing Conditions

1. Population, Housing, and Employment Trends

In coordination with its member counties and cities, the Southern California Association of Governments (SCAG) is the regional agency responsible for preparing population, housing, and employment projections for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The information below is based on the data provided by SCAG, including the Regional Housing Needs Allocation (RHNA) figure for the City, the U.S. Census Bureau, the California Department of Finance (DOF), and the City's Housing Element Update 2021-2029.

Population

Norco, which was incorporated as a General Law City in 1964 and a Charter City in 2003, was founded in 1923 with an economy based on small, self-sustaining farms and ranches. During the 1950's and 1960's, Norco experienced more growth, resulting from the population explosion occurring throughout the Southern California metropolitan area. However, unlike many cities in Riverside County, Norco has maintained its population size with minimal growth over the past few decades, in part due to the limited amount of available land for new residential construction, as well as the historically above-median home prices.

According to the California DOF 2020 Population and Housing Estimates, the population was approximately 27,063 persons in 2010 and experienced a steady increase to 27,564 persons in 2020, resulting in an annual average growth rate of approximately 1.8 percent. Based on data from the California DOF, Norco experienced a compound annual average growth rate of approximately 0.66 percent between 2000 and 2020, when the population grew from 24,157 to 27,564. Table 4.14-1, 2000–2020 Population Trends shows population growth in the city since census year 2000.

TABLE 4.14-1, 2000–2020 POPULATION TRENDS

Year	Population	Growth Percentage
2000	24,157	–
2010	27,063	12.03%

TABLE 4.14-1, 2000–2020 POPULATION TRENDS

Year	Population	Growth Percentage
2020	27,564	1.85%

Source: SCAG. "Demographics and Growth Forecast." *Final Connect SoCal 2024*. Accessed March 2026. https://scag.ca.gov/connect-socal.

Housing

The Census defines a household as all persons occupying a housing unit. Families are a subset of households and include all persons living together who are related by blood, marriage, or adoption. Single households include persons living alone in housing units, but do not include persons in group quarters such as convalescent homes, dormitories, or rehabilitation facilities. Other households are unrelated people living together, such as roommates.

The 2015-2019 American Community Survey (ACS) estimated that Norco had 7,119 households, with an average household size of 3.34 persons per household, higher than the Riverside County average of 3.14 persons per household.

Housing Units

The Census Bureau defines a housing unit as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or, if vacant, is intended for occupancy) as separate living quarters. In 2010, the Census estimated that the City of Norco had 7,594 total housing units. Between 2010 and 2019, the total amount of housing units decreased 75 units, or -1 percent. The majority of housing units in Norco are single-family detached units. Multi-family housing with five (5) or more units constituted 2.7 percent of total units, according to the ACS. Single-family and other multi-unit housing (2-4 units) round out the city's housing stock with 1.8 percent of total units in the city.

Most of the city's current housing stock was constructed in the 1960's and 1970's, with approximately 50 percent of all housing in the city constructed between 1960 and 1980. There has been very little housing construction since 2010, with only 35 new units developed. Table 4.14-2, Housing Units in Norco shows the growth in the number of housing units in Norco for the years 2010 and 2019.

TABLE 4.14-2, HOUSING UNITS IN NORCO

Year	2010		2019	
	No. of Units	Percent of Total	No. of Units	Percent of Total
		Single-Family		
Detached	7,228	95.2%	7,153	95.7%

TABLE 4.14-2, HOUSING UNITS IN NORCO

Year	2010		2019	
	No. of Units	Percent of Total	No. of Units	Percent of Total
Attached	102	1.3%	88	1.2%
Multifamily				
2-4 Units	40	0.5%	32	0.4%
5+ Units	201	2.7%	179	2.3%
Mobile Homes	23	0.3%	20	0.3%
Other Unit Types	0	0%	0	0%
Total Housing Units	7,594	100%	7,472	100%
Vacant Units	507	6.7%	353	4.7%

Source: 2006-2010 American Community Survey 5-Year Estimates; 2015-2019 American Community Survey 5-Year Estimates; City of Norco. *General Plan 2021–2029 Housing Element*. October 2022.

Employment-Housing Ratio

The employment-household ratio in a jurisdiction is an overall indicator of job availability within the area. A balance of jobs and housing is considered beneficial as it has the potential to provide residents with an opportunity to work locally and avoid employment commutes to other places in the region.

The existing (2024) employment in Norco is estimated to be approximately 10,598.[1] Based on this employment estimate and the city's estimated households, the city's job-housing ratio was approximately 1.42 jobs per household in 2019. As the County had approximately 847,000 jobs in 2019, Norco's jobs-housing ratio was greater than the County's job-housing ratio of 1.17 jobs per household in 2019.[2]

Table 4.14-3, Norco Population, Housing, and Employment, below, presents 2010 and 2020 estimates regarding population, housing, and employment for the City of Norco.

TABLE 4.14-3, NORCO POPULATION, HOUSING, AND EMPLOYMENT

	2010	2019–2020
Population	27,063	27,564

1 United States Census Bureau. Selected Economic Characteristics. Accessed May 2026. https://data.census.gov/table/ACSDP5Y2010.DP03?q=Norco+city,+California+employment&t=Housing:Populations+and+People.

2 SCAG. "Demographics and Growth Forecast." Final Connect SoCal 2024. Accessed May 2026. https://scag.ca.gov/connect-socal.

TABLE 4.14-3, NORCO POPULATION, HOUSING, AND EMPLOYMENT

	2010	2019–2020
Housing (# of units)	7,594	7,472
Employment	11,252	12,102
Jobs/Household Ratio	1.48	1.62

Source: SCAG. "Demographics and Growth Forecast." *Final Connect SoCal 2024*. Accessed March 2026. https://scag.ca.gov/connect-socal.; United States Census Bureau. Selected Economic Characteristics. Accessed March 2026. https://data.census.gov/table/ACSDP5Y2010.DP03?q=Norco+city,+California+employment&t=Housing:Populations+and+People.

b. Regulatory Setting

1. State

State Housing Element Statutes

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code §65588 dictates that housing elements must be updated at least once every eight years.

2. Regional

Southern California Association of Governments Regional Housing Needs Assessment (RHNA)

California's Housing Element law requires that each county and city develop local housing programs to meet their "fair share" of future Statewide housing growth needs for all income groups, as determined by the California Department of Finance (DOF). The regional councils of government, including SCAG, are then tasked with distributing the State-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the RHNA process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: 1) zoning "adequate sites" at suitable densities to provide affordability; and 2) housing programs to support production of below-market rate units. Norco's allocation from the 6th Cycle Final RHNA Allocation Plan, distributed among the four income categories shown in Table 4.14-4, Norco 6th Cycle RHNA Allocation.

TABLE 4.14-4, NORCO 6TH CYCLE RHNA ALLOCATION

Income Group	City of Norco		Riverside County	
	RHNA Allocation	Percent of Total	RHNA Allocation	Percent of Total
Very Low	145	32%	41,995	25%
Low	85	19%	26,473	16%
Moderate	82	18%	29,167	16%
Above Moderate	142	31%	69,716	42%
Total	454	100%	167,351	100%

Source: SCAG. *6th Cycle Regional Housing Needs Assessment*. Accessed April 2026. https://scag.ca.gov/rhna.

As noted in Government Code 65589.5(a), the legislature has concluded that "the lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental and social quality of life in California." As further acknowledged by the legislature, the lack of housing can result in reduced mobility, urban sprawl, excessive commuting, and air quality deterioration. The *General Plan* contains State-mandated policies and analysis to ensure that the city "facilitate[s] the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community. More specifically, the Legislature's stated intent is "*to assure that counties and cities recognize their responsibilities in contributing to the attainment of the state housing goal... to assure that counties and cities will prepare and implement housing elements which... will move toward attainment of the state housing goal.*"

3. Local

The 2021 to 2029 Norco *General Plan* Housing Element contains the following Goals and Policies addressing housing:

GOAL 1: Promote and maintain the City's small-plot agricultural and animal-keeping lifestyle while ensuring that all residents have decent, safe, sanitary, and affordable housing regardless of income.

POLICIES

1.1 Animal-Keeping Policy. Housing programs and subsequent projects and regulations will be evaluated on the basis of protecting and enhancing an animal-keeping and small-plot agricultural lifestyle.

1.2 Public Service Policy. Ensure that the level of public services to residential areas of the City is based on anticipated population projections with the goal of protecting the environment.

GOAL 2: Remove or reduce constraints on the development of housing.

POLICIES

2.1 Remove or mitigate constraints to the maintenance, improvement, and development of affordable housing as is feasible and in conjunction with the Land Use Element of the *General Plan*, and the goals of the community.

2.2 Ensure that the water and sewer providers are aware of the City's intentions for residential development throughout the City and State law for prioritizing services for affordable housing.

2.3 Provide developer incentives, such as a density bonus or flexibility in development standards, to facilitate the development of quality housing that is affordable to lower and moderate-income households.

2.5 When feasible, consider reducing, subsidizing, or deferring development fees and offering faster permitting time periods to facilitate the provision of affordable housing.

2.6 Support innovative public, private, and non-profit partnership efforts for the development of affordable housing.

GOAL 3: Preserve and improve the City's existing housing stock.

POLICIES

3.1 Monitor and enforce building and property maintenance code standards in residential neighborhoods.

3.2 Seek methods of preserving and enhancing existing neighborhoods within the city through capital improvement planning and development programs.

3.3 Encourage property owners to maintain and make improvements to their properties by taking advantage of programs offered by the City and County.

3.4 Assist in the preservation of all units "at risk" of converting from affordable housing to market rate.

3.5 Encourage energy-efficient design in existing and new residential units and promote sustainability upgrades in existing and proposed residential complexes.

GOAL 4: Provide adequate housing in the City for all economic segments of the community.

POLICIES

4.1 Identify and monitor suitable sites to accommodate the City's 2021-2029 RHNA allocation and encourage the construction of new affordable housing by advertising vacant and underdeveloped parcels to developers.

4.2 Encourage public-/private-sector partnerships and cooperation in developing and implementing solutions to affordable housing, and special housing needs.

4.3 Seek Federal, State, and local funding to help provide and subsidize low-cost housing.

4.4 Ensure that environmental, public infrastructure, and traffic constraints are adequately addressed with regard to new residential development.

4.5 Support innovative public, private, and non-profit partnership efforts for the development of affordable housing.

4.6 Provide developer incentives, such as a density bonus or flexibility in development standards, to facilitate the development of quality housing that is affordable to lower-and moderate-income households.

4.7 Encourage residential infill within existing neighborhoods to better utilize existing services and utilities and to reduce infrastructure development costs.

GOAL 5: Provide equal housing opportunities for all residents of the community.

POLICIES

5.1 Promote equal housing opportunities that do not discriminate against any person due to age, race, sex, marital status, ethnic background, income, or any arbitrary factors.

5.4 Affirmatively further fair housing and promote equal housing opportunities for persons of all socioeconomic segments of the community.

GOAL 6: Encourage energy conservation activities in all residential development.

POLICIES

6.1 Provide an adequate supply of housing to ensure sufficient affordable housing for a full range of income groups, reducing long commutes in search of affordable housing.

6.2 Adopt higher densities and promote infill and compact development patterns to encourage housing, affordability, maximize existing land resources, reduce pressure to convert agricultural resources, and conserve habitat and environmentally sensitive areas.

c. Methodology

Population and housing trends in the city were evaluated by reviewing the most current data available from the U.S. Census Bureau, DOF, the current *2013 Norco General Plan*, and 6th Cycle RHNA Plan.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G to the *CEQA Guidelines.* For the purposes of this Program EIR (PEIR), impacts related to population and housing are considered significant if implementation of the 2050 GPU would:

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); or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

2. Project Impacts and Mitigation Measures

For purposes of this analysis, "substantial" population growth is defined as growth exceeding SCAG population forecasts for the City of Norco. "Substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodation by the project. If it is determined that the proposed project would induce substantial unplanned population growth to the area, there would also need to be an additional physical impact on the environment from the construction of new facilities that have not already been addressed as part of the buildout of the *General Plan*, for impacts to be considered significant.

Threshold 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 2050 GPU proposes new land use designations and policies that may either directly or indirectly induce population growth.

Direct Growth

The 2050 GPU would directly influence the city's population by providing land use designations that would accommodate a forecasted 8,000 total households in 2050. This increase in households would result in a projected population of 26,720 by 2040, based on the assumed average household size of 3.34. This population increase represents a slight increase compared to the 2050 population projection of approximately 22,539 developed by SCAG.[3] The SCAG projections illustrate an annual average growth rate of approximately 0.48 percent between 2019 and 2050, however, there would be a negative (-) 0.67 percent growth rate between 2020 and 2050. Similarly, the population projections developed for the 2050 GPU involve a compound annual growth rate of approximately negative (-) 0.10 percent between 2020 and 2040, which is close to SCAG projections, but slightly higher. Population growth forecasted by the adopted 2021–2029 Housing Element under the 2050 GPU would be above forecasts under SCAG, as shown in Table 4.14-5, SCAG and 2050 GPU Forecasted Growth.

3 SCAG. "Demographics and Growth Forecast." *Connect SoCal 2024.* Accessed May 2026. https://scag.ca.gov/connect-SoCal-2024.

TABLE 4.14-5, SCAG AND 2050 GPU FORECASTED GROWTH

Unit	2019–2020	SCAG Forecasted 2050		2050 GPU	
		No.	Avg. Annual Growth (%)	No.	Avg. Annual Growth (%)
Housing	7,472	8,000	0.23	8,000	0.23
Population	27,564	22,539	-0.67	26,720	-0.10

Notes: Avg. = Average; No. = Number; SCAG = Southern California Association of Governments; GPU = General Plan Update

As the 2050 GPU includes a more conservative population and housing growth forecast compared to SCAG 2050 projections, implementation of the 2050 GPU would not result in substantial unplanned population growth or a substantial increase in housing demand beyond what is anticipated and planned for within the city. Further, the acreage of residential land uses designated by the 2050 GPU is consistent with State requirements that a general plan provide appropriately designated land to accommodate future housing demand. The residential land use designations in the 2050 GPU provide adequate housing capacity to meet the City's RHNA of 454 additional residential units for SCAG's Sixth RHNA Cycle.

In conclusion, the 2050 GPU would allow population growth through the new development of residential land uses. The growth facilitated by the 2050 GPU is within regional forecasts; therefore, impacts would be less than significant.

Indirect Growth

Indirect growth inducement may result from the intensification of employment generating land uses as well as the designation of new land uses that create new sources of employment. Increases in employment opportunities in the city can result in an increase of people seeking to live in the city. Growth accommodated by the 2050 GPU is estimated to result in a total of 22,500 jobs in the city by 2050.[4] The approximately 6,300 new forecasted jobs would be accommodated for by increased housing, as the City projects approximately 1,100 households to be added in the city by the year 2050. This scenario assumes that all new jobs would be filled by new residents, and not by residents currently residing in the city. The total number of households would meet housing demand generated by new employees.

Indirect growth could also be generated through infrastructure or service improvements that allow for additional development. The City is not expected to experience indirect growth inducement beyond the growth forecast for the 2050 GPU through infrastructure improvements, as the city is already served by other essential public services, including fire protection, police protection, parks and recreational facilities, schools, and solid waste; an

4 SCAG. "Demographics and Growth Forecast." *Connect SoCal 2024.* Accessed May 2026. https://scag.ca.gov/connect-SoCal-2024.

extensive network of utility/service systems, including water, wastewater, electricity, and natural gas; and other infrastructure necessary to accommodate growth. Because future roadway improvements identified in the 2050 GPU are intended to accommodate future population growth, roadway system improvements would not induce additional development that would increase population.

The growth anticipated under the 2050 GPU would be consistent with the city's status as a largely built-out community with limited remaining developable land, further constraining the potential for substantial new population increases. Future development would occur incrementally and would be subject to project level review, infrastructure capacity constraints, and regulatory requirements, ensuring that growth remains within planned levels. Therefore, such growth would not result in any adverse effects associated with population growth in the city. Impacts would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

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

Less than Significant Impact. The 2050 GPU would accommodate new housing opportunities in the city to accommodate future growth. The additional housing would be provided through new development as well as redevelopment. The 2050 GPU does not include new specific development projects, nor does it provide direct development rights for new housing projects. Each new project proposed in the city would be subject to review by the City on a case-by-case basis and would be required to obtain the appropriate development permits. Construction and growth accommodated by the 2050 GPU would not all occur simultaneously, but rather over the course of the 20-year planning period.

Furthermore, compliance with the City Program Action 3.1 "Code Enforcement Program," Action 4.9 "Incentives for Large Multifamily Units (Protecting Existing Residents from Displacement), and Action 5.1 "Fair Housing Program (Protecting Existing Residents from Displacement)" would ensure impacts from displacement and relocation of residents are less than significant.[5]

The 2050 GPU does not propose any large-scale public works projects, such as new roadways, airports, reservoirs, utilities, or other infrastructure that would result in the displacement of existing housing. Given that the 2050 GPU includes Goals and Policies to increase overall

5 City of Norco. *2021-2029 Housing Element.* Accessed May 2026. https://www.norco.ca.us/departments/planning/general-plan-elements-zoning-maps/housing-element-update.

housing in the city and that there are no current plans for displacement of housing, it is not known when or where construction of replacement housing would occur so it cannot be determined what project-specific environmental impacts would result from the construction and operation of replacement housing. As potential residential development or redevelopment projects are identified, additional project-specific environmental analysis, as necessary, would be completed at that time. Therefore, impacts related to displacement of housing would be less than significant.

Mitigation Measures

No mitigation measure is required.

Significance After Mitigation

Impacts are less than significant.

4.15 Public Services and Recreation

This section evaluates potential impacts of the proposed *2050 General Plan* growth forecast to public services, facilities, and recreation. Public services are those functions that serve residents on a community-wide basis. These functions and facilities include parks and recreation, libraries, schools, and fire and police protection. Public services and facilities information was acquired through consultation with City departments and review of public documents, including the City *General Plan* Land Use Community Character Assessment and department websites.

a. Existing Conditions

1. Fire Protection and Emergency Services

The City of Norco contracts with CAL FIRE/Riverside County Fire Department for fire protection and emergency medical services, and the County of Riverside Emergency Management Department for natural disaster preparedness services. Three fire stations serve the City of Norco: Fire Station 47, located east of the I-15 Freeway at Sixth Street and Hillside Avenue, Fire Station 57, located west of the freeway along Corydon Avenue south of Fifth Street, and Fire Station 14, located west of the freeway along Hamner Avenue between Second Street and First Street. Other services provided by the fire department include a safe baby site (a designated location where parents unable to care for their infants can leave their child with an employee) and sandbag distribution. In coordination with the County of Riverside Office of Emergency Management, the fire department also provides all-hazards emergency response, disaster preparedness, public education, and community outreach focused on wildfire, flood, seismic, extreme heat, and other hazards that may affect Norco. These services support the City's ongoing efforts to build community resilience, protect life and property, and ensure a rapid and effective response to emergencies.

2. Police Protection

The City of Norco contracts with the Riverside County Sheriff's Office (RSO) for law enforcement services. The Sheriff's Office maintains a substation of the Riverside County Sheriff's Jurupa Valley Station in Norco City Hall, located at 2870 Clark Avenue. In addition to 24/7 law enforcement patrol services, Norco contracts with RSO for dedicated traffic enforcement deputies, special enforcement team deputies, and community services officers to serve the community.

Law enforcement services in the City of Norco include patrol operations, traffic enforcement, crime prevention, emergency response coordination, neighborhood watch support, and community outreach programs. The City continues to coordinate with the Riverside County Sheriff's Office to assess staffing, resource allocation, and service needs to maintain adequate law enforcement protection for residents, businesses, and visitors. These efforts support public safety, crime prevention, and emergency preparedness throughout the community.

3. Schools

The Corona-Norco Unified School District (CNUSD) provides public education services and facilities to residents of Norco, Corona, Eastvale, Temescal Valley, and a portion of Jurupa Valley. The District's offices are located within Norco adjacent to City Hall, at 2820 Clark Avenue. CNUSD administers six elementary schools, one intermediate school, and two high schools within the city, as shown in Table 4.15-1, CNUSD Schools in Norco and Figure 4.15-1, Library and Schools, below. Norco is also home to three independent Christian schools and Norco College. CNUSD provides educational services to the broader regional population and plays an important role in supporting the community's educational, recreational, and civic needs.

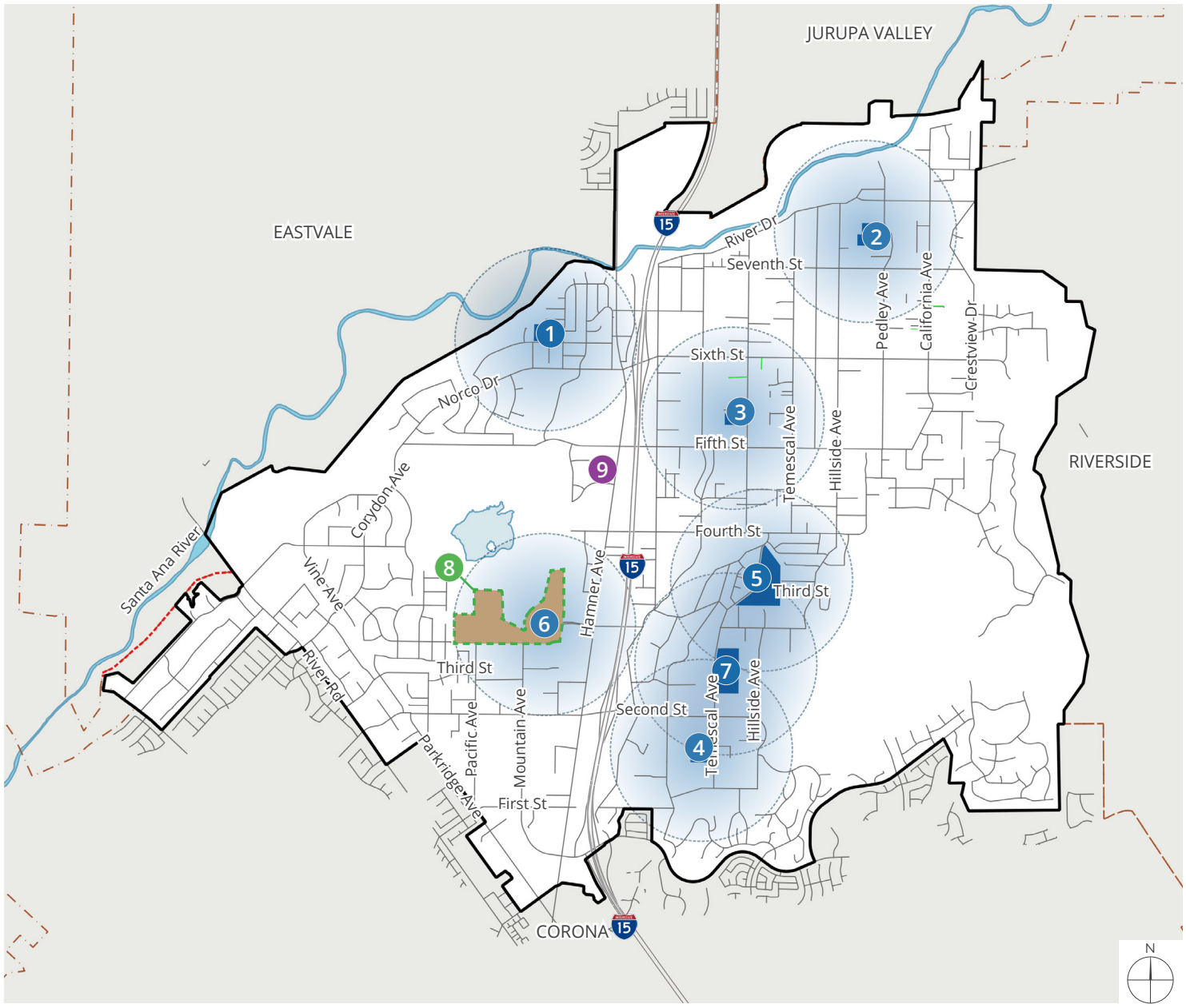
Norco College is one of three colleges in the Riverside Community College District (RCCD), which in turn is part of the larger California Community Colleges System. Established in 1991, Norco College is known for its focus on technology, engineering, and career education programs, particularly in game development, logistics, and manufacturing.

TABLE 4.15-1, CNUSD SCHOOLS IN NORCO

School Name	Public / Private	Grades	2024–2025 Enrollment
Norco High	Public	9–12	2,032
Kennedy Middle College High	Public	9–12	694
Norco Intermediate	Public	7 & 8	726
Highland Elementary	Public	K–6	573
Norco Elementary	Public	K–6	609
Riverview Elementary	Public	K–6	327
Sierra Vista Elementary	Public	K–6	395
George Washington Elementary	Public	K–6	861

Source: Corona-Norco Unified School District. School Directory. Accessed March 2026. https://www.cnusd.k12.ca.us/about_us/school_directory.

FIGURE 4.15-1, LIBRARY AND SCHOOLS



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Public K-12 Schools
- 1/2 Mile Radius from School
- Norco College Property

Public K-12 Schools

1. Highland Elementary
2. Riverview Elementary
3. Sierra Vista Elementary
4. Norco Elementary
5. Norco Intermediate School
6. JFK Middle College High School
7. Norco High School

State College

8. Norco College

Library

9. Norco Branch Library

SOURCE: City of Norco; Sargent Town and Planning – 2026.

4. Libraries

Norco has one library, the Norco Public Library, which is operated by the Riverside County Library System (RCLS) and located at 3240 Hamner Avenue, #101b, as shown in Figure 4.15-1. In addition to providing access to physical and digital publications, the library system also offers meeting and study rooms, public internet access, public computers, children's programs, literacy programs, online career education, and printing services.

5. Parks and Recreation

Parks and Athletic Fields

The City of Norco contains an extensive network of parks, athletic fields, recreational facilities, and event centers designed to enhance the well-being and quality of life of its residents. These spaces support a variety of activities ranging from sports and arts to specialty classes and other physical activities, including equestrian, sports, and community-oriented recreational activities that reinforce the city's rural, equestrian-oriented atmosphere.

The City owns and maintains 15 community parks and athletic field facilities, as shown in Figure 4.15-2, Parks, and Table 4.15-2, City of Norco Owned and Operated Facilities. These parks and fields provide a range of amenities including: play structures, hitching posts, horse corrals, equestrian arenas, horseshoe pits, basketball courts, tennis courts, pickleball courts, ball fields, fitness tracks, and picnic shelters. Integrated with Norco's extensive trail network, the parks system supports both everyday recreation and community gatherings while providing convenient access for residents throughout the city.

TABLE 4.15-2, CITY OF NORCO OWNED AND OPERATED FACILITIES

Basin Park Arena	Pacer Park
Clark Field	Parmenter Park
Community Center Park	Pikes Peak Park
Hawks Crest Park	Ridge Ranch Park
Kips Korner Park	Sundance Park
Neal Snipes Park	Ted Brooks Park
Norco Hills Park	Wayne Makin Shearer Sports Complex
Other Facilities	
River Trails Park and Santa Ana River	SilverLakes

Source: City of Norco. "Land Use/Community Character Assessment." *2050 General Plan*. November 13, 2023. Appendix 4.11.

Many local jurisdictions throughout the country seek to provide parks and other recreational facilities within a ½-mile walking distance (or 10-minute walk) of all residents. This standard is

promulgated by the National Recreation and Park Association, the National League of Cities, the Trust for Public Land, and many other professional and advocacy organizations. As shown in Figure 4.15-2, most Norco residents are located within a ½-mile walking distance of a park or recreational facility. Those residing in hillside areas and the neighborhoods north of Fifth Street and west of Pedley Avenue are the most removed from these amenities. Additionally, steep terrain, disconnected streets, and other physical barriers impede access to the City's parks and recreational facilities. The City may continue to improve park accessibility through future park development, trail connectivity improvements, and potential joint-use opportunities with school facilities. In addition, many residents have access to fields and playgrounds on nearby school sites, and Norco's parks, recreational, and equestrian facilities are well connected by Norco's extensive trail network.

Recreational Facilities

The City of Norco hosts a variety of recreational facilities which support a variety of equestrian, athletic, educational, and community-oriented activities. Figure 4.15-3, Recreational Facilities and Event Centers shows the city's existing recreational facilities and event centers.

Equestrian Staging Areas. The City of Norco owns and operates the Corydon Staging Area, which provides horse trailer parking, an arena, hitching posts, a restroom building and access to 25 miles of trails along the Santa Ana River. The City-owned Ingalls Event Center also provides equestrian staging facilities. Riverside County owns and operates a third staging area in the Hidden Valley Wildlife Area.

Rose M. Eldridge Senior Center. A City-owned and operated facility, the Rose M. Eldridge Senior Center, alongside its adjacent senior garden, supports the health, educational, and social needs of Norco's older adult residents. The center offers special interest classes, exercise programs, congregate meal programs, information regarding County resources, social services, and transportation assistance.

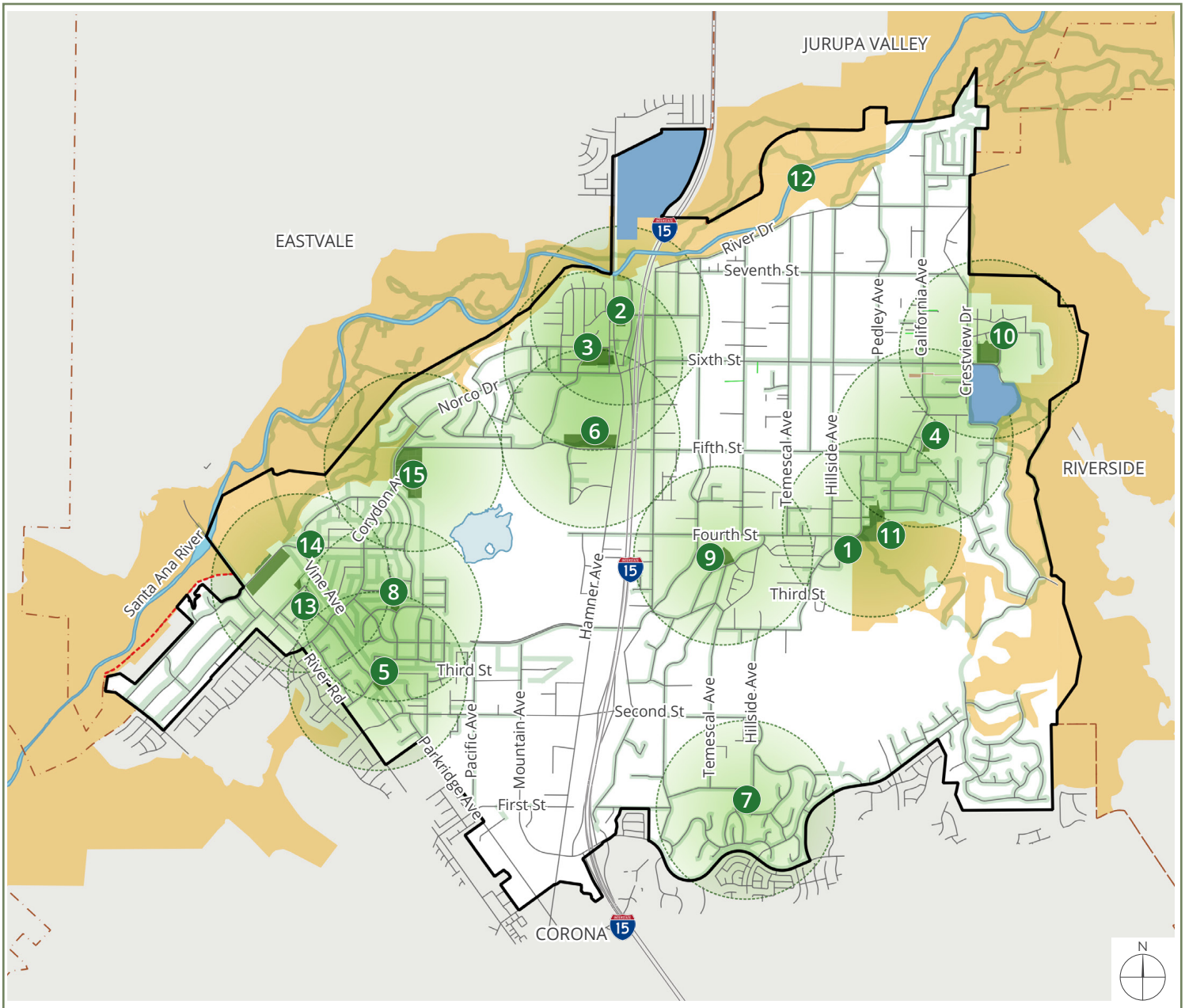
Community Center and Scout House. City-owned and operated facilities used for youth programming, community activities, and specialty classes.

Riley Gymnasium. A City-owned and operated facility that accommodates youth and adult basketball, volleyball, pickleball, through City-run programs and private recreational programming.

Wayne Makin Shearer Sports Complex. This City-owned facility hosts basketball, softball, soccer, tournaments, and other recreational activities throughout the year and serves as an important community athletic facility.

Other recreational facilities within and adjacent to the City of Norco include the Hidden Valley Wildlife Area, operated by Riverside County, and the Hidden Valley Golf Club, a privately operated 18-hole golf course with associated recreational and event facilities.

FIGURE 4.15-2, PARKS



Legend

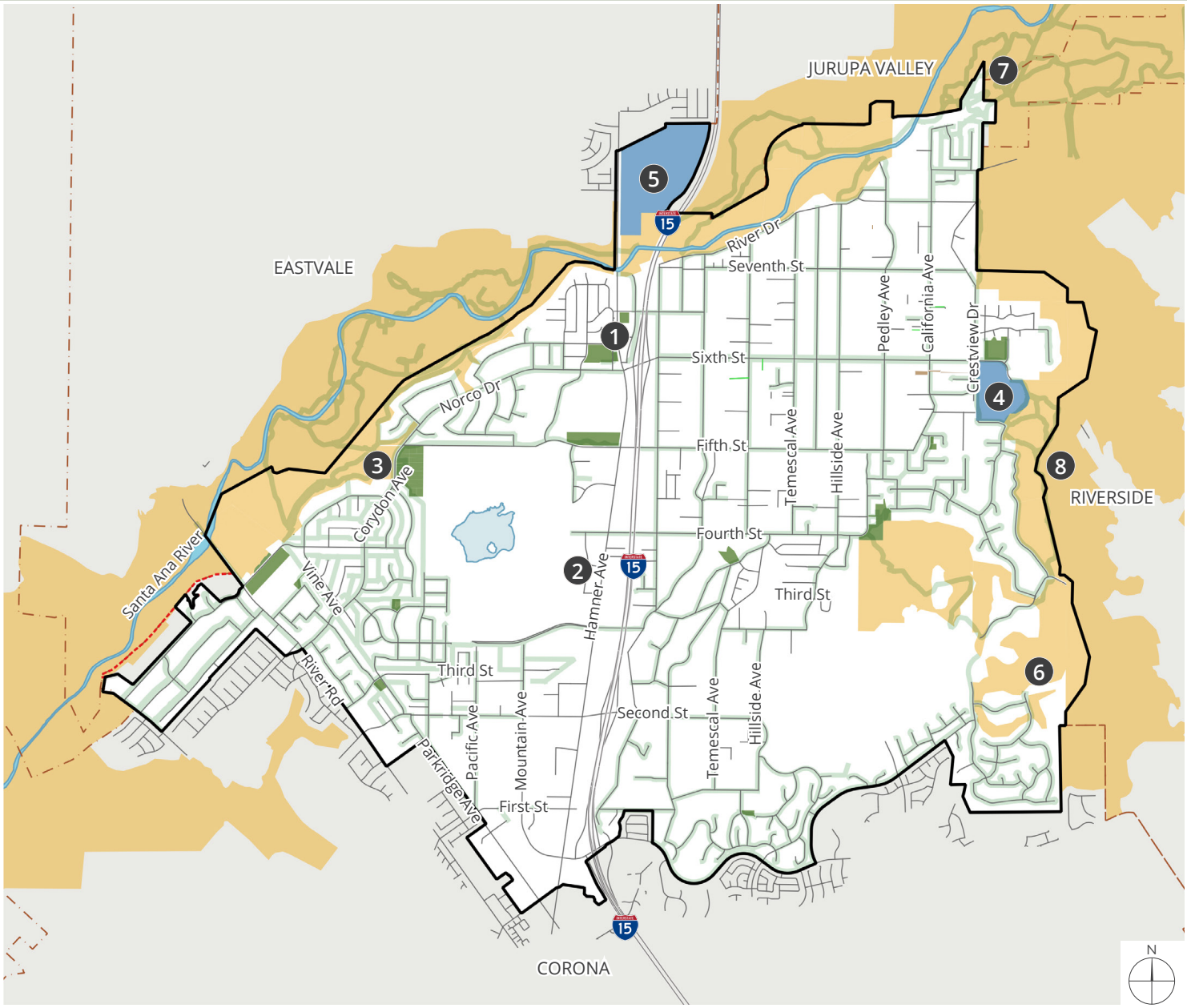
- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Existing Pedestrian-Equestrian Trails
- Parks
- 1/2 Mile Radius from Park
- Event Centers
- Open Space

City Owned / Operated Parks

1. Basin Arena
2. Clark Field
3. Community Center Park
4. Hawks Crest Park
5. Kips Korner Park
6. Neal Snipes Park
7. Norco Hills Park
8. Pacer Park
9. Parmenter Park
10. Pikes Peak Park
11. Ridge Ranch Park
12. River Trails Park and Santa Ana River
13. Sundance Park
14. Ted Brooks Park
15. Wayne Makin Shearer Sports Complex

SOURCE: City of Norco; Sargent Town and Planning – 2026.

FIGURE 4.15-3, RECREATIONAL FACILITIES AND EVENT CENTERS



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Existing Pedestrian-Equestrian Trails
- Parks
- Event Centers
- Open Space

City Owned and Operated Facilities

1. Norco Community Center, Riley Gymnasium, and Scout House
2. Rose M. Eldridge Senior Center
3. Corydon Staging Area
4. Ingalls Event Center

City Owned and Privately Operated Facilities

5. SilverLakes

Other Recreational Facilities

6. Hidden Valley Golf Club
7. Hidden Valley Wildlife Area
8. Pumpkin Rock and Norco Hills Trails

SOURCE: City of Norco; Sargent Town and Planning – 2026.

Event Centers

City of Norco's event centers, including the Ingalls Event Center and SilverLakes, host a range of equestrian, agricultural, athletic, entertainment, and community events that serve residents and visitors.

Ingalls Event Center. A City-owned and operated event center with multiple venues that hosts equestrian events, agricultural shows, conferences, trade shows, concerts, festivals, and community events.

SilverLakes. A privately operated sports and event facility that hosts athletic tournaments, concerts, and private events.

Trails

The City of Norco was incorporated to preserve an animal-keeping and rural, equestrian-oriented atmosphere. One of the most important contributors to this atmosphere is Norco's nearly 100-mile pedestrian-equestrian trail network, which introduces linear open space along virtually all of Norco's streets. To support this objective, the City adopted an Equestrian Historic Landmark in 2025 to safeguard the city's distinctive equestrian heritage through the conservation of natural open space and the protection of large lots, pedestrian-equestrian trails, equestrian-friendly parks, and animal-keeping practices.

Trail Network

The City's trail network, as depicted in Figure 4.15-4, Trail Network, accommodates equestrians, pedestrians, and cyclists on unmotorized bicycles. Motorized vehicles, such as golf carts, e-bikes, and all-terrain vehicles (ATVs), are prohibited from using Norco's trails and must use the street. Trails line the majority of the city's streets, providing most residential lots with direct access to the trail system and the opportunity to navigate through the community and into natural areas, such as the Santa Ana River and Norco Hills. Existing gaps in the trail network occur in limited areas of the city, including portions west of Hamner Avenue and along major roadway crossings.

Other Services

Additional services provided by the City of Norco include:

Community Events

The City organizes a variety of family-friendly events throughout the year that cater to attendees of all ages. These events embody Norco's core values, foster community engagement, celebrate local culture, provide recreational opportunities, and honor the contributions of Norco's veterans and first responders. In addition, the City supports longstanding volunteer-run events and partners with local organizations to promote programs and workshops that align with Norco's core values.

Military and Veterans Services

The City offers a variety of military and veterans services dedicated to honoring and supporting those who have served, including the Military Banner Program, Military Brick Program, and complimentary shuttle service for veterans. At the heart of this commitment is the George A. Ingalls Veterans Memorial Plaza, featuring a 70-foot flagpole, the "Circle of Honor" recognizing veterans nationwide, and the solemn "Lest We Forget" wall honoring Norco's fallen heroes, and the Gold Star Families Memorial Monument providing a place of permanence for Norco's military families to gather and call their own. Located at the Ingalls Event Center, the plaza provides a meaningful place for remembrance, community events, and ongoing programs that ensure the sacrifices of service members and their families are never forgotten.

Animal Services

The City of Norco owns and operates the Norco Animal Shelter, which provides comprehensive services including animal adoption programs, licensing, housing and care of animals, disease prevention and control protocols, rescue operations, and vaccination services.

Homeless Services

The City of Norco collaborates with the Housing and Homeless Solutions Corona–Norco Region Partnership, the Riverside County Sheriff's Office, and other regional organizations to implement a coordinated approach to addressing homelessness and delivering comprehensive support services to individuals in need.

b. Regulatory Framework

1. Federal

Fire Protection

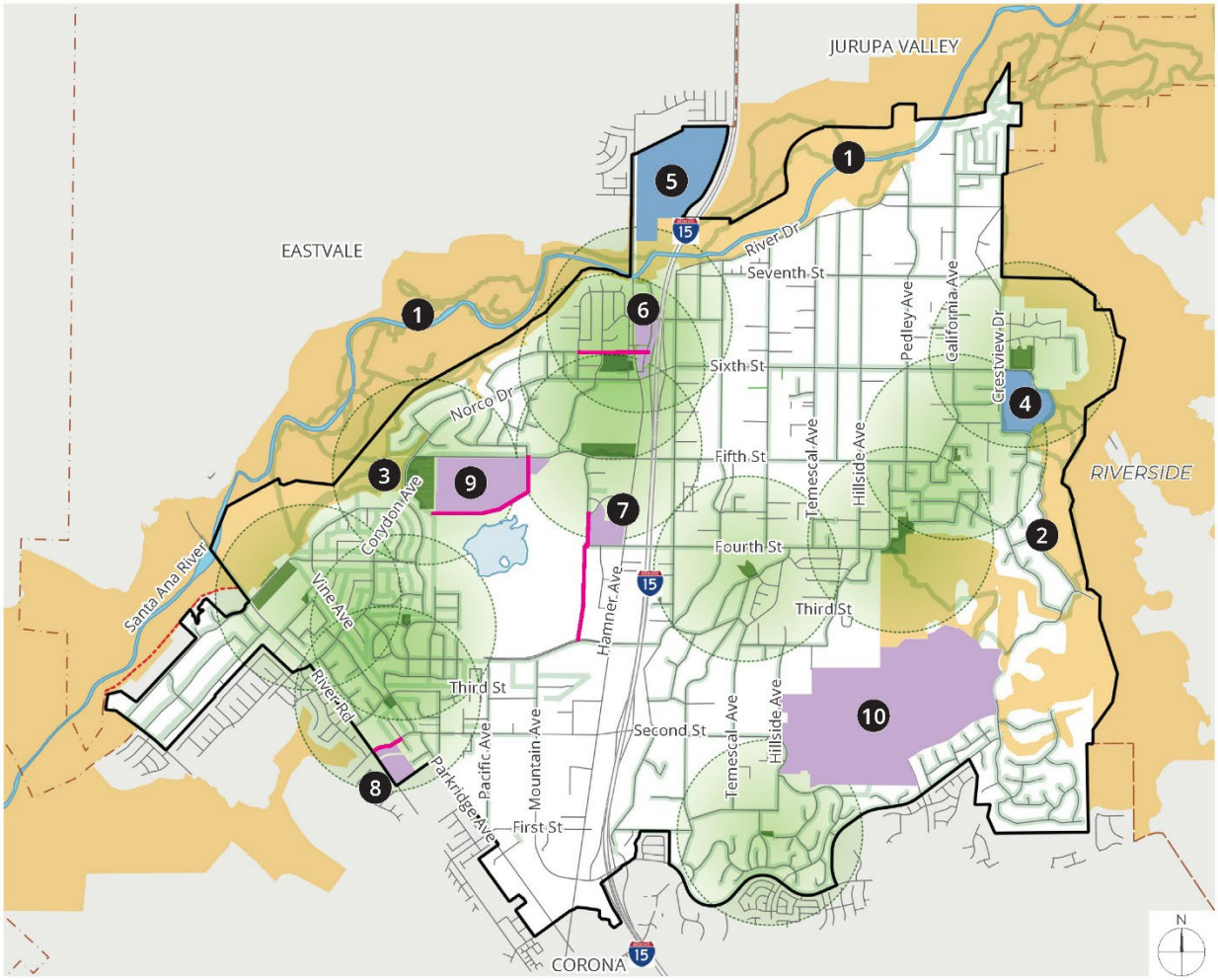
Disaster Mitigation Act (2000-Present)

Section 104 of the Disaster Mitigation Act of 2000 (Public Law 106-390) requires a state mitigation plan as a condition of disaster assistance. There are two different levels of state disaster plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Act has also established new requirements for local mitigation plans.

National Fire Plan 2000

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a landmark wildland fire season. Its intent is to actively respond to severe wildland fires and their impacts to communities while ensuring sufficient firefighting capacity for the future. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability.

FIGURE 4.15-4, TRAIL NETWORK



Legend

- Norco City Boundary
- Other City Boundaries
- Sphere of Influence
- Existing Pedestrian-Equestrian Trails
- Potential New Trails
- Parks
- 1/2 Mile Radius from Park
- Event Centers
- Natural Open Space
- Potential Future Development

1. Santa Ana River
2. Norco Hills Trails
3. Corydon Staging Area
4. Ingalls Event Center
5. SilverLakes
6. North Hamner Gateway Site Avenue
7. Fourth Street and Hamner Site
8. Second Street and River Road Site
9. Norconian Resort Site
10. Wyle Laboratories Site

2. State

Fire Protection

California Fire Plan

The Strategic California Fire Plan is the State's roadmap for reducing the risk of wildfire. The plan was updated in 2012 and directs each CAL FIRE unit to prepare a locally specific Fire Management Plan. In compliance with the California Fire Plan, individual CAL FIRE units are required to develop Fire Management Plans for their areas of responsibility. These documents assess the fire situation within each of CAL FIRE's 21 units and six contract counties. The plans include stakeholder contributions and priorities and identify strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire problem. The plans are required to be updated annually.

California State Multi-Hazard Mitigation Plan (2023)

The purpose of the State of California Multi-Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and Federal agencies as well as the private sector. The California Office of Emergency Services (OES) prepares the SHMP. The SHMP identifies risks and includes vulnerability analysis and a hazard mitigation strategy. The SHMP is Federally required under the Disaster Mitigation Act of 2000 in order for the State to receive Federal funding. The Disaster Mitigation Act of 2000 requires a state mitigation plan as a condition of disaster assistance.

Wildland-Urban Interface Building Standards

On September 20, 2007, the building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the California Code of Regulations, Title 24, Part 2, known as the 2007 California Building Code (CBC). These codes include provisions for ignition resistant construction standards in the wildland-urban interface.

California Fire and Building Code (2016)

The 2016 Fire and Building Code establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of this Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout the State of California. More specifically, the Fire Code is included in Title 24 of the California Code of Regulations. California Fire Code Title 24, part 9, Chapter 7 addresses Fire-Resistances- Rated Construction, California Building Code (Part 2), Chapter 7A addresses Materials and Construction

Methods for Exterior Wildfire Exposure, Fire Code Chapter 8 addresses fire related Interior Finishes, and Fire Code Chapter 9 addresses Fire Protection Systems, and Fire Code Chapter 10 addresses fire related Means of Egress, including Fire Apparatus Access Road width requirements. Fire Code Section 4906 also contains existing regulations for vegetation and fuel management to maintain clearances around structures.

Quimby Act

Section 66477 of the California Government Code, also known as the Quimby Act, was established by the California legislature in 1965 to provide parks for the growing communities in California. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as a condition to the approval of a tentative map or parcel map. The Quimby Act also specifies acceptable uses and expenditures of such funds.[1]

Mitigation Fee Act

The California Mitigation Fee Act (Government Code §§ 66000 et seq.) allows cities to establish fees to be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the city must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) Make findings each fiscal year describing the continuing need for fees that have been in the possession of the city for five years or more and that have not been spent or committed to a project; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Police Protection

California Commission on Peace Officer Standards and Training

The California Commission on Peace Officer Standards and Training advocates for, exchanges information with, sets selection and training standards for, and works with law enforcement and

1 Cal. Gov't Code § 66477(a).

other public and private entities. Peace Officer Standards and Training was established by the Legislature in 1959 to identify common needs that are shared by representatives of law enforcement.

Schools

California Code of Regulations

The California Code of Regulations, Title 5 Education Code, governs all aspects of education within the state.

California State Assembly Bill 2926 (AB 2926) – School Facilities Act of 1986 – was enacted by the State of California in 1986 and added to the California Government Code (Section 65995). It authorizes school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees which may be collected under this and any other school fee authorization are $1.50 per square foot ($1.50/ft^2) for residential development and $0.25/ft^2 for commercial and industrial development.

AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the Government code. Under this statute, payment of statutory fees by developers serves as total mitigation under CEQA to satisfy the impact of development on school facilities. However, subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926.

California Senate Bill 50 (SB 50)

As part of the further refinement of the legislation enacted under AB 2926, the passage of SB 50 in 1998 defined the Needs Analysis process in government Code Sections 65995.5-65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. The fees (Level One fees) are addressed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level Two fees require the developer to provide one-half of the costs of accommodating students in new schools, while the State would provide the other half. Level Three fees require the developer to pay the full cost of accommodating the students in new schools and would be implemented at the time the funds available from Proposition 1A (approved in 1998) are expended. School districts must demonstrate to the State their long-term facilities' needs and costs based on long-term population growth in order to quality for this source of funding. However, voter approval of Proposition 55 in 2004 precludes the imposition of the Level Three fees for the foreseeable future. Therefore, once qualified, districts may impose only Level Two fees, as calculated according to SB 50 (Greene 1998).

According to Section 65995(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited

to, the planning, use, or development of real property, or any change in governmental organization or reorganization…on the provision of adequate school facilities."

3. Regional

Southern California Association of Governments (SCAG) Connect SoCal 2024

SCAG's Connect SoCal 2024 serves as a regional plan including land use and open space. Connect SoCal 2024 provides a framework for regional growth and development for recreational areas.

4. Local

2018 Comprehensive Trail Master Plan

The 2018 Comprehensive Trail Master Plan provides further details regarding trails within the City of Norco, including trail classes (primary, secondary, tertiary, natural), maintenance, design standards, and encroachment policies.

City of Norco Municipal Code

The City of Norco's *Municipal Code* contains information related to parks and recreation. Chapter 9.28, Parks and Recreation governs parks, prohibits damage to property, unauthorized archery, hunting, and disorderly conduct.

City of Norco General Plan

The City of Norco *General Plan* establishes the community's long-term vision for land use, development patterns, infrastructure planning, resource conservation, and community character. The *General Plan* includes land use designations, goals, and policies that guide growth and development within the city. The currently adopted *General Plan* serves as the baseline planning framework against which the proposed *2050 General Plan* is evaluated.

City of Norco General Plan Safety Element

The Norco 2013 *General Plan* Update of the Safety Element addresses preventing the loss of life and property and the minimization of injuries and property damage in the event of hazards. The 2013 *General Plan* Update of the Safety Element includes information on the management of hazardous materials, fire, and evacuation hazards.

City of Norco General Plan Open Space Element

The purpose of the City of Norco's *General Plan* Open Space Element is to present a framework which organizes the elements of Norco's existing and future greenspace into a systematic whole. This element provides the City with a flexible planning tool which can be modified to respond to evolving open-space conditions.

c. Methodology

An analysis of the proposed *2050 General Plan* growth forecast on demand for public services and facilities was completed based on a review of applicable planning and City documents related to police, fire protection, school, library, and recreational facilities. The analysis considers the need for services due to the projected growth that would occur under the proposed 2050 General Plan Update (GPU) and addresses whether the proposed *2050 General Plan* policies would be adequate to mitigate potential impacts related to the need for, and construction of new facilities related to public services and recreation.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G of the *CEQA Guidelines*. An impact is considered significant to public services and/or recreation if the GPU would:

a) Result in substantial adverse physical impacts associated with the need for or provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other objectives for:

   (i) Fire Protection
   (ii) Police Protection
   (iii) Schools
   (iv) Parks
   (v) Other Facilities

b) 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; or

c) Include recreational facilities or require that the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

2. Project Impacts and Mitigation Measures

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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:

Threshold a(i). Fire protection?

Less than Significant Impact. The proposed *2050 General Plan* would accommodate future development and population growth within the City of Norco, which would incrementally increase demand for fire protection and emergency response services. The City contracts with CAL FIRE/Riverside County Fire Department for fire protection and emergency medical services, and existing fire protection services are currently provided by three fire stations serving the city. As development occurs under the proposed 2050 GPU, additional staffing, equipment, service demands, and facility improvements may be required to maintain adequate emergency response services throughout the city.

The CEQA significance threshold applies when implementation of the proposed *2050 General Plan* would require the construction or expansion of fire protection facilities that could result in significant environmental impacts. The need for additional firefighters or emergency response personnel would not itself result in a significant environmental impact unless new or physically altered facilities are required to accommodate such growth.

The proposed *2050 General Plan* includes Goals and Policies within the Safety Element intended to support adequate fire protection services, emergency preparedness, coordinated emergency response, and community resilience. These policies support the continued provision of fire protection infrastructure, emergency access, and public safety services needed to accommodate future growth within the city. These policies include:

GOAL S-2: FIRE HAZARDS. The City will work with public safety partners and strive to reduce wildfire risks and impacts.

POLICIES

S-2.1. Fire Protection. Ensure adequate fire protection capabilities are maintained through enforcement of the latest code requirements, coordination with key City departments, and collaboration with neighboring communities.

S-2.2. Agency Coordination. Coordinate with other fire protection agencies to provide adequate levels of fire protection throughout the General Plan Area, through a combination of both aggressive prevention and suppression activities.

S-2.7. Site Review. Ensure Fire Department staff review all developments that require site plan or subdivision review for emergency response needs and fire code compliance.

S-2.13. New Development – Fire Safe Regulations. Require all new developments, redevelopments, and major remodels located in the Wild Urban Interface or Very High Fire Hazard Severity Zone to meet or exceed Statewide Fire Safe Regulations [(Title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5, commencing with section 1270, local Fire Safe Regulations) and (Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3, commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations)].

S-2.15. New Development – Codes and Regulations. Require new developments and major remodels or renovations to comply with the California Building Code, California Fire Code, Fire Safe Regulations, and local ordinances for construction and adequacy of water flow and pressure, ingress/egress, and other measures to ensure adequate fire protection.

S-2.20. Water Supply. Ensure Water Supply capacity and availability meet current and future needs through the following:

- Coordinate with water providers to maintain and enhance water supply infrastructure to ensure adequate supplies for existing and future daily demands and firefighting suppression requirements.
- Ensure new developments do not degrade water supplies and capacities for existing development by incorporating infrastructure upgrades to maintain/enhance services.
- Support regional and subregional efforts to ensure adequate water supply for daily use and firefighting purposes remain available to the city to meet current and future demands.
- Ensure infrastructure meets current and future daily demands and fire flow requirements while still meeting desired community character.

S-2.23. Adequate Infrastructure. Require all new developments and major redevelopments to have adequate infrastructure in place to support daily demands and emergency response capabilities without degrading service levels for existing developments.

S-2.24. Response Capability. Ensure a high level of emergency response capability through the following measures:

- Ensure annual budgeting accounts for current and future emergency service needs.
- Periodically assesses and updates the City's priorities for future emergency service needs.
- Coordinate with CAL FIRE/Riverside County Fire Department on effective use and training of fire equipment and personnel.

GOAL S-6: EMERGENCY RESPONSE AND EVACUATION. The City will work with partners to ensure the community is ready and able to evacuate when conditions require.

POLICIES

S-6.4. Evacuation Improvements. Require new development, redevelopment, and major remodels to ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities.

S-6.5. Points of Access. Require all new developments and redevelopments within Fire Hazard Severity Zones and the Wildland Urban Interface provide adequate points of

access on public roads that can be used for emergency vehicle response and evacuation purposes, in compliance with applicable City, county, and State requirements.

Goal S-2 and associated policies would support the continued provision of adequate fire protection services, emergency response capabilities, water supply infrastructure, and fire-safe development standards throughout the Planning Area. These policies would require coordination with CAL FIRE/Riverside County Fire Department and neighboring agencies, compliance with applicable fire codes and fire-safe regulations, maintenance of adequate infrastructure and emergency response capabilities, and incorporation of fire protection measures into new development. *Policies S-6.4* and *S-6.5* further support emergency access and evacuation planning by requiring improvements to evacuation routes and multiple points of access for new subdivisions, where feasible.

Implementation of the proposed 2050 GPU could increase demand for fire protection and emergency response services as future development occurs within the Planning Area. While additional fire protection facilities, personnel, or infrastructure improvements may be required in the future, the precise timing, location, and extent of such improvements are not known at this time. Any future fire station or emergency facility projects would undergo separate environmental review, as appropriate, at the time specific improvements are proposed.

Adherence to the proposed *2050 General Plan* Goals and Policies would ensure that future development incorporates adequate fire protection infrastructure, emergency access, water supply capacity, and emergency response planning to reduce potential impacts related to fire protection services. Therefore, impacts associated with the provision of new or physically altered fire protection facilities would be less than significant with implementation of *General Plan* policies.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold a(ii). Police protection?

Less than Significant Impact. Implementation of the proposed 2050 GPU would facilitate future growth within the Planning Area, which could increase demand for police protection services. Increased population and development could require additional staffing, equipment, or expanded law enforcement facilities in order to maintain acceptable service levels, response capabilities, and public safety services throughout the city. The City of Norco currently contracts with the RSO for law enforcement services, including patrol, traffic enforcement, special

enforcement, and community services operations. Future staffing and facility needs would continue to be evaluated and addressed as service demands increase.

The need for continued police protection services and facilities is addressed through Goals and Policies contained within the proposed *2050 General Plan*, which seek to maintain adequate law enforcement services, emergency response capabilities, and public safety infrastructure throughout the city. These Goals and Policies include:

GOAL S-5: EMERGENCY MANAGEMENT. The City will work with partners to implement emergency management strategies that increase resilience and improve the quality of life.

POLICIES

S-5.1 Emergency Response. Maintain reliable and timely emergency responses by ensuring the integrity of emergency facilities.

S-5.2 Emergency Services. Collaborate with public safety agencies to provide the types of emergency services and levels of support necessary to meet current and future community needs.

S-5.6 Development Review. Ensure the development review process incorporates input from public safety agencies regarding emergency management and response considerations that are incorporated into development plans and conditions of approval.

S-5.7 Public Safety. Promote improved public safety through zoning, subdivision requirements, building regulations, and environmental assessment practices as part of development review.

S-5.8 Crime Prevention through Environmental Design. Encourage crime prevention through environmental design strategies that support crime reduction and improve safety and economic activity.

GOAL S-6: EMERGENCY RESPONSE AND EVACUATION. The City will work with partners to ensure the community is ready and able to evacuate when conditions require.

POLICIES

S-6.3 Evacuation Zones/Routes. Periodically review and update evacuation zones and routes to ensure adequate capacity and connectivity within the circulation network is provided during emergency events.

S-6.5 Points of Access. Require all new developments and redevelopments within Fire Hazard Severity Zones and the Wildland Urban Interface provide adequate points of access on public roads that can be used for emergency vehicle response and evacuation purposes, in compliance with applicable City, county, and State requirements.

S-6.8 **Existing Routes.** Maintain functionality, make improvements, and expand capacity, where feasible, of existing emergency evacuation routes within the city, while considering current and future hazards.

Goal S-5 and associated policies support maintenance of reliable emergency response services, coordination with public safety agencies, incorporation of public safety considerations into development review, and implementation of crime prevention strategies throughout the city. In addition, *Goal S-6* and associated policies support adequate evacuation planning, emergency access, circulation connectivity, and continued improvement of emergency response routes and facilities.

No new police facilities are specifically proposed as part of implementation of the proposed *2050 General Plan*. However, future growth accommodated by the proposed *2050 General Plan* could increase demand for police protection services and may require additional staffing, equipment, facility improvements, or expanded emergency response capabilities over time. The exact timing, location, and nature of future police facility improvements are not known at this time. Therefore, identification of specific environmental impacts associated with future police facilities would be speculative. Project-specific environmental review would occur when future facilities or improvements are proposed, consistent with CEQA requirements.

Adherence to the Goals and Policies of the proposed *2050 General Plan* would ensure impacts associated with the provision of new or physically altered police facilities would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold a(iii). Schools?

Less than Significant Impact. Public education services within the city are provided by the Corona-Norco Unified School District. Buildout of the proposed *2050 General Plan* would increase demand for public school services, including elementary, middle, and high school facilities. Increased student generation associated with residential development and employment opportunities could contribute to enrollment growth within the Corona-Norco Unified School District, which may necessitate the expansion of existing schools or construction of new school facilities over time.

School districts are subject to oversight by the State of California and are responsible for budgeting, planning, and decision-making related to school facilities. Construction of new schools is regulated by the California Department of Education, which establishes school site

selection and construction standards. Funding for school facilities is provided through a combination of local and State funding sources, including developer impact fees.

Pursuant to California Government Code Section 65995 (SB 50), payment of statutory school impact fees constitutes full and complete mitigation under CEQA for impacts related to school facilities. Future development facilitated by the proposed *2050 General Plan* would be required to pay applicable school impact fees at the time of building permit issuance, which would be utilized by the Corona-Norco Unified School District to fund the construction or expansion of school facilities, as needed.

The proposed *2050 General Plan* includes Goals and Policies within the Infrastructure and Facilities Element intended to support adequate school services. These policies include:

GOAL IF-9: LIBRARY SERVICES AND SCHOOLS. The City will work with local institutions to provide high-quality education opportunities for lifelong learning.

POLICIES

IF-9.1 **Future Demand for School Facilities.** As needed, coordinate with the Corona–Norco Unified School District (CNUSD) to identify potential school sites needed to meet future demand, as well as the planning, site acquisition, and development of educational facilities in the city.

IF-9.2 **Higher Education.** Support Norco College's efforts to provide higher education that supports local industry.

IF-9.4 **Early Agriculture Education.** Work with the Corona-Norco Unified School District, private schools, pre-schools, and other agencies to integrate agricultural and animal-keeping programs into the curriculum.

Collectively, this goal and associated policies support coordination with local educational providers to ensure school facilities and educational services are planned to accommodate future growth associated with implementation of the proposed *2050 General Plan*.

No new school facilities are specifically proposed as part of the proposed 2050 GPU. However, future growth accommodated under the proposed *2050 General Plan* could increase student enrollment and may require expansion of existing schools or construction of new education facilities over time. Because the proposed 2050 GPU is a program-level planning document, the precise timing, location, and design of any future school facilities are not known at this time. Therefore, potential environmental impacts associated with future school facility construction would be evaluated on a project-specific basis, as applicable. Future development would also continue to comply with applicable State requirements regarding school impact fees and school facility planning. Implementation of the proposed Goals and Policies would support coordination with the Corona–Norco Unified School District to plan for future educational facility needs. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold a(iv). Other public facilities?

Less than Significant Impact. Implementation of the proposed 2050 GPU would accommodate future growth within the Planning Area, which could increase demand for public facilities and community services, including library services and other community-serving facilities. Increased population growth associated with future residential and commercial development could increase demand for library resources, public programs, and community gathering spaces throughout the city.

The proposed *2050 General Plan* includes a goal and policy within the Infrastructure and Facilities Element intended to support continued coordination with public service providers and maintain adequate public facilities to serve future growth. This goal and policy consists of:

GOAL IF-9: LIBRARY SERVICES AND SCHOOLS. The City will work with local institutions to provide high-quality education opportunities for lifelong learning.

POLICY

IF-9.3 Library Space. Continue to work with the Riverside County Library System to ensure access to adequate library space, services, books, and other resources.

No new library or public facilities are specifically proposed as part of the proposed 2050 GPU. Because the proposed 2050 GPU is a program-level planning document, the precise timing, location, and design of future public facilities are not known at this time. Future public facility improvements would be evaluated on a project-specific basis, as applicable. Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance After Mitigation

Impacts would remain less than significant.

Threshold b. 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?

Threshold c. 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. Implementation of the proposed 2050 GPU would increase demand for neighborhood and regional parks, trails, open space areas, and recreational facilities within the city. Future population growth and development accommodated under the proposed 2050 GPU could increase use of existing recreational resources and may result in the construction, expansion, or improvement of parks, trails, and recreational facilities over time. However, the proposed *2050 General Plan* includes Goals and Policies intended to maintain, improve, expand, and preserve recreational amenities and open space resources throughout the city while accommodating future growth consistent with Norco's rural, equestrian, and community-oriented atmosphere.

The proposed *2050 General Plan* includes Goals and Policies within the Infrastructure and Facilities Element related to parks and recreational facilities.

GOAL IF-7: HIGH QUALITY PARKS. The City will provide safe, accessible, well-maintained, high-quality parks and recreational facilities that promote the City's core values, as well as community health and wellness.

POLICIES

IF-7.1 Parks and Facilities Master Plan. Create and periodically update a Parks and Facilities Master Plan that prioritizes reinvestment in existing parks and facilities and guides the funding, staffing, maintenance, and enhancement of Norco's parks, recreational facilities, and programming.

IF-7.4 Park Operations. Continue to provide the appropriate resources and staffing to manage, maintain, and improve Norco's existing parks and recreational facilities.

IF-7.5 Partnerships with Local Schools. Partner with the Corona–Norco Unified School District to enable the joint use of school properties as parks and recreational centers that are open to the public during non-school hours.

IF-7.6 New Development. Require new residential developments to provide adequate on-site recreational and open space amenities consistent with Norco's core values and the needs of the new development. Require projects to establish mechanisms, such as Landscape Maintenance Districts, Community Facilities Districts, homeowners' association dues, or developer contributions, to adequately maintain new parks and recreational facilities.

GOAL IF-10: PROGRAMS AND EVENTS. The City will offer a variety of recreational programs and special events that align with Norco's core values and provide opportunities for gathering, social interaction, and community building.

POLICY

IF-10.2 Access to Recreation and Special Events. Continue to ensure that residents have access and opportunities to participate in the City's recreational activities and programs

regardless of age, economic status, disability, culture, or other factors. Recreational programming and events should align with Norco's core values.

The proposed *2050 General Plan* includes Goals and Policies within the Open Space and Conservation Element related to parks and recreational facilities.

GOAL OSC-1: SANTA ANA RIVER CORRIDOR AND TRAIL NETWORK. The City will preserve and enhance the Santa Ana River corridor as a regionally significant recreational, equestrian, and ecological resource by strengthening trail connectivity, supporting multi-use access and equestrian facilities, improving River Trails Park, and protecting habitat and open space for the benefit of residents and visitors.

POLICIES

OSC-1.2 River Corridor Access and Connectivity. Enhance and maintain strong physical and visual connections between the Santa Ana River corridor, the Santa Ana River Trail, River Trails Park, and Norco's local trail network by improving trailheads and wayfinding and preserving views of the river from adjacent neighborhoods.

OSC-1.3 Multi-Use Trail Support. Support the continued operation and enhancement of the Santa Ana River Trail as a multi-use regional facility, prioritizing the completion of the missing trail connection beneath the Interstate 15 Freeway.

OSC-1.4 Recreation Resource Enhancement. Maintain and improve River Trails Park as a key recreational asset by expanding trail opportunities, upgrading amenities, and ensuring compatibility with adjacent open space and habitat areas.

GOAL OSC-2: NORCO HILLS OPEN SPACE AND TRAIL NETWORK. The City will preserve and enhance the Norco Hills as a prominent scenic, recreational, and ecological resource by maintaining its trail network, protecting natural features and views, and reinforcing its role within Norco's Citywide equestrian and trail network.

POLICY

OSC-2.2 Multi-Use Recreation. Support continued multi-use of the Norco Hills for horseback riding, hiking, and passive recreation while promoting safe trail design, user compatibility, and appropriate wayfinding.

GOAL OSC-3: HIGH-QUALITY TRAIL NETWORK. The City shall design trails to promote physical activity while ensuring compatibility with the protection of natural resources.

POLICIES

OSC-3.1 Well-Maintained Public Trails. In accordance with the Comprehensive Trail Master Plan, ensure adequate funding and resources to maintain Norco's trail network.

OSC-3.2 Dedicated Space for Trails. Require new development projects to dedicate easements for and build trails, trailheads, and other needed improvements where feasible and appropriate.

OSC-3.3 **Trail Network.** Improve Norco's comprehensive trail network by building missing links in the Santa Ana River Trail and improving trail crossings over and under the I-15 Freeway.

Collectively, these goals and associated policies support the continued maintenance, operation, and expansion of parks and recreational facilities to accommodate future growth associated with implementation of the proposed *2050 General Plan*. The proposed *2050 General Plan* emphasizes reinvestment in existing recreational facilities, expansion of trail connectivity and recreational opportunities, preservation of open space and scenic resources, and the provision of adequate recreational amenities as part of future development. Policies requiring maintenance funding, facility planning, trail improvements, and recreational amenities for new development would reduce the potential for substantial physical deterioration of existing recreational facilities.

In addition, future park and recreational facility improvements, such as the ones identified in the proposed *2050 General Plan*, would be reviewed on a project-specific basis, as applicable, to ensure consistency with applicable environmental regulations and development standards. Because the proposed *2050 General Plan* includes policies intended to maintain and expand recreational resources while planning for future growth, implementation of the proposed *2050 General Plan* would not result in substantial deterioration of existing recreational facilities or create significant adverse physical environmental effects associated with new or expanded recreational facilities. Therefore, impacts related to parks and recreation would be less than significant.

Mitigation Measuresa

No mitigation is required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.16 Transportation

This section evaluates the potential transportation impacts associated with implementation of the proposed 2050 General Plan Update (GPU). The analysis considers the potential for implementation of the proposed 2050 GPU to conflict with applicable circulation plans, increase vehicle miles traveled (VMT), create transportation-related hazards due to a design feature or incompatible uses, or result in inadequate emergency access. The City of Norco's Circulation and Mobility Analysis (Appendix 4.16-1) provides an evaluation of existing and projected transportation conditions within the city, including roadway operations, roadway classifications, bicycle and pedestrian facilities, transit services, and planned circulation improvements associated with future development under the proposed 2050 GPU. This analysis also relies on other City planning documents and technical studies prepared for the proposed *2050 General Plan*, including an Evacuation Assessment and Transportation Study, which are included as Appendix 4.16-2 and Appendix 4.16-3, respectively.

a. Existing Conditions

1. Existing Street System

The existing regional and local transportation network is described below:

Regional Highways

Regional roadways include:

- Interstate 15 (I-15) directly bisects the City of Norco, serving as the city's primary regional transportation corridor and providing connections to surrounding jurisdictions throughout Riverside County and Southern California. The city is served by several direct access interchanges including Sixth Street, Second Street, and Hidden Valley Parkway. The corridor is operated and maintained by the California Department of Transportation (Caltrans). In addition to 3-4 general purpose lanes in each direction, I-15 also has two express lanes operated by the Riverside County Transportation Commission (RCTC) that opened in 2021.
- State Route 91 (SR-91) is immediately south of city limits and provides additional regional connections, including to Orange County and other regions of Riverside County (Riverside, Moreno Valley, and Coachella Valley). A major freeway interchange between I-15 and SR-91 also provides direct connections between express lanes on I-15 and SR-91. Due to the regional significance of this interchange, congestion regularly occurs during peak commute periods and may extend northbound along I-15 during the AM peak period.

Local Circulation

The City manages a total of 100 miles of public roadways, including a mix of regional arterials and local streets. The City also oversees the development of private streets by enforcing City design standards. The local circulation network consists of a system of urban arterials, major arterials, collector streets, and local streets that provide access throughout the city and connect residential neighborhoods with commercial, recreational, educational, and regional destinations. Consistent with the City's equestrian-oriented atmosphere, portions of the roadway network also incorporate equestrian trails and multimodal facilities designed to accommodate pedestrians, bicyclists, and horseback riders.

Roadway Classifications

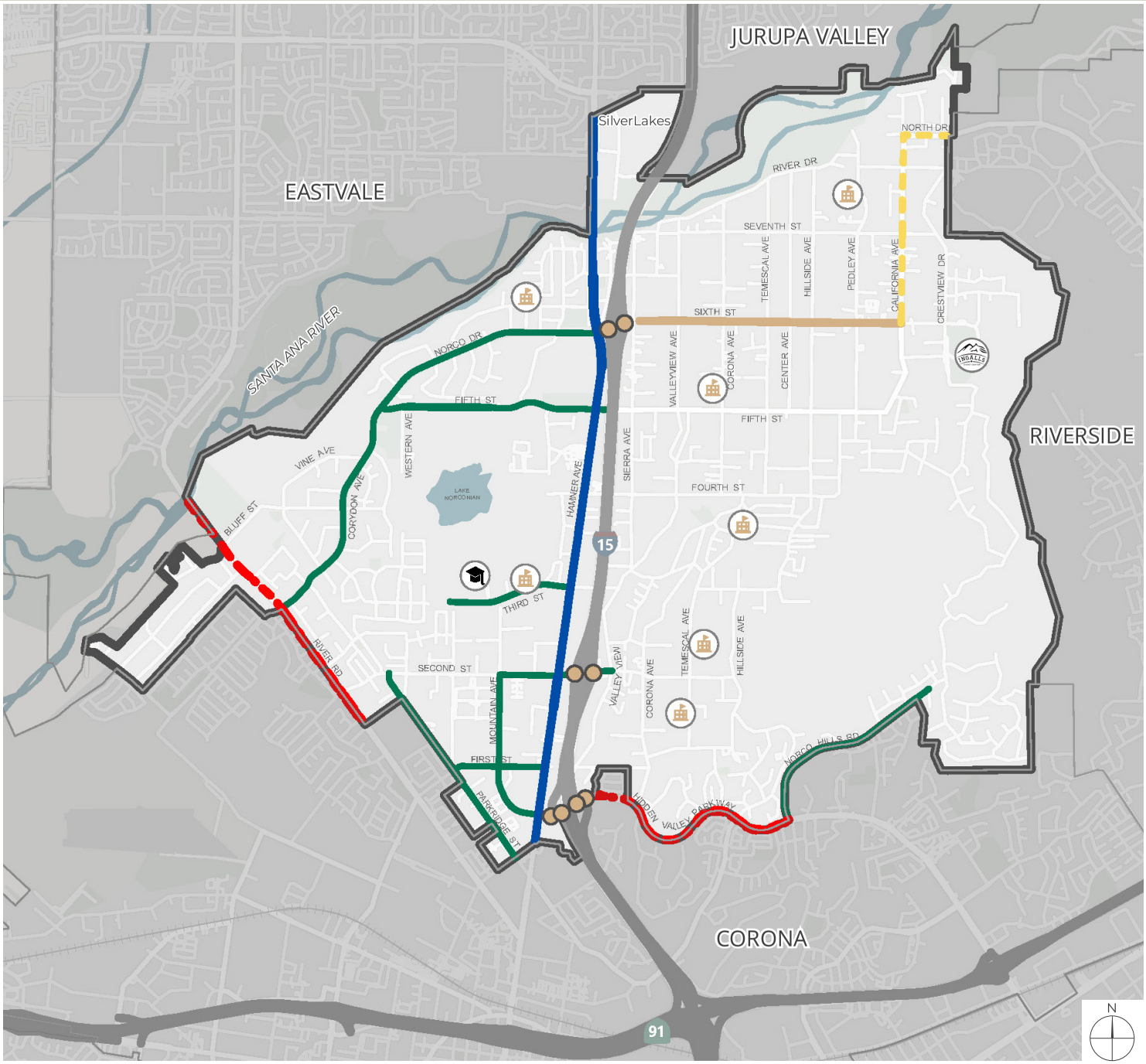
The City of Norco organizes its roadway network according to a function classification system that categorizes streets based on their intended purpose, adjacent land uses, and traffic circulation roles. The roadway classification system, established in the City's *General Plan* Circulation Element, defines the design characteristics and operational functions of streets throughout the community. These classifications collectively function as an integrated transportation network that accommodates regional travel, local circulation, and access to residential and commercial areas.

The City's roadway classification system includes several categories of streets, including urban arterials, major arterials, collector streets, and local streets. The current 2000 City of Norco *General Plan* identifies six public roadway types that together function as a broader transportation network (refer to Table 4.16-1, Current Roadway Classification System of the City of Norco 2000 General Plan for overview of roadway classifications and general characteristics and Figure 4.16-1, Roadway Classifications for a map of streets and their classification). Arterial roadways serve as the primary corridors for longer-distance travel and connect the city to regional transportation facilities such as I-15 and neighboring communities. Collector streets provide connections between residential neighborhoods and the arterial network, while local streets primarily provide direct access to adjacent properties.

The City of Norco's roadway classification system also reflects the City's equestrian-oriented atmosphere. Certain arterial and collector streets are designated as equestrian corridors that incorporate horseback riding trails along the roadway and connect to the City's broader network of equestrian trails.

Hamner Avenue functions as the city's principal north-south urban arterial and serves regional traffic traveling through Norco and adjacent jurisdictions. Other arterial facilities, including Sixth Street, River Road, Hidden Valley Parkway, and North Drive, provide connections between local neighborhoods, commercial areas, Interstate 15, and surrounding communities. Collector and local streets provide neighborhood circulation and direct access to residential and commercial properties while supporting lower traffic volumes and multimodal connectivity.

FIGURE 4.16-1, ROADWAY CLASSIFICATIONS



Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Freeway Ramps
- Freeway
- Urban Arterial
- Major Arterial 4E
- Major Arterial 4
- Major Arterial 2E
- Collector Streets
- Local Streets

SOURCE: City of Norco.

TABLE 4.16-1, CURRENT ROADWAY CLASSIFICATION SYSTEM OF THE CITY OF NORCO 2000 GENERAL PLAN

Classification	Description	Features	Streets
Urban Arterial	Buildout of 6 lanes (3 in each direction) with center median; designed to accommodate regional through traffic and connect to major commercial destinations Priority: Automobile	ROW: 110' Pavement Width: 86' No. of Lanes: 6 Pedestrian-Equestrian Trail: None	Hamner Avenue
Major Arterial 4E	Buildout of 4 lanes (2 in each direction) with pedestrian-equestrian trails on both sides; designed to connect I-15 access ramps to Hamner Avenue and destinations with regional significance Priority: Automobile, Equestrian, Pedestrian, Bicyclist	ROW: 100' Pavement Width: 64' No. of Lanes: 4 Pedestrian-Equestrian Trail: Both Sides	Sixth Street (Sierra Avenue to California Avenue)
Major Arterial 4	Buildout of 4 lanes (2 in each direction) with pedestrian-equestrian trails on one side; provide connections from other arterials to residential areas Priority: Automobile	ROW: 100' Pavement Width: 80' No. of Lanes: 4 Pedestrian-Equestrian Trail: One Side	River Road Hidden Valley Parkway
Major Arterial 2E	Buildout of 2 lanes (1 in each direction) with pedestrian-equestrian trails on one or both sides; serves residential areas and connects Sixth Street commercial area to neighboring cities Priority: Automobile, Equestrian, Pedestrian, Bicyclist	ROW: 100' Pavement Width: 36' No. of Lanes: 2 Pedestrian-Equestrian Trail: One or Both Sides	California Avenue (North Drive to Sixth Street) North Drive
Collector	Buildout of 4 lanes (2 in each direction) with pedestrian-equestrian trail on one or both sides; designed to connect local streets to City arterial system Priority: Equestrian, Pedestrian, Bicyclist	ROW: 88' Pavement Width: varies No. of Lanes: 4 Pedestrian-Equestrian Trail: One or Both Sides	Corydon Avenue Fifth Street First Street Norco Drive Parkridge Avenue Second Street Third Street Mountain Avenue Norco Hills Road

TABLE 4.16-1, CURRENT ROADWAY CLASSIFICATION SYSTEM OF THE CITY OF NORCO 2000 GENERAL PLAN

Classification	Description	Features	Streets
Local	Buildout of 2 lanes (1 in each direction) with pedestrian-equestrian trail on one or both sides; provide direct access to residential property and commercial areas where arterials do not directly serve these uses Priority: Equestrian, Pedestrian, Bicyclist	ROW: 60' Pavement Width: Varies (typically 36') No. of Lanes: 2 Pedestrian-Equestrian Trail: One or Both Sides	Any Street not classified in the arterial/collector system

Source: *2050 City of Norco General Plan Circulation Element Update.*

Roadway Segment Operations

The City of Norco's Transportation Study (Appendix 4.16-3) evaluated roadway segment operations under Existing Year (2024) conditions using generalized daily service volume thresholds from the Highway Capacity Manual (HCM), 7th Edition. The analysis evaluated arterial and collector roadway segments throughout the city to determine baseline operating conditions and roadway capacity utilization. LOS ratings ranged from LOS A (free-flow conditions) to LOS F (congested conditions), with LOS D generally identified as the City's minimum acceptable operating condition for arterial facilities.

The Transportation Study identified several roadway segments operating near or at constrained conditions under Existing Year conditions, particularly along regional access corridors and eastern portions of the city. Roadway segments along California Avenue and North Drive were identified as operating at LOS E under certain conditions, reflecting the influence of regional travel patterns, limited east-west access routes, and constrained roadway geometry in portions of the city.

Intersection Operations

Existing intersection operations were evaluated at key study intersections throughout the city using methodologies consistent with the HCM 7th Edition, based on observed turning movement counts and existing lane configurations. The analysis evaluated key signalized and unsignalized intersections throughout the city during weekday AM and PM peak periods. As shown in Table 4.16-2, Intersection Level of Service, all studied intersections operated at LOS D or better under Existing Year (2023) conditions, with the exception of the stop-controlled intersection of Valley View Avenue and Second Street, which operates at LOS E during the AM peak hour.

TABLE 4.16-2, INTERSECTION LEVEL OF SERVICE (EXISTING)

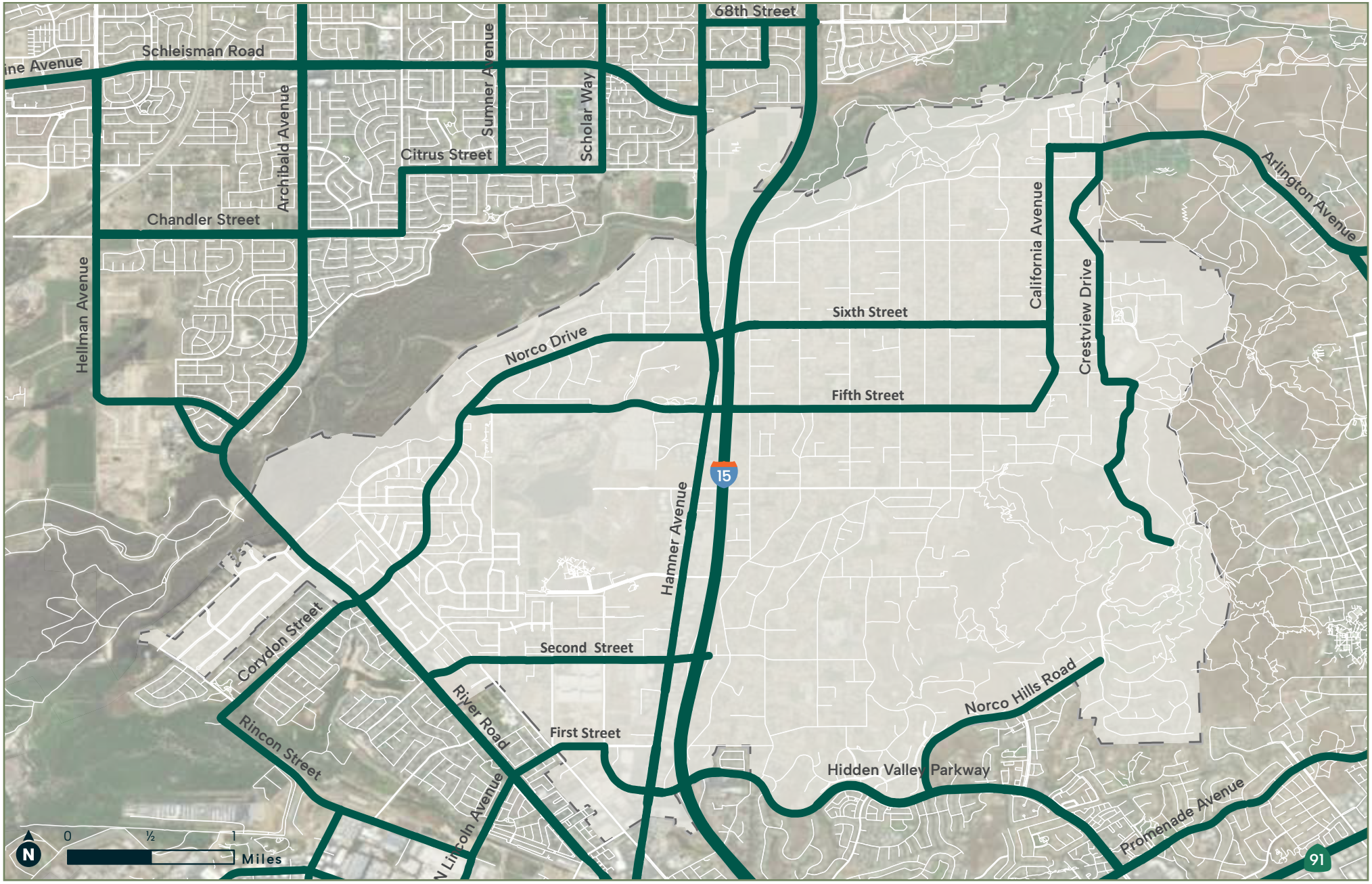
Intersection Name	Control	Jurisdiction	LOS Threshold	Peak Hour	Existing (2023) LOS/Average Delay
1 – Hamner Ave & Sixth Street	Signal	Norco	D	AM	C / 27.2
				PM	C / 30.6
2 – I-15 SB & Sixth Street	Signal	Caltrans/Norco	D	AM	C / 30.0
				PM	C / 26.5
3 – I-15 NB & Sixth Street	Signal	Caltrans/Norco	D	AM	D / 35.5
				PM	C / 34.1
4 – Sierra Ave & Sixth Street	Signal	Norco	D	AM	B / 15.4
				PM	B / 13.6
5 – Hamner Ave & Second Street	Signal	Norco	D	AM	C / 30.1
				PM	D / 36.1
6 – I-15 SB & Second Street	Signal	Caltrans/Norco	D	AM	B / 17.6
				PM	B / 10.7
7 – I-15 NB & Second Street	Signal	Caltrans/Norco	D	AM	C / 20.5
				PM	C / 20.5
8 – Valley View Ave & Second Street	AWSC	Norco	D	AM	E / 38.9
				PM	B / 13.7

Source: Fehr & Peers. *Transportation Study for City of Norco General Plan*. 2025. Appendix 4.16-3.

Emergency Access and Evacuation Routes

The City of Norco's roadway network serves an important role in providing emergency access and supporting evacuation during wildfire, flood, hazardous materials, and other emergency events, as depicted in Figure 4.16-2, Primary Evacuation Routes. Primary regional evacuation routes include Interstate 15, State Route 91, Hamner Avenue, Sixth Street, Hidden Valley Parkway, and Norco Hills Road, which provide connections to surrounding jurisdictions and regional transportation facilities. The city is also supported through regional coordination with regional transportation agencies, emergency service providers, and Riverside County emergency management operations.

FIGURE 4.16-2, PRIMARY EVACUATION ROUTES



SOURCE: Resilient IE.

2. Alternative Transportation

Public Transportation and Transit Facilities

Public Transit Services

Public transit services within the City of Norco are limited relative to more urbanized communities but provide important mobility options for residents without access to private vehicles and regional connections to employment, commercial, educational, and transit centers. Fixed-route bus and paratransit services are provided by the Riverside Transit Agency (RTA), which connects the city to surrounding cities and the broader regional transportation network.

As shown in Figure 4.16-3, Public Transportation and Transit, the city is served by RTA Route 3, which operates along Hamner Avenue and connects the Corona Transit Center to destinations north of the city, including the Amazon Eastvale Fulfillment Center. The route also serves key local destinations such as Norco College, the Norco Senior Center, and Norco City Hall. Service operates approximately every 70 to 80 minutes on weekdays from early morning through late evening, with reduced service frequencies on weekends. Through the Corona Transit Center, passengers can transfer to additional regional routes and Metrolink commuter rail services that connect to employment and activity centers throughout Southern California.

Paratransit Services

RTA also provides Dial-A-Ride paratransit services for seniors and individuals with disabilities who cannot use fixed-route transit. Dial-A-Ride offers advanced reservation, point-to-point transportation within a service area extending approximately three-quarters of a mile on either side of Hamner Avenue. Trips must begin or end within this service area. These services support access to medical appointments, services, and other destinations for eligible riders. These services provide mobility support for transit-dependent populations and supplement the city's limited fixed-route transit network.

Senior and Specialized Transportation

The Norco Senior Center operates the "Seniors on the Move" transportation program, which provides door-to-door transportation for Norco residents aged 50 and older, military veterans, and residents with disabilities. The program provides trips to destinations within approximately a 30-mile radius of the city of medical appointments and other mobility needs. Service operates Monday through Thursday during daytime hours and requires advance reservations.

Regional Rail Access

Although the City does not have a commuter rail station within city limits, residents have access to the Corona-North Main Metrolink Station, located immediately west of the city. This station provides regional rail service through Metrolink's 91/Perris Valley Line and Inland Empire-Orange County Line, offering connections to major employment centers including Los Angeles, Orange

County, Riverside, and San Bernardino. The station can be accessed by RTA Route 3 or by park-and-ride facilities.

Pedestrian Network

Pedestrian infrastructure within the City of Norco is limited compared to more urban communities due to the City's rural, equestrian-oriented atmosphere. Sidewalks are primarily located in commercial areas along Hamner Avenue and Hidden Valley Parkway, as well as along portions of Third Street near Norco College. Outside of these areas, traditional pedestrian facilities such as sidewalks, marked crosswalks, and curb ramps are limited.

Many pedestrians utilize the city's extensive multiuse trail network, including trails located along major roadways such as Sixth Street. Enhanced pedestrian safety features are generally concentrated near schools, where high-visibility crosswalks and school warning signage are provided. However, outside of school zones pedestrian crossings and other safety enhancements are more limited, reflecting the City's rural design and reliance on the trail network for non-motorized circulation.

Bicycle Network

The City of Norco's bicycle network currently totals approximately 7 miles of bikeways, consisting of 3.5 miles of Class II bicycle lanes and 3.5 miles of Class III bicycle routes. Class II bike lanes provide striped lanes for one-way bicycle travel along roadways, while Class III routes are designated shared roadways where bicycles and motor vehicles operate in the same travel lane.

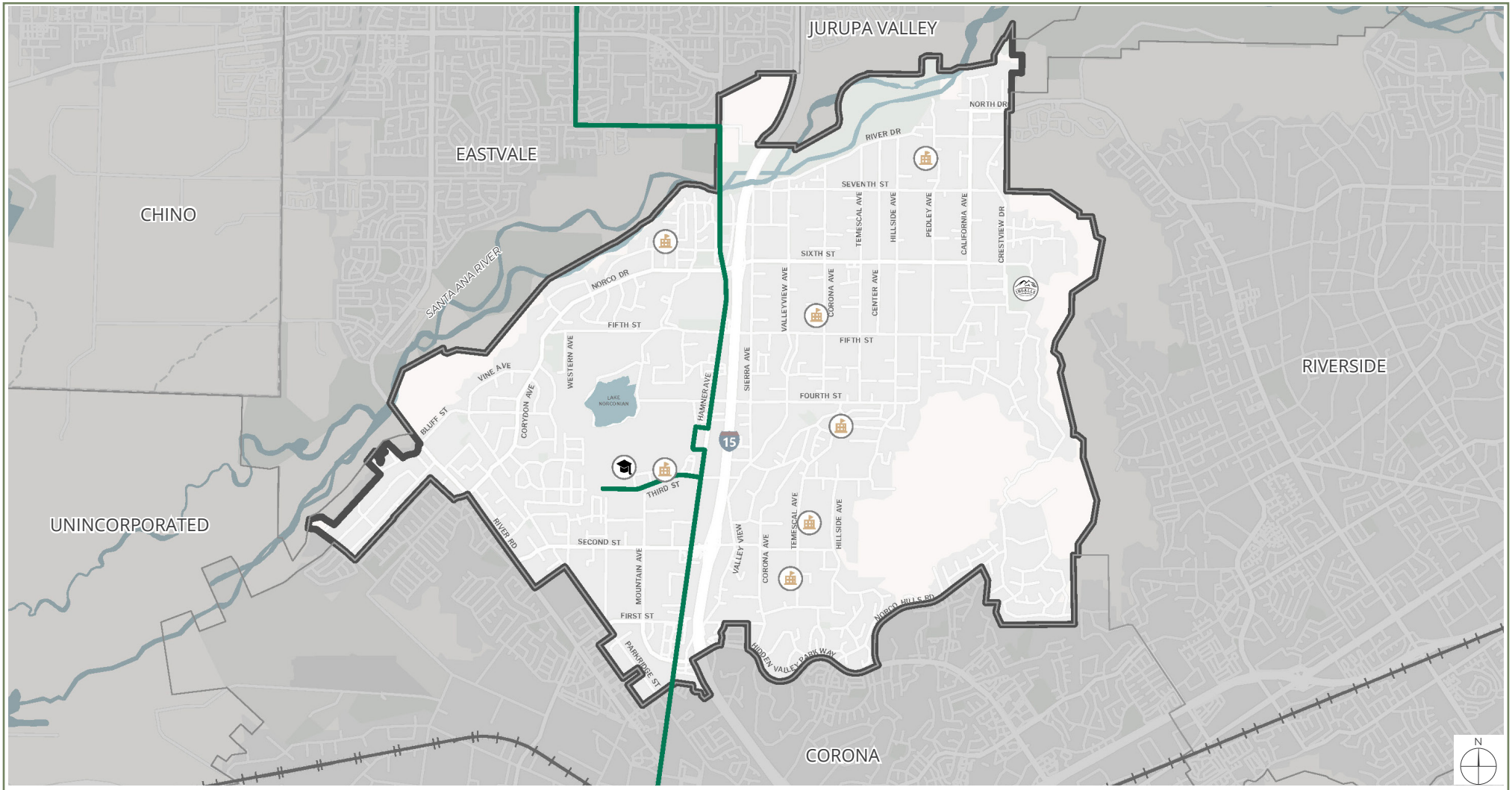
The City of Norco's current Bicycle Network Map is illustrated in Figure 4.16-4, Existing Bicycle Network Map. Existing bicycle facilities are located on River Road, Corydon Avenue/Norco Drive, and Hidden Valley Parkway, with bicycle routes primarily concentrated in the northeastern portion of the city. Although the existing network is limited in extent, it provides connections along the southern and western boundaries of the city and allows for east-west bicycle travel along the northern portion of the city.

The city does not currently have dedicated off-street paved bicycle trails. However, cyclists may utilize the city's multi-use trail network in some areas. City policies generally encourage separating bicycle travel from equestrian trail facilities where feasible.

Trail/Equestrian Network

As shown in Table 4.16-3, 2018 CTMP Trail System Classification, the City of Norco maintains an extensive network of equestrian and multiuse trails that function as an important component of the City's alternative transportation system. The City currently maintains approximately 104 miles of unpaved trails, located both on-street and off-street throughout the community. Figure 4.16-5, Pedestrian-Equestrian Network depicts the existing pedestrian-equestrian network.

FIGURE 4.16-3, PUBLIC TRANSPORTATION AND TRANSIT

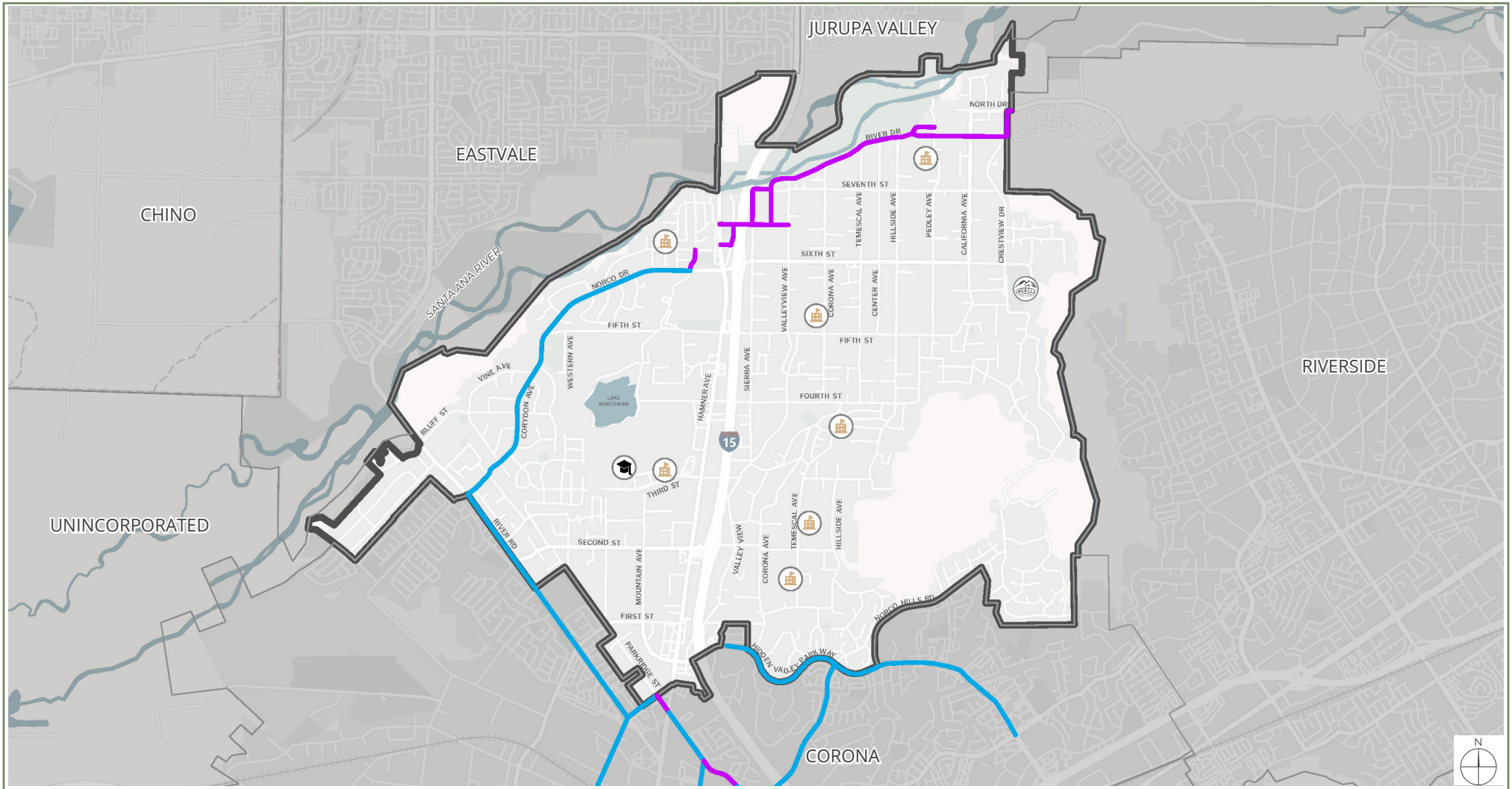


Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Corona Transit Center
- Route 3 (RTA)
- MetroLink Line

SOURCE: Riverside Transit Agency.

FIGURE 4.16-4, EXISTING BICYCLE NETWORK MAP

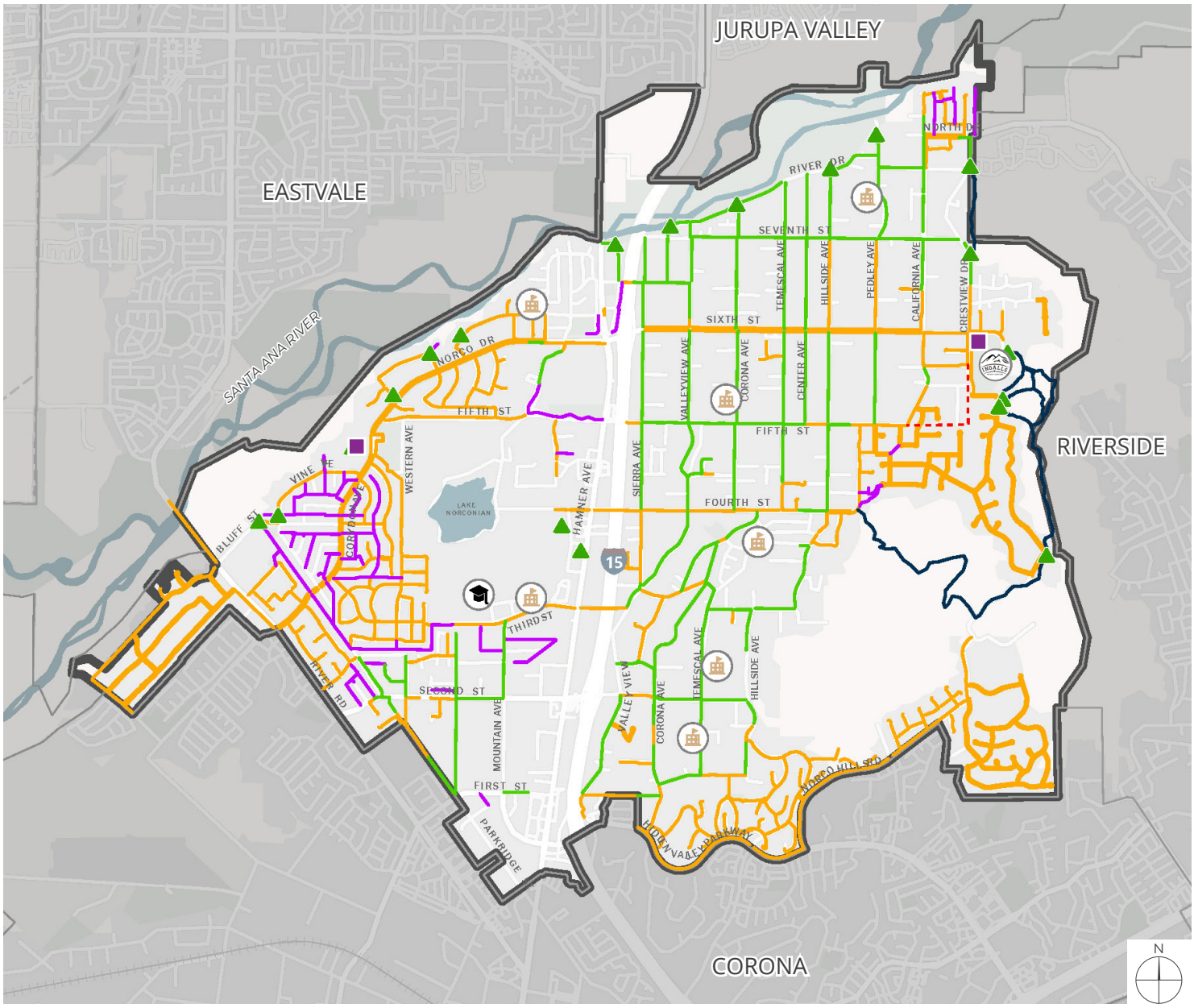


Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Class II (Bike Lane)
- Class III (Bike Route)

SOURCE: Pedestrian and Bicycle Master Plan – 2024.

FIGURE 4.16-5, PEDESTRIAN-EQUESTRIAN NETWORK



Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Bridle Trails
- Backyard Trails
- Soft Shoulder Trails
- Norco Hills Trails
- Entry Point
- Staging Areas

SOURCE: Comprehensive Trail Master Plan – 2018.

TABLE 4.16-3, 2018 CTMP TRAIL SYSTEM CLASSIFICATION

Classification	Description	Trails
Primary Access Trails	• Adjacent to major circulation routes • Wider trail sections to allow for separated uses between bikes/peds and horses • Buffer planting to separate trail from street • Enhanced intersection crossings	• None currently • Potential connections include Norco College, Norco Hills, and Santa Ana River
Secondary Trails	• Trails that connect to primary access trails and key city destinations • Bridle/soft shoulder • 12 feet width • Adjacent to streets with fencing and/or small buffer planting • Not primarily intended to accommodate bicycles • Intersection crossing treatments where needed	• Sixth Street • Norco Drive • California Avenue • Corydon Avenue
Tertiary Trails (Backyard Trails)	• Intended to provide local access to private property • Not adjacent to public ROW • Minimal surface planting	• Chestnut Drive/Bluff Street Vine Avenue/Del Mar Road Pinto Place/California Avenue
Nature Trails	• Located away from street network (generally located on edges of city) • Direct connection to open space • Can serve as links to regional trail system and other trails • Also accommodate hikers with a marking system and rest stops	• Pumpkin Rock Trail • Bluff Trail

Source: *City of Norco Comprehensive Trail Master Plan*, 2018.

Goods Movement and Truck Routes

These trails serve multiple purposes, including equestrian travel, pedestrian circulation, and recreational use. The trail system connects residential neighborhoods, community facilities, and commercial areas while supporting the City's rural, equestrian-oriented atmosphere.

The trail network is guided by the Comprehensive Trails Master Plan (CTMP), adopted in 2018, which outlines policies and strategies for maintaining and improving the trail system. Improvements include enhancing trail crossings at roadways, improving fencing and safety features, and maintaining connectivity throughout the City's trail network.

Goods movement within the city primarily occurs along Interstate 15. State Route 91, Hamner Avenue, Sixth Street, River Road, North Drive, and California Avenue, which serve as designated or commonly utilized truck routes connecting the city to regional industrial, commercial, and warehouse distribution centers throughout Riverside, San Bernardino, Orange, and Los Angeles Counties.

Due to the city's location adjacent to major regional freeway corridors, truck traffic is an important component of the local circulation network, particularly along arterial roadways that provide access to commercial and industrial uses. The City's designated truck routes are illustrated in Figure 4.16-6, Truck Routes. Truck routes are identified to accommodate goods movement while minimizing conflicts with residential neighborhoods, schools, equestrian facilities, and other sensitive land uses.

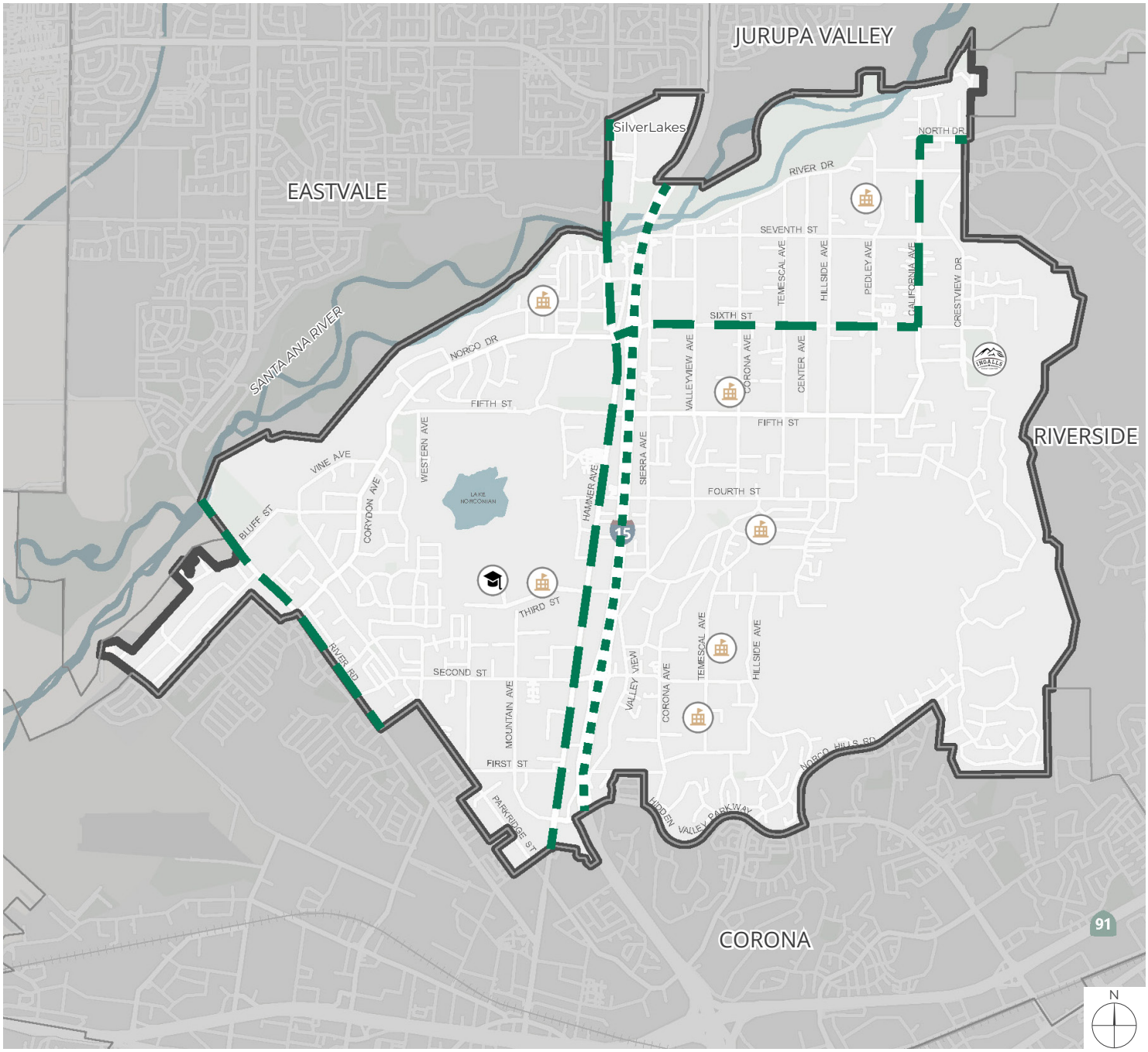
3. Travel Characteristics

Housing-Employment Dynamics

Travel patterns in the City of Norco are influenced by the relationship between housing and employment within the city and the surrounding region. According to data from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program and the American Community Survey (ACS), only a small portion of Norco residents are employed within the city. Approximately 7 percent of Norco's working residents are employed within city limits, while the majority commute to jobs elsewhere in the region.

The City of Norco is centrally located between several major employment centers in Southern California, including Riverside, the Inland Empire/Ontario area, Orange County, and Los Angeles. As a result, many residents travel outside the city for work. As shown in Table 4.16-4, Top Workplace Destinations of Norco Residents (2020), census data indicates that approximately 43 percent of employed Norco residents work outside Riverside County, contributing to longer commute distances and increased reliance on regional transportation facilities.

FIGURE 4.16-6, TRUCK ROUTES



Legend

- Norco City Boundary
- Schools
- Norco College
- Ingalls Event Center
- Truck Route (I-15 Freeway)
- Truck Route

SOURCE: City of Norco.

Employment inflow and outflow data further illustrates this relationship. While the city contains a number of local jobs, only a small share of these positions are held by Norco residents, with many workers commuting into the city from surrounding communities.

TABLE 4.16-4, TOP WORKPLACE DESTINATIONS OF NORCO RESIDENTS (2020)

City	Share	Approximate Distance from the City of Norco
Corona, CA	9.0%	6 miles
Norco, CA	7.4%	0 miles
Riverside, CA	7.0%	18 miles
Los Angeles, CA	4.8%	50 miles
Ontario, CA	4.1%	16 miles
Anaheim, CA	3.7%	29 miles
Irvine, CA	3.3%	35 miles
Santa Ana, CA	2.8%	31 miles
Orange, CA	2.5%	28 miles
Chino, CA	2.3%	16 miles
All Other Locations	53.1%	N/A

Source: US Census Bureau. 2020. OnTheMap Application. *Longitudinal Employer-Household Dynamics Program.* https://onthemap.ces.census.gov/.

Mode Choice

Mode choice in the City of Norco is dominated by automobile travel. According to 2021 American Community Survey data, the majority of commuters travel to work by driving alone or carpooling, accounting for approximately 85 percent of commute trips. This share is slightly higher than the countywide and statewide averages.

Use of alternative modes is comparatively limited. Less than one percent of Norco commuters use public transit, which reflects the city's limited transit service and the semi-rural development pattern. Walking and bicycling also represent a small share of commute trips. Approximately 10 percent of workers work from home, a share that has increased in recent years following the COVID-19 pandemic.

Overall, the predominance of automobile travel reflects the city's dispersed land use patterns, the location of employment centers outside the city, and limited availability of frequent transit service.

Travel Time to Work

Commute times for Norco residents are generally longer than the county and statewide averages. According to 2021 ACS data, the average travel time to work for Norco residents is approximately 34.5 minutes, compared to 32.1 minutes for the County, and 27.6 minutes statewide.

Approximately 20 percent of commuters travel more than 60 minutes to reach their workplace, reflecting the number of residents who travel to employment centers in Orange County, Los Angeles County, and other parts of the Inland Empire. The city's commute patterns reflect the City's role as a residential community within the broader Southern California region, with many residents commuting to employment centers outside the city.

b. Regulatory Setting

1. Federal

US Department of Transportation (USDOT)

The USDOT provides funding and oversight for transportation infrastructure projects throughout the country, including interstate highways and transit facilities. The Federal Highway Administration (FHWA), within USDOT, establishes design standards and operational requirements for the Interstate Highway System, including Interstate 15 (I-15), which traverses the City of Norco. Improvements to I-15 or projects utilizing federal transportation funding are subject to applicable FHWA standards.

Use of federal funding for transportation projects may also trigger review under the National Environmental Policy Act (NEPA). NEPA requires federal agencies to evaluate the environmental effects of proposed actions prior to decision making. While the City's *General Plan* is subject to the California Environmental Quality Act (CEQA), specific transportation projects involving federal funding or approvals could require separate NEPA compliance.

2. State

Caltrans (State Highways)

The California Department of Transportation (Caltrans) has jurisdiction over state highways, including Interstate 15 within the City of Norco. Improvements affecting state highway facilities or access require Caltrans review and approval.

Senate Bill 743

The purpose of Senate Bill (SB) 743, which became effective on July 1, 2020, is to streamline the review under CEQA for several categories of development projects, including infill projects in transit priority areas, and to balance the needs of congestion management with statewide goals

related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SB 743 changed the metrics for determining impacts resulting from traffic. Formerly, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, known as Levels of Service (LOS). As a result of SB 743, the focus of transportation analysis shifted from driver delay to reduction in vehicle miles traveled (VMT). The state's goal is to encourage land use and transportation decisions that reduce greenhouse gas emissions, encourage infill development, and improve public health through active transportation.

The California Office of Planning and Research (OPR) has identified guidelines for projects, which may be screened and would therefore be exempt from a VMT analysis.[1]

Screening Criteria

- Retail projects up to 50,000 SF in floor area
- Projects generating less than 110 daily trips.
- Residential and office projects located in low VMT areas. Low VMT is defined as 10% below the subarea VMT metrics for that area.
- Projects within a Transit Priority Area (TPA). A TPA is defined as locations within ½ mile of a major transit stop or station (e.g., Gold Line or Metrolink), or within ½ mile of a high quality transit corridor with a 15-minute or less headways during peak commute hours.
- Affordable housing developments or affordable housing units within mixed-used developments.
- Transportation projects that promote nonauto travel, improve safety, or improve traffic operations at current bottlenecks, such as transit, bicycle and pedestrian facilities, intersections traffic control or widening at intersections to provide new turn lanes.

The City applies Riverside County Transportation Commission (RCTC) or regional VMT thresholds, as applicable.

Public Resources Code Section 21099

SB 743 also added Section 21099 to the CEQA statute. PRC Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

[1] Governor's Office of Land Use and Climate Innovation. "Technical Advisory on Evaluating Transportation Impacts in CEQA." Accessed March 2026. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

"Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. PRC Section 21099 establishes criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

More specifically, High Quality TPAs (HQTAs) are defined as areas within one-half mile of a major transit stop that are existing or planned where a "major transit stop" is a "site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods" as defined in PRC Section 21064.3.

Congestion Management Program

To address public concern that traffic congestion was impacting the quality of life and economic vitality of the state, in 1990, Section 65089 of the California Government Code was adopted to require each county to prepare and adopt a CMP. The intent of the CMP is to provide the analytical basis for transportation decisions. The CMP meets federal requirements for a Congestion Management System (CMS) as required by the Intermodal Surface Transportation Efficiency Act of 1991 and continued in the Transportation Equity Act for the 21st Century in 1998, and SAFE, Accountable, Flexible, and Efficient Transportation Equity ACT— A Legacy for Users. Information regarding the Riverside County CMP is provided below.

Senate Bill 375

In response to AB 32's emissions reduction targets, the state legislature passed Senate Bill 375 (SB 375), or the Sustainable Communities and Climate Protection Act in 2008. This law established regional targets for reducing greenhouse gas emissions, which required cities and counties to develop and comply with reduction targets. Cities are encouraged to adopt land use policies that reduce travel distances between jobs and where workers live, and to focus on development near transit corridors to help meet statewide goals set in AB 32.

SB 375 requires each Metropolitan Planning Organization (MPO) to develop a "Sustainable Communities Strategy" (SCS) as a component of the Regional Transportation Plan (RTP), laying out ways to promote dense, integrated development and necessary transportation improvements to achieve proposed densities. Development consistent with the SCS is eligible for streamlined California Environmental Quality Act (CEQA) review. The current SCS for the Southern California region was last adopted in 2020 and focuses on promoting mixed use development, a variety of housing options, new efficient technologies, and nonvehicle transportation technologies.

To align with the SCS, the 2050 GPU should promote policies that:

- Increase the proximity of housing to job centers and community services;
- Encourage new compact development to increase walkability and reduce the need for short vehicle trips;
- Develop enhanced transportation infrastructure to better support high-quality transit services;
- Reduce the need for extensive parking requirements, and sharing parking spaces where appropriate;
- Apply Transportation Systems Management (TSM) and Complete Street policies to maximize the efficiency of arterial streets.

Assembly Bill 1358

Assembly Bill (AB) 1358, the Complete Streets Act of 2008, requires that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, passengers, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets are one way that cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Passengers, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Assembly Bill 32 (Global Warming Solutions Act)

Assembly Bill 32 (AB 32), passed in 2006, requires California to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020 (approximately a 15% reduction) through regulations developed and enforced by the California Air Resources Board (CARB). Regulations are intended to mitigate the risks of climate change and promote renewable energy, clean transportation, and lower waste. AB 32 requires CARB to develop a Scoping Plan, updated every five years, which outlines the strategies and regulations to be used to achieve GHG reduction targets. The 2022 Scoping Plan4 identifies multiple regulatory and market-incentive programs led at the state level and sees local action as key to supporting GHG reduction targets. Local governments are encouraged to develop sustainable transportation standards, such as establishing requirements for electric vehicle (EV) charging infrastructure and preparing for the impact of climate change through comprehensive climate action plans.

The current City of Norco *General Plan* was developed prior to the passage of AB 32; as such, the 2050 GPU will need to reflect the presence of increased regulation and incentive programs for climate action. While the City of Norco currently has no locally adopted Climate Action Plan (CAP), it is a participating member of the Western Riverside Council of Governments (WRCOG) Subregional CAP which contains policies to promote electric vehicle adoption and increased

public transportation service. As it relates to transportation, the City's current effort to develop a Pedestrian and Bicycle Master Plan is a major step toward promoting alternative transportation modes that can be further expanded upon in the 2050 GPU.

Assembly Bill 747

This legislation requires that the Safety Element be reviewed and updated to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. Additionally, the law encourages cities to develop a local hazard mitigation plan that details safety procedures in the event of various emergency scenarios and acts as a supplement to the Safety Element. The City of Norco currently has a Local Hazard Mitigation Plan that was adopted in 2017 and is currently in the process of updating the document, as of 2023.

Assembly Bill 1409

Complementing AB 747, Assembly Bill 1409 requires the safety element to be reviewed and updated to identify evacuation locations. Furthermore, these routes must be evaluated by their capacity, safety, and viability, ensuring there are high-quality evacuation routes available for small- and large-scale evacuations.

Senate Bill 99

This regulation relates to the Safety Element of the *General Plan*, requiring the review and identification of residential developments in hazard areas that do not have at least two emergency evacuation routes. In the City of Norco, all neighborhoods have at least two emergency evacuation routes; however, perimeter neighborhoods including Norco Hills, Norco Ridge Ranch, and Northeast Norco may experience challenges during evacuations due to limited roadway capacity. Additionally, Norco College currently only has one full-time access road (Third Street) which could limit evacuation capacity before the emergency access connection to Belgian Drive is utilized.

3. Regional

Southern California Association of Governments: 2024–2050 RTP/SCS

In compliance with SB 375, every four years the Southern California Association of Governments (SCAG) updates its Regional Transportation Plan for the 191-city SCAG region. In September 2020, SCAG's Regional Council adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Connect SoCal. Connect SoCal is a long-range visioning plan for the region's transportation system over the next 25 years that balances mobility and housing needs with economic, environmental, and public health goals. Connect SoCal includes over 4,000 transportation projects ranging from highway improvements, railroad grade-separations, bicycle lanes, new transit hubs, and replacement bridges to reduce

bottlenecks, improve the efficiency of the region's network and expand the mobility choices for everyone in the six-county southern California region.[2]

Connect SoCal groups its goals into four core categories—economy, mobility, environment, and healthy/complete communities. The plan explicitly addresses goals associated with housing, transportation technologies, equity, and resilience reflecting enhanced importance of these topics in the region linking them to potential performance measures and targets.[3] Projects outlined in the Riverside County LRTS are directly incorporated into the Connect SoCal plan. Planning over the long-term allows projects to be coordinated and prioritized, while also ensuring projects work together towards achieving broader sustainability and system efficiency goals.

Riverside County Long Range Transportation Study (LRTS) & Congestion Management Program (CMP)

The LRTS serves as the guiding document for transportation planning and programming in Riverside County through 2040, overseen by the Riverside County Transportation Commission (RCTC). The study complements the Regional Transportation Plan (RTP) adopted by SCAG and develops a list of high priority projects and strategies for the region. The current LRTS was adopted in 2019 and is driven by four key policy goals: improving the quality of life for Riverside County residents, improving the operational performance of the transportation system, connecting the economy, and forging strong partnerships between relevant state, local, and county agencies.

The plan identifies several road and transit improvement projects that impact Norco, including express toll lanes on I-15 (which were recently completed), widening on SR-91, and interchange improvements along I-15. Additionally, the LRTS includes the County's Congestion Management Program (CMP) as required by state law, which monitors congestion conditions on the transportation system and targets improvements outlined in the LRTS to best address transportation challenges given limited funding.

Western Riverside Council of Governments (WRCOG)

The City of Norco is one of 18 member cities of the Western Riverside Council of Governments (WRCOG), a regional agency that promotes collaboration across city and county governments in Western Riverside County. WRCOG works to develop common policies to address regional issues associated with transportation, environmental quality, and economic development. The organization manages several programs including the Transportation Uniform Mitigation Fee (TUMF) program that funds transportation projects in the region, a regional Active

2 Southern California Association of Governments (SCAG). *Connect SoCal*. 2024. Accessed March 2026. https://scag.ca.gov/connect-socal.

3 SCAG. *Connect SoCal*. 2024.

Transportation Plan, assistance with Senate Bill 743 (SB 743) implementation, and the Western Riverside Clean Cities Coalition which promotes alternative fuel vehicles.

TUMF revenues in the City of Norco totaled $4.492 million dollars, which go towards improvements to the regional highway and arterial system, transit services, and open space preservation. Nearly half of all TUMF funds go directly towards local projects, such as the Hamner Avenue Bridge (Mayor Berwin Hanna Bridge) Replacement Project and planning for the eventual widening of Hamner Avenue to six lanes. The remaining TUMF funding is allocated to RCTC freeway and transit projects throughout the region. TUMF funding will continue to assist the City with improving its transportation system to accommodate new development. To help inform the fee structure for the TUMF program, WRCOG commissions a Nexus Study periodically to review planned project costs, needed improvements, growth forecasts, and travel demand forecasts.

Inland Empire Comprehensive Multimodal Corridor Plan

Together with Caltrans, the Southern California Association of Governments (SCAG), and the San Bernardino County Transportation Authority (SBCTA), RCTC developed the Inland Empire Comprehensive Multimodal Corridor Plan (IECMCP) in 2020 to better understand and plan for regional transportation needs in the Inland Empire region. The goal of the IECMCP is to review key regional transportation corridors and develop multimodal solutions for managing growing population and commerce by promoting active transportation, leveraging technology and travel demand management, focusing on safety, and exploring ways to expand rail, bus, and zero-emission vehicles. Norco is included in the Cajon Pass to Eastvale, Riverside to Temecula, and Riverside to Orange County Line Sub-Corridors, with several proposed projects on these corridors, such as accelerating the transition to clean truck fleets, expanding managed lane/express toll lane infrastructure, and implementing first/last mile transit connections to improve Metrolink access.

Riverside County Measure A

Riverside County Measure A was initially approved by voters in 1988 and extended in 2002. RCTC's Measure A is a half-cent sales tax that provides direct funding for county and local transportation improvement projects. Funding provides improvements for regional highways, local streets, public transportation, new corridors, regional arterials, and economic development incentives. Between 1990 and 2020, Western Riverside County cities have received over $870 million dollars in Measure A funds for road improvements and preservation projects. Measure A provides a critical local source of transportation funding that is often used to leverage additional state and federal grant opportunities for transportation projects. The current Measure A funding expires in 2039.

4. Local

City of Norco General Plan Circulation Element

The City of Norco's *General Plan* Circulation Element was adopted in March 15, 2000. Its purpose is to provide for a safe, convenient, and efficient circulation system for the city's automobiles and equestrians. The City's existing Circulation Element establishes policies and programs guiding the development and operation of the City's transportation system. The Circulation Element identifies the roadway classification system, multimodal transportation facilities, and policies intended to maintain mobility while preserving the City's rural, equestrian-oriented atmosphere. The Circulation Element coordinates roadway improvements, bicycle and pedestrian facilities, and connections to regional transportation corridors serving the community.

City of Norco Department of Public Works

The City's Department of Public Works is responsible for maintaining the local public roadway network, which totals 100 centerline miles and consists of traffic signals (except those operated by Caltrans), on street bicycle facilities, and sidewalks (primarily on Hamner Avenue). Moreover, the City plans and oversees construction of roadway capital improvement projects through the City's Capital Improvement Program, funded by developer fees (including TUMF), state gas tax revenue, the City's Measure R, and Riverside County's Measure A. The City also maintains a set of design guidelines and approves all private development projects in accordance with these guidelines.

c. Methodology

This analysis evaluates transportation conditions within the City of Norco and surrounding roadway network areas that may experience changes in travel demand associated with implementation of the proposed 2050 GPU. The analysis is based on the Circulation and Mobility Analysis (Appendix 4.16-1), City of Norco General Plan Transportation Study prepared by Fehr & Peers (see Appendix 4.16-3), as well as the Evacuation Assessment (see Appendix 4.16-2) prepared for the proposed *2050 General Plan* Safety Element update. These documents evaluate existing and projected roadway conditions, circulation improvements, vehicle miles traveled (VMT), and emergency evacuation conditions associated with future growth under the proposed *2050 General Plan*.

Roadway Segment, Intersection, and VMT Analysis

Transportation forecasts for the proposed *2050 General Plan* were developed using the Riverside County Transportation Model (RIVCOM), a regional travel demand forecasting model maintained by the WRCOG. The model was refined to reflect local roadway characteristics, land use assumptions, and circulation improvements within the City of Norco and its Sphere of Influence. Existing Year (2024), Cumulative Year (2050) No Project, and Cumulative Year (2050) Plus Project conditions were evaluated to identify roadway and intersection operational conditions associated with implementation of the proposed *2050 General Plan*.

Roadway segment and intersection operations were evaluated using methodologies consistent with the HCM, 7th Edition. The analysis evaluates roadway segment and intersection LOS conditions throughout the City and compares projected operations to the City's target LOS standards. In accordance with SB 743 and the City's adopted CEQA transportation thresholds, the analysis also evaluates VMT conditions associated with implementation of the proposed *2050 General Plan*.

The transportation analysis considers future growth consistent with the proposed *2050 General Plan* land use designations, planned roadway and circulation improvements, and anticipated regional growth forecasts within adjacent jurisdictions. The analysis also evaluates bicycle, pedestrian, transit, and multimodal circulation improvements identified in the proposed Circulation Element.

Emergency Access and Evacuation Analysis

Emergency access and evacuation conditions were evaluated using the City of Norco Evacuation Assessment prepared in accordance with AB 747. The Evacuation Assessment evaluates the capacity, safety, and viability of the City's evacuation network under multiple emergency scenarios, including wildfire and flood evacuation events. The analysis evaluates roadway operations, evacuation routes, affected populations, and evacuation clearance conditions associated with implementation of the proposed *2050 General Plan*.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G of the *CEQA Guidelines*. An impact is considered significant if the proposed 2050 GPU would result in one or more of the following conditions:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

d) Result in inadequate emergency access?

2. Project Impacts and Mitigation Measures

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

Less than Significant Impact. Implementation of the proposed 2050 GPU would accommodate future growth and could increase travel demand on local and regional roadways compared to existing conditions. However, the proposed 2050 GPU includes an updated Circulation Element that prioritizes a multimodal transportation system, including roadway connectivity, transit access, and pedestrian and bicycle mobility. The Transportation Study (Appendix 4.16-3) evaluated roadway segments, intersections, and multimodal circulation conditions under Existing (2024), Cumulative No Project (2050), and proposed General Plan buildout conditions to assess future circulation system performance associated with projected growth.

Roadway and Circulation System

The Transportation Study evaluated roadway segments and intersection operations under Existing (2024), Cumulative No Project (2050), and proposed General Plan buildout conditions to assess the City's ability to accommodate projected growth associated with implementation of the proposed 2050 GPU. The analysis considered circulation system performance, roadway connectivity, and operational conditions throughout the city and identified future roadway improvements and circulation planning measures intended to maintain safe and efficient travel conditions. Future roadway improvements, access modifications, and circulation-related infrastructure would continue to be reviewed for consistency with applicable City standards and Caltrans requirements, as applicable. Through implementation of these requirements and circulation planning measures, the proposed 2050 GPU would not conflict with roadway or circulation system policies.

Transit

The proposed 2050 GPU supports local and regional transit access through policies that encourage coordination with transit providers and support future mobility corridors. The proposed Circulation Element also supports coordination with Riverside Transit Agency services and future regional transit connections. Existing transit services, including City-supported and regional connections, provide access to surrounding communities and activity centers. Implementation of transit-supportive polices would improve transit accessibility and is consistent with circulation planning objectives.

Bicycle and Pedestrian Facilities

The proposed Circulation Element includes Complete Streets and active transportation policies that prioritize safe, accessible travel for pedestrians, bicyclists, and equestrians. The Transportation Study incorporated multimodal circulation considerations to support future pedestrian, bicycle, and equestrian connectivity improvements throughout the city. These policies ensure consistency with adopted bicycle and pedestrian planning objectives and reduce the potential for conflicts with circulation policies.

The proposed 2050 GPU would not conflict with plans and policies related to the roadway network. The proposed 2050 GPU includes an updated Circulation Element, which includes

several key Goals and Policies aimed at facilitating travel by public transit, walking and bicycling including the following:

Circulation Element Goals and Policies

GOAL C-1: MODERN MOBILITY. The City will integrate modern mobility needs in a manner that aligns with Norco's core values and protects and preserves Norco's natural landscape and small-town character.

POLICIES

C-1.6 Traffic Impact Studies. Require Traffic Impact Studies to be conducted for major developments and roadway projects to assess potential impacts to network performance and safety, and identify feasible mitigation measures.

C-1.7 Complete Streets Design. Incorporate Complete Streets designs and speed management and safety measures to improve local road connectivity and circulation and to protect community character.

GOAL C-2: COMPLETE STREETS. The City will design and implement a transportation network that accommodates all modes of travel, ensuring safe, accessible, and efficient movement for pedestrians, equestrians, cyclists, and motorists.

POLICIES

C-2.2 Non-Motorized Travel. Integrate non-motorized travel modes into street designs that support users of all ages and abilities along relevant corridors, prioritizing project implementation for historically underinvested or underserved communities. Ensure that relevant plans are updated to reflect Complete Streets objectives.

C-2.3 Active Transportation Connectivity. Prioritize equestrian, pedestrian, and bicycle connectivity between residential neighborhoods, commercial centers, transit, schools, and public spaces to promote active transportation. Expand the network of pedestrian-equestrian trails to create a fully integrated and accessible transportation system.

C-2.4 New Development Street Design. Require new developments to employ Complete Streets principles and provide amenities, such as equestrian hitching posts, holding pens, bicycle parking, and pedestrian-friendly access points, to encourage non-motorized travel.

C-2.5 Complete Streets Guidelines. Adopt and update small-town Complete Streets guidelines that establish clear design standards for pedestrian-, equestrian-, and bicyclist-friendly roadways.

C-2.8 Context Sensitive Street Design. Limit unnecessary roadway widening and utilize context-sensitive street design to ensure that road improvements blend with surrounding landscapes and built environments.

GOAL C-3: SAFETY. The City will enhance the safety of all transportation modes, focusing on reducing traffic-related injuries and fatalities.

POLICIES

C-3.1 Safe System Approach. Implement the Federal Highway Administration's (FHWA) Safe System Approach by designing and maintaining transportation infrastructure that proactively addresses human errors, reduces crash severity, and prioritizes the safety of all users, with a focus on vulnerable populations, such as pedestrians, equestrians, and cyclists.

C-3.2 Active Transportation Access. Maintain and improve equestrian, pedestrian, and bicycle routes with access to Norco's employment and shopping opportunities, regional destinations, and residential neighborhoods.

GOAL C-5: SUSTAINABLE TRANSPORTATION. The City will work with partners to facilitate efficient and safe movement that supports Norco's economic vitality while minimizing negative impacts on the community.

POLICIES

C-5.1 Active Transportation Promotion. Encourage the use of active transportation and work to reduce Vehicle Miles Traveled (VMT) through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

C-5.4 Future Mobility Corridors. Identify future rights-of-way, including off-street facilities, for sustainable transit, active transportation, and equestrian mobility.

C-5.5 Local Transit Services. Continue to support City-operated transit, such as community shuttle and Dial-A-Ride services, and coordinate with Riverside Transit Agency (RTA) to identify opportunities to expand regional transit solutions.

C-5.6 Regional Transit Connections. Collaborate with regional agencies to explore future transit connections to Metrolink stations and bus networks while ensuring that Norco's character is preserved.

C-5.8 Mixed-Use Development. Promote mixed-use and transit-oriented developments in strategic locations, allowing residents to live near businesses and services, and reduce vehicle travel while ensuring community character is incorporated into new developments.

Implementation of policies requiring traffic impact studies, Complete Streets design, multimodal connectivity, transit coordination, and context-sensitive street design would support an integrated circulation system serving all travel modes. Implementation of these policies, together with future project-level transportation analysis and review, would ensure that future development remains consistent with applicable circulation system plans, ordinances, and policies. Therefore, the proposed 2050 GPU would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

Threshold b. Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

Less than Significant Impact. The proposed 2050 GPU is a program-level planning document that would guide future land use and transportation planning within the City of Norco through the horizon year 2050. Implementation of the proposed 2050 GPU would accommodate future residential and non-residential development that could increase travel demand and vehicle miles traveled. Therefore, a Transportation Study (Appendix 4.16-3) was prepared to evaluate whether implementation of the proposed 2050 GPU would conflict with *CEQA Guidelines* Section 15064.3, subdivision (b), related to VMT impacts.

The Transportation Study evaluated Existing (2024), Cumulative Year (2050) No Project, and Cumulative Year (2050) Plus Project conditions using the City's adopted VMT thresholds and significance criteria. As discussed in the Transportation Study (Appendix 4.16-3), the analysis utilized multiple methodologies, including the Full Accounting Method, Half Accounting (RTAC) Method, and Boundary Method, to evaluate VMT per service population and total regional VMT under future buildout conditions. Table 4.16-5, Full Accounting Method VMT Results summarizes Full Accounting VMT with the existing and project buildout citywide population and employment, including Countywide metrics for comparative purposes.

TABLE 4.16-5, FULL ACCOUNTING METHOD VMT RESULTS

Location	Population	Employment	VMT	VMT/Service Population
Existing (2024)				
City of Norco	24,792	16,591	1,993,663	48.2
Riverside County	2,595,331	839,005	117,875,713	34.3
No Project Current General Plan (2050)				
City of Norco	25,214	22,128	2,358,432	49.8
Riverside County	3,424,454	1,116,025	152,732,399	33.6
Project — Proposed General Plan (2050)				
City of Norco	28,497	16,802	2,145,309	47.4
Riverside County	3,427,737	1,110,699	152,638,830	33.6

Source: Fehr & Peers. *Transportation Study for City of Norco General Plan*. 2025. Appendix 4.16-3.

The Transportation Study determined that implementation of the proposed 2050 GPU would result in lower VMT per service population compared to both Existing (2024) conditions and Cumulative Year (2050) No Project scenario. Specifically, under the Full Accounting Method, VMT per service population would decrease from 48.2 under Existing Conditions and 49.8 under the Cumulative Year No Project scenario to 47.4 under the proposed 2050 GPU scenario, as shown above in Table 4.16-5. Similarly, under the Half Accounting (RTAC) Method, VMT per service population would decrease from 24.9 under the No Project scenario to 23.7 under proposed 2050 GPU conditions, as shown in Table 4.16-6, Half Accounting (RTAC) Method VMT Results. In addition, the Boundary Method demonstrated a reduction in total regional VMT under proposed 2050 GPU conditions compared to the No Project Scenario, as shown in Table 4.16-7, Boundary Method VMT Results. The Transportation Study found that the RIVCOM predicts VMT/SP to decrease in the future due to improved development and transportation patterns, and the proposed 2050 GPU is expected to produce VMT at a rate that would not result in a significant impact.

TABLE 4.16-6, HALF ACCOUNTING (RTAC) METHOD VMT RESULTS

Location	Population	Employment	VMT	VMT/Service Population
Existing (2024)				
City of Norco	24,792	16,591	973,136	23.5
No Project Current General Plan (2050)				
City of Norco	25,214	22,128	1,179,216	24.9
Project — Proposed General Plan (2050)				
City of Norco	28,497	16,802	1,072,654	23.7

Source: Fehr & Peers. *Transportation Study for City of Norco General Plan*. 2025. Appendix 4.16-3.

TABLE 4.16-7, BOUNDARY METHOD VMT RESULTS

Boundary	No Project (2050)	Project (2050)	Difference
City of Norco	1,530,480	1,509,609	-20,871
Riverside County	82,216,891	82,184,624	-32,267

Source: Fehr & Peers. *Transportation Study for City of Norco General Plan*. 2025. Appendix 4.16-3.

The proposed 2050 GPU also includes an updated Circulation Element containing key Goals and Policies intended to support multimodal transportation, active transportation infrastructure, transit connectivity, mixed-use development patterns, and reductions in per capita VMT. These Goals and Policies include the following:

Circulation Element Goals and Policies

GOAL C-2: COMPLETE STREETS. The City will design and implement a transportation network that accommodates all modes of travel, ensuring safe, accessible, and efficient movement for pedestrians, equestrians, cyclists, and motorists.

POLICIES

C-2.2 Non-Motorized Travel. Integrate non-motorized travel modes into street designs that support users of all ages and abilities along relevant corridors, prioritizing project implementation for historically underinvested or underserved communities. Ensure that relevant plans are updated to reflect Complete Streets objectives.

C-2.3 Active Transportation Connectivity. Prioritize equestrian, pedestrian, and bicycle connectivity between residential neighborhoods, commercial centers, transit, schools, and public spaces to promote active transportation. Expand the network of pedestrian-equestrian trails to create a fully integrated and accessible transportation system.

C-2.4 New Development Street Design. Require new developments to employ Complete Streets principles and provide amenities, such as equestrian hitching posts, holding pens, bicycle parking, and pedestrian-friendly access points, to encourage non-motorized travel.

GOAL C-5: SUSTAINABLE TRANSPORTATION. The City will work with partners to facilitate efficient and safe movement that supports Norco's economic vitality while minimizing negative impacts on the community.

POLICIES

C-5.1 Active Transportation Promotion. Encourage the use of active transportation and work to reduce Vehicle Miles Traveled (VMT) through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

C-5.4 Future Mobility Corridors. Identify future rights-of-way, including off-street facilities, for sustainable transit, active transportation, and equestrian mobility.

C-5.5 Local Transit Services. Continue to support City-operated transit, such as community shuttle and Dial-A-Ride services, and coordinate with Riverside Transit Agency (RTA) to identify opportunities to expand regional transit solutions.

C-5.6 Regional Transit Connections. Collaborate with regional agencies to explore future transit connections to Metrolink stations and bus networks while ensuring that Norco's character is preserved.

C-5.8 Mixed-Use Development. Promote mixed-use and transit-oriented developments in strategic locations, allowing residents to live near businesses and services, and reduce vehicle travel while ensuring community character is incorporated into new developments.

C-5.10 Vehicle Miles Reduction. Promote reduction of Vehicle Miles Traveled (VMT) per person to below the existing baseline for development and transportation projects to support the City's environmental and sustainability objectives.

Implementation of the proposed Circulation Element policies would further support reductions in VMT by promoting mixed-use and transit-supportive development patterns, expanding bicycle and pedestrian connectivity, improving access to transit services, and encouraging alternatives to single-occupancy vehicle travel. Policies related to active transportation, future mobility corridors, regional transit coordination, and vehicle miles reduction would support long-term transportation efficiency and reduce reliance on automobile travel throughout the city. Compliance with these policies, combined with implementation of future transportation improvements and development review procedures, would help ensure consistency with *CEQA Guidelines* Section 15064.3, subdivision (b).

Therefore, based on the findings of the Transportation Study and implementation of the proposed *2050 General Plan* Goals and Policies supporting multimodal transportation and VMT reduction, the proposed 2050 GPU would not conflict with *CEQA Guidelines* Section 15064.3, subdivision (b). Impacts related to vehicle miles traveled would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

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

Less than Significant Impact. The proposed 2050 GPU is a program-level planning effort that does not include project-level roadway design features or site-specific geometric configurations. Future development facilitated by the proposed 2050 GPU would occur on a project-by-project basis and would be required to comply with applicable City standards, engineering design criteria, and safety requirements.

Development under the proposed 2050 GPU would accommodate future population and land use growth that could result in roadway improvements, new access points, intersection modifications, and changes to roadway circulation patterns. However, the proposed 2050 GPU is a program-level planning document and does not identify specific roadway designs or geometric modifications that would create hazardous conditions, such as unsafe intersections, inadequate sight distance, or roadway features incompatible with surrounding land uses. Future roadway and access improvements would be subject to review by the City of Norco and, where

applicable, Caltrans, and would be required to comply with applicable roadway design standards, engineering criteria, emergency access requirements, and traffic safety standards.

The proposed *2050 General Plan* includes an updated Circulation Element, which includes several key Goals and Policies intended to improve safety and ensure adequate emergency access, and provide safe intersection designs. These include the following:

Circulation Element Goals and Policies

GOAL C-1: MODERN MOBILITY. The City will integrate modern mobility needs in a manner that aligns with Norco's core values and protects and preserves Norco's natural landscape and small-town character.

POLICIES

C-1.7 Complete Streets Design. Incorporate Complete Streets designs and speed management and safety measures to improve local road connectivity and circulation and to protect community character.

C-1.8 Arterial Level of Service Standards. Maintain a minimum Level of Service (LOS) "D" for arterial roadways and intersections.

GOAL C-2: COMPLETE STREETS. The City will design and implement a transportation network that accommodates all modes of travel, ensuring safe, accessible, and efficient movement for pedestrians, equestrians, cyclists, and motorists.

POLICIES

C-2.4 New Development Street Design. Require new developments to employ Complete Streets principles and provide amenities, such as equestrian hitching posts, holding pens, bicycle parking, and pedestrian-friendly access points, to encourage non-motorized travel.

C-2.5 Complete Streets Guidelines. Adopt and update small-town Complete Streets guidelines that establish clear design standards for pedestrian-, equestrian-, and bicyclist-friendly roadways.

C-2.7 Neighborhood Traffic Management. Minimize neighborhood cut-through traffic by directing regional and commuter traffic to the City's arterial and collector street network and implementing context-sensitive speed management and traffic safety improvements on local residential streets, where warranted.

C-2.8 Context-Sensitive Street Design. Limit unnecessary roadway widening and utilize context-sensitive street design to ensure that road improvements blend with surrounding landscapes and built environments.

C-2.9 Multimodal Streetscape Design. Enhance streetscapes along multimodal corridors by incorporating landscaping, lighting, public art, and placemaking features that reflect

Norco's core values. Adopt and update design specifications and standards to include decomposed granite (DG) shoulders where traditional sidewalks and curbs are not necessary (as determined by the City Engineer).

C-2.11 Maintenance and Safety. Establish maintenance and safety improvement programs to ensure that pedestrian-equestrian trails, bike lanes, and pedestrian pathways remain in good condition and are free from hazards.

GOAL C-3: SAFETY. The City will enhance the safety of all transportation modes, focusing on reducing traffic-related injuries and fatalities.

POLICIES

C-3.1 Safe System Approach. Implement the Federal Highway Administration's (FHWA) Safe System Approach by designing and maintaining transportation infrastructure that proactively addresses human errors, reduces crash severity, and prioritizes the safety of all users, with a focus on vulnerable populations, such as pedestrians, equestrians, and cyclists.

C-3.3 High-Injury Safety Improvements. Prioritize safety improvements at crossings and key intersections to eliminate traffic-related fatalities and collisions resulting in serious injury, especially along High Injury Network (HIN) corridors.

C-3.4 Speed Management and Traffic Safety Measures. Implement speed management and traffic safety measures to naturally reduce vehicle speeds in residential and equestrian-oriented areas while maintaining essential and emergency access.

C-3.5 Evacuation Route Safety. Prioritize improvements to maintain the viability and safety of evacuation routes for vehicles, equestrians, and pedestrians.

GOAL C-4: GOODS MOVEMENT. The City will enhance the safe and efficient movement of essential goods while reducing traffic conflicts and environmental impacts.

POLICIES

C-4.1 Designated Truck Routes. Continue to maintain and clearly mark designated truck routes to provide direct access to industrial and commercial zones that separate residential areas, schools, parks, and equestrian zones from freight corridors.

C-4.2 Truck Route Enforcement. Prohibit truck travel outside of designated truck routes, except for horse/ livestock trailers and local deliveries (e.g., hay), and actively enforce truck route restrictions to prevent unauthorized travel on non-designated roads, minimizing conflicts with non-motorized users.

Implementation of the proposed *2050 General Plan* Goals and Policies would support safe roadway design, multimodal circulation, and compatibility among vehicles, pedestrians, bicyclists, and equestrian users throughout the city. Policies related to Complete Streets design, context-sensitive roadway improvements, traffic calming, evacuation route safety, and truck

route management would help ensure future roadway improvements and development projects are designed to minimize circulation hazards and conflicts between transportation modes and surrounding land uses. In addition, future development facilitated by the proposed 2050 GPU would undergo project-level review to ensure roadway configurations, access design, and circulation improvements comply with applicable City standards and safety requirements.

Therefore, although future development accommodated by the proposed 2050 GPU may incrementally increase traffic and modify portions of the circulation network, compliance with applicable roadway design standards, implementation of proposed *General Plan* policies, and project-level review procedures would ensure the proposed 2050 GPU would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

Threshold d. Would the project result in inadequate emergency access?

Less than Significant Impact. Implementation of the proposed 2050 GPU would result in future development and circulation improvements through the city that could incrementally increase traffic volumes along regional and local roadways, including during emergency events and evacuations. However, the proposed 2050 GPU is a program-level planning document and does not include site-specific roadway designs or development proposals that would substantially alter existing emergency access or evacuation routes. Future development facilitated under the proposed 2050 GPU would occur on a project-by-project basis and would be required to comply with applicable City standards, *General Plan* policies, Fire Code requirements, and emergency access regulations related to roadway design, emergency vehicle access, and evacuation planning.

The City of Norco is served by an established circulation network that includes Interstate 15, State Route 91, and a system of arterial and collector roadways that provide regional and local connectivity throughout the city. Primary evacuation routes include Interstate 15, Hamner Avenue, Sixth Street, Hidden Valley Parkway, River Road, Norco Drive, and other east-west and north-south roadway connections that facilitate emergency response and evacuation activities.

The City of Norco's Evacuation Assessment (Appendix 4.16-2), prepared consistent with AB 747, evaluates the capacity, safety, and viability of the City's evacuation network under wildfire and flood emergency scenarios. The assessment identifies primary evacuation routes throughout the city, including Interstate 15, Hamner Avenue, Hidden Valley Parkway, River Road, Norco Hills Road, Crestview Drive, Sixth Street, and other arterial roadways that facilitate regional evacuation

and emergency response activities. The analysis evaluated evacuation clearance times under Existing Year (2024) and Cumulative Year (2050) Plus Project Conditions and found that evacuation of affected areas could generally occur within approximately 2 hours and 50 minutes for the wildfire scenario and approximately 3 hours and 35 minutes for the flood scenario under cumulative conditions. The assessment also identified localized constraints in the Norco Hills and Norco Ridge Ranch areas associated with limited access conditions and evacuation of large animals; however, the assessment includes operational recommendations, roadway management strategies, and evacuation planning measures intended to improve evacuation performance and maintain emergency access throughout the city. Future roadway improvements associated with implementation of the proposed 2050 GPU would occur within existing rights-of-way where feasible and would be required to comply with applicable roadway design and safety standards established by the City, Caltrans, and emergency service providers.

The proposed *2050 General Plan* includes Goals and Policies to ensure implementation of the proposed 2050 GPU would not impede or substantially impact emergency access. These include the following:

Safety Element Goals and Policies

GOAL S-6: EMERGENCY RESPONSE AND EVACUATION. The City will work with partners to ensure the community is ready and able to evacuate when conditions require.

POLICIES

S-6.3 Evacuation Zones/Routes. Periodically review and update evacuation zones and routes to ensure adequate capacity and connectivity within the circulation network is provided during emergency events.

S-6.4 Evacuation Improvements. Require new development, redevelopment, and major remodels to ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities.

S-6.5 Points of Access. Require all new developments and redevelopments within Fire Hazard Severity Zones and the Wildland Urban Interface provide adequate points of access on public roads that can be used for emergency vehicle response and evacuation purposes, in compliance with applicable City, County, and State requirements.

S-6.7 Emergency Access Improvements. Identify the feasibility of constructing additional emergency access improvements for existing developments that do not meet minimum road standards for emergency equipment, such as:

- Additional vehicle pullouts at key locations
- Limiting or restricting on-street parking at key locations
- Potential for the construction of new or improved emergency access routes
- Roadside clearance improvements

S-6.8 Existing Routes. Maintain functionality, make improvements, and expand capacity, where feasible, of existing emergency evacuation routes within the city, while considering current and future hazards.

Circulation Element Goals and Policies

GOAL C-2: COMPLETE STREETS. The City will design and implement a transportation network that accommodates all modes of travel, ensuring safe, accessible, and efficient movement for pedestrians, equestrians, cyclists, and motorists.

POLICIES

C-2.11 Maintenance and Safety. Establish maintenance and safety improvement programs to ensure that pedestrian-equestrian trails, bike lanes, and pedestrian pathways remain in good condition and are free from hazards.

GOAL C-3: SAFETY. The City will enhance the safety of all transportation modes, focusing on reducing traffic-related injuries and fatalities.

C-3.1 Safe System Approach. Implement the Federal Highway Administration's (FHWA) Safe System Approach by designing and maintaining transportation infrastructure that proactively addresses human errors, reduces crash severity, and prioritizes the safety of all users, with a focus on vulnerable populations, such as pedestrians, equestrians, and cyclists.

C-3.4 Speed Management and Traffic Safety Measures. Implement traffic calming measures to naturally reduce vehicle speeds in residential and equestrian-oriented areas while maintaining essential and emergency access. speed management and traffic safety measures to naturally reduce vehicle speeds in residential and equestrian-oriented areas while maintaining essential and emergency access.

C-3.5 Evacuation Route Safety. Prioritize improvements to maintain the viability and safety of evacuation routes for vehicles, equestrians, and pedestrians.

Implementation of the proposed 2050 GPU would incorporate policies intended to maintain and improve emergency access and evacuation capabilities throughout the city. Safety Element *Policies S-6.3* through *S-6.8* require periodic review of evacuation routes, improvements to evacuation infrastructure, maintenance of existing emergency access corridors, and incorporation of adequate emergency access into future development review. In addition, Circulation Element *Policies C-2.9, C-3.1, C-3.4*, and *C-3.5* support roadway safety, circulation system maintenance, and preservation of evacuation route functionality. Compliance with applicable roadway design standards, coordination with CAL FIRE/Riverside County Fire Department, and implementation of evacuation planning and roadway improvement strategies identified in the Evacuation Assessment (Appendix 4.16-2) would support continued emergency access and evacuation operations throughout the city. Therefore, while future development facilitated by the proposed 2050 GPU may incrementally increase travel demand within the

circulation system, implementation of the proposed 2050 GPU would not substantially impair emergency response or evacuation capabilities. Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant.

4.17 Tribal Cultural Resources

This section includes a brief summary of historical background information. The tribal cultural resource information presented in this section is based on the results of a Sacred Lands File Search (SLF) conducted by the Native American Heritage Commission (NAHC) in August 2024, available in Appendix 4.17. This analysis evaluates the potential impacts to tribal cultural resources as a result of growth accommodated by the 2050 General Plan Update (GPU).

a. Existing Conditions

1. History

The Luiseño, Gabrieleño Tongva, Cahuilla, and Serrano people originally inhabited the area now known as Norco, using it primarily for hunting and gathering. Their names were given by Spanish explorers in the 1700s, the first known Europeans to establish permanent settlements in the region. While no Native American villages are known within present-day Norco, a Luiseño village once existed in what is now the City of Corona.

Assembly Bill (AB) 52 and Senate Bill (SB) 18 Consultation

In accordance with AB 52 and SB 18, the City of Norco notified California Native American tribes listed in Table 4.17-1, SB Consultation Response of the proposed 2050 GPU and invited them to participate in consultation. The City prepared and mailed letters in accordance with AB 52 and SB 18 which are contained in Appendix 4.17-2. The letters and consultation documentation from the Gabrieleño, Morongo, Luiseño, Rincon, and Augustine people are provided in Appendix 4.17-2: AB 52 Letters.

TABLE 4.17-1, SB CONSULTATION RESPONSE

Tribal Contact	Response
Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation	Consultation requested for future development under the 2050 GPU.
Bernadette Ann Brierty, Morongo Band of Mission Indians	Requested additional information and indicated its initial response did not conclude consultation. The City subsequently provided available cultural resources information and invited the Tribe to proceed with consultation. No subsequent response was received.
Shuuluk Linton, Rincon Band of Luiseño Indians	Requested consultation regarding potential impacts to cultural resources. The City subsequently responded and invited the Tribe to proceed with consultation. No subsequent response was received.
Jacobia Kirksey, Augustine Band of Cahuilla Indians	No formal consultation is requested. If tribal cultural resources are discovered during

TABLE 4.17-1, SB CONSULTATION RESPONSE

Tribal Contact	Response
	implementation of the 2050 GPU, requested contact with the NAHC to ensure appropriate protocol and evaluation of the find.
Juan Ochoa, Pechanga Band of Indians	Requested consultation and project information and requested notification of public hearings and scheduled approvals. The City provided available cultural resources information and arranged consultation.

The City received a response on February 24, 2025, from Andrew Salas, Chairman of the Gabrieleño Band of Mission Indians – Kizh Nation, indicating that they concur with the 2050 GPU. However, the Tribal government would like to request consultation with all future projects within this location.

The City received a response on March 21, 2025, from Bernette Ann Briety, Morongo Band of Indians, stating that they request additional information to ensure meaningful consultation. They indicate that the letter does not conclude consultation. Upon review of the additional information, they may provide further recommendations.

The City received a response on March 6, 2025, from Shuuluk Linton, Rincon Band of Luiseño Indians, stating the identified location is within the Traditional Use Area of the Luiseño people. They request AB52 consultation to assess potential impacts to cultural resources.

The City received a response on March 21, 2025, from Jacobia Kirksey, Augustine Band of Cahuilla Indians, stating that formal consultation would not be necessary for the proposed Project. However, if any cultural resources are discovered during the Project, they requested contact with the California NAHC to ensure appropriate protocol is followed to evaluate and protect tribal cultural resources.

The City received a response on March 25, 2025, from Juan Ochoa, Pechanga Band of Indians, requesting consultation for the proposed Project and to be added to distribution list(s) for public notices and circulation of all documents, including environmental review documents, archaeological reports, development plans, conceptual grading plans (if available), and all other applicable documents pertaining to this Project. The Pechanga Band of Indians also requests to be directly notified of all public hearings and scheduled approvals concerning the proposed Project, and that comments be incorporated into record of approval for the Project.

Following receipt of the requests for consultation, the City continued its consultation efforts with the requesting Tribes. The City responded to the Rincon Band of Luiseño Indians and Morongo Band of Mission Indians and provided available information regarding cultural resources within the General Plan Area. The City's responses invited the Tribes to contact the City to proceed with

consultation. Neither Rincon nor Morongo subsequently contacted the City to proceed with consultation. The City also continued its consultation efforts with the Pechanga Band of Indians, provided available cultural resources information, and contacted Pechanga to arrange a consultation meeting. A consultation meeting was scheduled for February 19, 2026. Pechanga subsequently cancelled the meeting, and the City invited Pechanga to contact the City to reschedule the consultation. Consultation has been scheduled and is ongoing.

The remaining groups contacted either did not respond or did not request consultation regarding the 2050 GPU. As of the date of circulation of this Draft PEIR, no specific sacred uses, tribal cultural resources, or cultural places requiring additional preservation or mitigation through the 2050 GPU have been identified through the consultation process.

b. Regulatory Setting

1. State

Assembly Bill 52

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category, "tribal cultural resources." Assembly Bill 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."[1] It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible.[2] PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and meets either of the following criteria:

a) Listed or eligible for listing in the CRHR, 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.

AB 52 also establishes a consultation process for California tribes regarding those resources. AB 52 requires that, for those tribes that have requested consultation on a project, lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be

1 Public Resource Code (PRC) Section 21084.2.

2 PRC Section 21084.3.

included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

California Government Code Section 65352.3, adopted pursuant to the requirements of SB 18, requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines, "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

2. Local

City of Norco Municipal Code

The City of Norco *Municipal Code*, passed February 7, 2024, discusses historic preservation and agricultural heritage in Title 2 Administration and Personnel, Chapter 2.26 Historic Preservation and Agricultural Heritage Commission. The purpose of Title 2.26 states:

> *The purpose of this chapter is to promote the public health, safety and general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features and significant permanent landscaping having special historical, archaeological, cultural, architectural, community, aesthetic or artistic value in the city for the following reasons:*
>
> *A. To safeguard the city's heritage and agriculture as embodied and reflected in such resources;*
>
> *B. As part of that heritage, to preserve and promote animal keeping, small farms, and agricultural activities as a distinctive part of Norco's history and a defining value;*
>
> *C. To encourage public knowledge, understanding and appreciation of the city's past;*
>
> *D. To foster civic and neighborhood pride and a sense of identity based on the recognition and use of cultural resources;*
>
> *E. To promote the enjoyment and use of cultural resources appropriate for the education and recreation of the people of the city;*
>
> *F. To preserve diverse and harmonious architectural styles and design preferences reflecting phases of the city's history and to encourage complementary contemporary design and construction;*

G. To enhance property values and to increase economic and financial benefits to the city and its inhabitants;

H. To protect and enhance the city's attraction to tourists and visitors, thereby stimulating business and industry;

I. To integrate the preservation of cultural resources and the extraction of relevant data from such resources into public and private land management and development processes;

J. To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment.[3]

Cultural resources are discussed in Title 20 of the City of Norco *Municipal Code*. Chapter 20.15. outlines landmark designation criteria and states:

An improvement, object, or natural feature may be designated a landmark by the city Council upon recommendation of the Historic Preservation Commission if it is determined eligible, retains integrity and meets one or more of the following criteria:

A. Exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, architectural or natural history; or

B. Is identified with persons or events significant in local, state, or national history; or

C. Embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or

D. Represents the work of a notable builder, designer, or architect; or

E. Has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the city; or

F. Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning; or

G. Has yielded, or may be likely to yield, information important in history or prehistory.

A landmark shall include all improvements, objects, or natural features named in the landmark designation resolution. To qualify for landmark status, an improvement, object, or natural feature must be at least 50 years old or older.[4]

3 Ord. 1092 Sec. 1, 2023; Ord. 902 Sec. 1, 2008.

4 Ord. 910 Sec. 1, 2009.

A landmark shall include all improvements, objects, or natural features named in the landmark designation resolution. To qualify for landmark status, an improvement, object, or natural feature must be at least 50 years old or older.[5]

c. Methodology

This section describes the potential environmental impacts of the proposed Project relevant to Tribal Cultural Resources. This impact analysis evaluates implementation of the 2050 GPU against the current conditions in the Planning Area. Potential impacts relevant to historical resources and tribal cultural resources were based on secondary source information, and Federal, State, and local regulations.

d. Impact Analysis

1. Thresholds of Significance

For the purposes of this Program EIR, implementation of the proposed Project may have an adverse impact if it would result in the following:

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 as eligible for listing in the CRHR, 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

2. Project Impacts and Mitigation Measures

Threshold a. Is the project listed as 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. Land disturbance, demolitions, and/or development associated with implementation of the 2050 GPU has the potential to result in direct impacts to historical resources through ground disturbance, physical demolition, destruction, relocation or alteration of a significant historic building or other structure, objects of community value and importance, or individual sites.

5 Ord. 910 Sec. 1, 2009.

As described in Section 4.5, Cultural Resources, 84 previously documented cultural resources have been identified within the *General Plan* Area, of which, 45 date to the historic period. The historic period resources include two (2) districts, eight (8) sites, one (1) feature of a site, 24 buildings, four (4) structures, and six (6) isolated finds. In addition to the historical resources identified above, as-yet unidentified historical resources may be present throughout the rest of the city or may become historical resources with the passage of time.

The Norconian Resort, the City's Cultural Heritage Landmark #1, and the Wyle Laboratories Site, are historical resources located on lands identified as special planning areas in the *2050 General Plan* Land Use and Community Character Element. The Norconian Resort Site is designated Preservation and Development – Norconian (PAD-NOR) and the Wyle Laboratories Site is designated Preservation and Development (PAD). Lands within these two designations are intended to manage the development of Norco's special planning areas to protect and highlight Norco's unique natural landscapes, open spaces, and historical buildings according to a specific planning process. All development within the PAD-NOR and PAD designations would be subject to the provisions of the Objective Development Standards, which would ensure that buildout preserves, protects, and promotes Norco's heritage and history.

In addition, the following Land Use and Community Character Element and Open Space and Conservation Element policies of the *2050 General Plan* would ensure that impacts to historical resources are taken into consideration and reduced or minimized in conjunction with future development:

GOAL LUCC-8: NORCONIAN RESORT SITE. The City will encourage the preservation, conservation, and development of the Norconian Resort Site in a way that protects and highlights Norco's unique natural, cultural, and historic resources.

POLICIES

LUCC-8.1 Norconian Resort Site Specific Plan. Guide new development on the Norconian Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- Land Use. Introduce new uses that are well-suited to the historic structures and natural topography of the site.
- Interconnected Public Realm and Trail Network. Introduce an interconnected street, trail, and open space network, including filling missing gaps in Norco's trail network.
- Required Community Benefits. Fund, in-part or in-whole, high-priority community benefits, including, but not limited to:
    - The preservation, restoration, and adaptive reuse of existing buildings listed on the National Register of Historic Places, especially the historic Norconian Hotel, and any eligible and unlisted buildings to the National Register of Historic Places.

- The provision of new open space, recreational, agricultural, and/or equestrian amenities that provide significant value to the community.

LUCC-8.2 **Lake Norconian Conservation and Stewardship.** Support the long-term conservation, stewardship, and enhancement of Lake Norconian through collaborative planning that preserves its scenic, natural, and historic character, protects its visual quality and ecological functions, and encourages restoration activities that reinforce the lake's role as a prominent community landmark and defining element of Norco's identity and sense of place.

GOAL LUCC-9: WYLE LABORATORIES SITE. The City will facilitate and encourage the development and conservation of the Wyle Laboratories Site in a way that protects open space and highlights Norco's unique rural, equestrian-oriented atmosphere.

POLICIES

LUCC-9.1 **Wyle Laboratories Site Specific Plan.** Guide new development on the Wyle Laboratories Site with a Specific Plan that establishes development standards requiring the following placemaking strategies:

- **Land Use.** Introduce new uses that are well-suited to the natural open space and topography of the site.
- **Limited Development.** Limit development to the flatter portions of the site with less topography and natural features, and maintain open space buffers between any new development and adjacent neighborhoods.
- **Preservation and Restoration of Existing Landforms and Natural Habitat.** Preserve and restore valuable site features, including the existing creek and hillside areas as natural open space, ceding a minimum of 150 acres to an open space and habitat conservancy.
- **Expansion of Norco Hills Trail Network.** Create new trails along the creek connecting to the Norco Hills trail network

GOAL LUCC-10: BEACON HILL. The City will preserve the historical and visual significance of Beacon Hill while guiding compatible land use, open space, and trail planning that balances development opportunities with the protection of the area's natural character.

POLICY

LUCC-10.1 **Beacon Hill Land Use Planning.** Ensure that future development and land use planning within the Beacon Hill area directs open space preservation and equestrian and recreational trail improvements to areas designated for open space, while concentrating residential and commercial development within areas designated for residential and commercial uses, in a manner that protects and recognizes the historical and visual significance of Beacon Hill in the city's landscape.

GOAL OSC-6: PRESERVATION AND RESTORATION OF SIGNIFICANT HISTORIC RESOURCES. The City will identify and incentivize the preservation and restoration of significant historic resources that embody Norco's heritage, character, and lifestyle.

POLICIES

OSC-6.1 **Historic Resource Inventory.** Update the 2012 inventory of potentially significant historic buildings, in accordance with criteria established by the National Register of Historic Places and the California Office of Historic Preservation.

OSC-6.2 **Restoration and Adaptive Reuse.** Pursue the restoration and adaptive reuse of older, character-defining buildings, such as the Norconian Hotel, the North Corona Land Company and Orange Heights Water Company building in the North Hamner Gateway, and the Community Center, as part of placemaking efforts. Where preservation in place is not feasible, incorporate appropriate mitigation measures through the environmental review process.

OSC-6.3 **Compatible Land Use Around Historic Resources.** Ensure that land use designations and development regulations surrounding historic structures support their continued preservation and use, and do not diminish the economic viability of maintaining such resources.

OSC-6.4 **Compatible Development Adjacent to Historic Structures.** Ensure that new development in proximity to historic structures does not impede the integrity of the historical structure, either through inappropriate design, building mass, landscaping mass, setbacks, etc.

OSC-6.5 **Historic Structure Demolition Review.** Prohibit the demolition of any historical structure until an assessment of the cost of rehabilitation of the existing structure has been submitted to the City.

OSC-6.6 **Alternatives to Demolition.** Encourage the adaptive reuse of historic buildings as an alternative to demolition and replacement.

OSC-6.7 **Sensitive Rehabilitation of Historic Structures.** Maintain the integrity of historic structures by avoiding inappropriate additions or alterations and ensuring that their preservation, rehabilitation, restoration, and reconstruction complies with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

OSC-6.8 **Local Historic Building Recognition Program.** Establish and maintain a Local Historic Building Recognition Program to identify, acknowledge, and promote buildings and structures that contribute to Norco's historical, cultural, and architectural heritage.

OSC-6.9 **Lake Norconian Conservation and Stewardship.** Support the long-term conservation, stewardship, and enhancement of Lake Norconian through collaborative planning that preserves its scenic, natural, and historic character, protects its visual quality and ecological functions, and encourages restoration activities that reinforce the lake's role as a prominent community landmark and defining element of Norco's identity and sense of place.

GOAL OSC-7: PRESERVATION AND RESTORATION OF NATURAL LANDSCAPES. The City will promote the preservation and restoration of natural landscapes that embody the region's pre-history and reflect Norco's heritage.

POLICIES

OSC-7.1 **Habitat Restoration.** Support the removal of invasive plant species and the restoration of natural habitats along the Santa Ana River through coordination with partner agencies and community stewardship efforts, while promoting habitat restoration practices that improve ecosystem health, enhance water quality, reduce fire risk, and improve trail accessibility by clearing overgrown vegetation.

OSC-7.2 **Signage and Monumentation.** Consider signage and monumentation that highlight the role the Santa Ana River has played in the development of Norco and adjacent communities.

OSC-7.3 **New Development.** Require new development to incorporate native and naturalized landscape that maintains Norco's rural atmosphere.

While future development facilitated by the 2050 GPU may result in demolition and renovation activities that could damage and alter existing or potential historical resources, all future development would also be required to comply with applicable Federal and State laws and regulations concerning the preservation of prehistoric or historical resources, including the National Historic Preservation Act, and California Public Resources Code. The National Historic Preservation Act requires that historical resources, including those that are of traditional religious and cultural importance to Native American tribes, are managed and maintained in a way that considers the preservation of their historic, archeological, architectural, and cultural values. Conformance with specific 2050 GPU policies would ensure that new development would preserve and consider historical resources, such as the City's Equestrian Historic District and Equestrian Landmark, and Beacon Hill, when proposed. Therefore, potential impacts to historical resources associated with growth accommodated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts are less than significant.

Threshold b. Is the project 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. Land disturbance and/or development associated with implementation of the 2050 GPU could result in the accidental destruction or disturbance of known or as yet unidentified sacred uses/tribal cultural resources should construction activities such as grading and excavation occur in sites of tribal significance, including sacred lands, archaeological sites, or sites containing human remains.

The following Open Space and Conservation Element policies of the *2050 General Plan* would ensure that impacts to tribal cultural resources are taken into consideration and reduced or minimized in conjunction with future development. These policies would guide future development, such that when possible, significant tribal cultural resources are avoided and, if avoidance is not possible, that measures to mitigate significant impacts are implemented in accordance with CEQA:

GOAL OSC-8: SENSITIVE TREATMENT OF TRIBAL RESOURCES. The City will ensure the sensitive treatment of tribal resources consistent with the values and practices of local tribal groups

POLICIES

OSC-8.1 **Land Development.** In coordination with local tribal groups, establish standard conditions for the treatment of tribal resources discovered during land development.

OSC-8.2 **Recognition of Tribal Heritage.** Pursue opportunities to recognize and honor the area's tribal history and heritage in conjunction with community events, capital improvement projects, library programs, and public art initiatives.

All future development would be required to comply with applicable Federal and State laws and regulations that concern the preservation of tribal cultural resources, including the California Public Resources Code, the National Historic Preservation Act, and CEQA.

Pursuant to SB 18 and AB 52, the City notified Native American tribes regarding the 2050 GPU process to ensure that tribal resources were adequately considered, and to provide an opportunity for consultation. As described above, the City responded to Tribes requesting consultation, provided available cultural resources information, and undertook follow-up efforts to facilitate consultation. Consultation with the Pechanga tribe remains ongoing. All other tribal consultations have been completed.

No specific sacred uses, tribal cultural resources, or cultural places requiring additional preservation or mitigation through the 2050 GPU were identified through the consultation process. Future discretionary actions requiring a General Plan Amendment, Specific Plan Amendment, or rezone would likewise be required to undergo the SB 18 and AB 52 consultation process, which requires a consultation process with a California Native American tribe, if requested, that is traditionally and culturally affiliated with the geographic area of the specific proposed development project. Within the California Public Resources Code, Section 5097.97 protects sacred lands; Section 5097.98 specifies procedures for the handling of Native American

human remains; and Section 5097.993 prohibits the removal, destruction, or defacement of Native American historic, cultural, or sacred sites. As future projects are planned, they must adhere to applicable 2050 GPU policies and regulations; therefore, potential impacts to tribal cultural resources associated with growth accommodated by the 2050 GPU would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts are less than significant.

4.18 Utilities and Service Systems

This section evaluates potential impacts related to utilities and service systems resulting from adoption and implementation of the 2050 General Plan Update (GPU). Utilities addressed in this section include water supply and infrastructure, wastewater, storm drain facilities, electric power, natural gas, telecommunications, and solid waste disposal capacity. Information used in this analysis was obtained from City of Norco documents, utility planning documents, applicable service provider information and the *General Plan* policies and programs relevant to utilities and infrastructure.

a. Existing Conditions

1. Water Supply

Water Sources

The City lies within a hot semi-arid region that receives limited rainfall and contains little perennial surface water. While the Santa Ana River has perennial flow, much of this flow consists of treated wastewater and urban runoff. The region is largely sustained by groundwater resources, comprised of subbasins subject to State-mandated Groundwater Sustainability Plans (GSPs). Most of the city falls within the Upper Santa Ana Valley – Temescal Groundwater Subbasin, while smaller portions of the city fall within the Upper Santa Ana Valley – Chino and Upper Santa Ana Valley – Riverside-Arlington Groundwater Subbasins. Applicable GSPs indicate sufficient groundwater resources to accommodate existing and projected development over the planning horizon, subject to ongoing monitoring and groundwater management requirements.

Water Supply

The City owns and operates a potable domestic drinking water system and wastewater collection system within the city's boundaries. The service area consists of approximately 15 square miles in western Riverside County, within the Santa Ana River Watershed. The City is a member agency of the Chino Desalter Authority ("CDA"), a Joint Powers Authority. The City is an appropriator in the Chino Basin and a part of the Chino Basin Judgement. The City is also a member of the Western Riverside County Regional Wastewater Authority (WRCRWA), a Joint Powers Authority. The City has groundwater wells in both the Temescal and Chino water basins. The City purchases reverse osmosis treated water from the Chino Desalter Authority, the Arlington Desalter, and the City of Riverside. The City can also purchase imported treated water from Western Municipal Water District through a meter connection to the City of Corona.

Water Supply Reliability

The City periodically evaluates water supply reliability in accordance with methodologies established by the State Water Resources Control Board and the Urban Water Management Planning Act. The City of Norco's 2025 Urban Water Management Plan (UWMP) demonstrates adequate water supplies to meet projected demands during normal, single-dry, and multiple-

dry water year conditions. Table 4.18-1, Projected Water Supplies shows the City's projected water supplies. As shown in Table 4.18-2, Normal Water Year Supply and Demand Comparison, projected water supplies are not anticipated to exceed projected demands throughout the planning horizon during normal water year conditions.

TABLE 4.18-1, PROJECTED WATER SUPPLIES

Water Supply	Additional Detail on Water Supply	Projected Water Supply							
		2030		2035		2040		2045	
		Reasonably Available Volume	Total Entitlement (optional)	Reasonably Available Volume	Total Entitlement (optional)	Reasonably Available Volume	Total Entitlement (optional)	Reasonably Available Volume	Total Entitlement (optional)
Purchased or Imported Water	CDA, Arlington, WMWD, City of Riverside	9,900		9,900		9,900		9,900	
Groundwater (not desalinated)	Temescal Basin	1,600		1,600		1,600		1,600	
	Total	11,500	0	11,500	0	11,500	0	11,500	0

Notes:

Source: City of Norco. *Urban Water Management Plan*. 2025.

TABLE 4.18-2, NORMAL WATER YEAR SUPPLY AND DEMAND COMPARISON

Totals	2030	2035	2040	2045	2050
Supply Totals	11,500	11,500	11,500	11,500	11,500
Use Totals	6,387	6,540	6,700	6,865	7,030
Difference	5,113	4,960	4,800	4,635	4,470

Source: City of Norco. *Urban Water Management Plan*. 2025.

Because the city's surface water supply is the only supply that is considered to be susceptible to dry water years, and because the City only relies on surface water in emergency situations, a reduction of 100 percent would not affect multiple dry-year demands. The city's available supplies during multiple-dry water years are assumed to be no different than available supplies during single-dry water years. The projected multiple-dry water year supplies and demands from 2030 to 2050 are shown in Table 4.18-3, Retail: Multiple Dry Year Supply and Use Comparison. During multiple dry years, water use is anticipated to remain the same in the first year but then be gradually reduced in subsequent years as water conservation measures are implemented.

Water use is assumed to be reduced by 5 percent in the second year and 5 percent annually in each of the remaining years as more strict water use restrictions are implemented.

TABLE 4.18-3, RETAIL: MULTIPLE DRY YEAR SUPPLY AND USE COMPARISON

		2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)	2050 (AF)
First Year	Supply Totals	11,500	11,500	11,500	11,500	11,500
	Use Totals	6,387	6,540	6,700	6,865	7,030
	Surplus/(shortfall)	5,113	4,960	4,800	4,635	4,470
Second Year	Supply Totals	11,500	11,500	11,500	11,500	11,500
	Use Totals	6,068	6,213	6,365	6,522	6,679
	Surplus/(shortfall)	5,432	5,287	5,135	4,978	4,821
Third Year	Supply Totals	11,500	11,500	11,500	11,500	11,500
	Use Totals	5,764	5,902	6,047	6,196	6,345
	Surplus/(shortfall)	5,736	5,598	5,453	5,304	5,155
Fourth Year	Supply Totals	11,500	11,500	11,500	11,500	11,500
	Use Totals	5,476	5,607	5,744	5,886	6,027
	Surplus/(shortfall)	6,024	5,893	5,756	5,614	5,473
Fifth Year	Supply Totals	11,500	11,500	11,500	11,500	11,500
	Use Totals	5,202	5,327	5,457	5,592	5,726
	Surplus/(shortfall)	6,298	6,173	6,043	5,908	5,774

Source: City of Norco. *Urban Water Management Plan*. 2025.

2. Wastewater Collection and Treatment

Wastewater collection service within the City of Norco is provided through the City's municipal sanitary sewer system. The City owns and operates the wastewater collection system, which consists of approximately 120 miles of sanitary sewer pipelines and 12 lift stations that convey wastewater generated by residential, commercial, and industrial land uses throughout the city. The majority of residents and businesses within the city are connected to the municipal sewer system. Existing residences operating on septic systems are generally required to connect to the municipal sewer system where sewer infrastructure is available. With the exception of the California Rehabilitation Center, the City discharges its waste stream to the Western Riverside County Regional Wastewater Authority (WRCRWA) Treatment plant in the City of Eastvale. Wastewater from the California Rehabilitation Center is discharged into the Santa Ana River Intercept (SARI) line and directed wastewater to a treatment facility in Orange County.

WRCRWA is a joint powers authority (JPA) comprised of the City of Norco, the City of Corona, Jurupa Community Services District (JCSD), WMWD, and Home Gardens Sanitary District (HGSD). Wastewater collected within the city is conveyed through the municipal sewer collection system to regional treatment facilities, where it undergoes treatment in accordance with applicable State and Federal regulatory requirements prior to discharge or reuse.

The City maintains and manages its sewer collection infrastructure pursuant to its Sewer System Management Plan (SSMP), which was adopted in accordance with State Water Resources Control Board Order No. 2006-0003-DWQ, the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems. The SSMP establishes procedures and programs intended to properly operate, maintain, and manage the sewer system, reduce the occurrence of sanitary sewer overflows (SSOs), and ensure reliable wastewater service.

Wastewater treatment and discharge within the region are regulated by the Santa Ana Regional Water Quality Control Board pursuant to the Porter-Cologne Water Quality Control Act and the Federal Clean Water Act. Treated wastewater generated within the region may also support future recycled water and non-potable reuse initiatives identified in the proposed *2050 General Plan*.

3. Stormwater Drainage

Norco lies within the Middle Santa Ana River Watershed. Stormwater runoff in Norco drains into the Santa Ana River, primarily through Temescal Creek. Flowing primarily in a southwestern direction, Temescal Creek is an approximately 29-mile-long watercourse that connects Lake Elsinore with the Santa Ana River. Stormwater drainage within the City of Norco is managed through a system of local drainage infrastructure designed to collect and convey stormwater runoff generated during precipitation events. The system consists of storm drains, culverts, drainage channels, retention basins, and other conveyance infrastructure that direct runoff to regional drainage facilities and downstream receiving waters.

Local drainage facilities within the city are integrated with regional flood control infrastructure operated by the Riverside County Flood Control and Water Conservation District (RCFCWCD). Regional facilities include storm drain channels, flood control basins, retention basins and other conveyance infrastructure that direct stormwater to downstream receiving waters and help reduce regional flood risks. The City also maintains underground storm drain systems and catch basins that capture nuisance runoff and convey flows to regional drainage facilities,

Nuisance Run-Off

Rural streets

Because many of the City's original streets were constructed without curb and gutter, there is potential for storm runoff to collect and run uncontrolled across street pavement and erode unpaved shoulders and trails. In areas where localized flooding is a recurring issue, the City has been installing curb, gutter, and storm drains to collect storm water runoff and deliver it to

County maintained facilities. Over the long term, the City seeks to introduce curbs and gutters along all public streets, in conjunction with storm drainage improvements, to improve drainage, enhance public safety, and protect adjacent roadways, trails, and properties.

Suburban streets

In new tracts, storm run-off is controlled with rolled curbs designed to collect surface run-off under ordinary storm situations. For a heavier storm (the worst storm that can be anticipated in 10 years) the newer streets are designed so that the run-off is contained within the top of curbline on each side of the street. For the worst storm that could be anticipated in 100 years, the newer streets are designed so that run-off is contained between the two street right-of-way lines.

Stormwater Quality

The segment of the Santa Ana River that extends through Norco is subject to Federal Total Maximum Daily Loads (TMDL) standards. The Federal Clean Water Act Section 303(d) requires that states identify waters that do not or are not expected to meet water quality standards with the implementation of technology-based controls. Once a waterbody has been placed on category 5 of the 303(d) list of impaired waters, states are required to develop a Total Maximum Daily Load (TMDL) to address each pollutant causing impairment. A TMDL defines how much of a pollutant a waterbody can tolerate and still meet water quality standards. Each TMDL must account for all sources of the pollutant. TMDLs allocate allowable pollutant loads for each source, and identify management measures that, when implemented, will ensure that water quality standards are attained.

Norco is a member of the Riverside County Flood Control and Water Conservation District (RCFCD), which administers the Riverside County Municipal Separate Storm Sewer System (MS4) Permit. To maintain this permit, the City must ensure that new development in Norco complies with the requirements of the National Pollutant Discharge Elimination System (NPDES). This requires that specific measures be taken by developers to prevent stormwater pollution before, during, and after construction. Developers demonstrate compliance with Federal and State clean water regulations through a stormwater pollution prevention plan (SWPPP), which addresses short-term stormwater issues during project construction, and a Water Quality Management Plan (WQMP), which outlines long-term best management practices to be implemented through the life of the project.

The City coordinates stormwater planning and infrastructure improvements with RCFCWCD through implementation of regional drainage facilities, localized storm drain improvements, and future infrastructure planning efforts identified in the proposed 2050 GPU and associated drainage planning documents. Planned improvements include continued maintenance of the City's storm drainage infrastructure, installation of localized drainage improvements where needed, and coordination of drainage infrastructure investments with future land use and circulation planning.

Management

The City's Public Works Department maintains the storm drains that convey typical surface nuisance run-off to County maintained facilities. Regional facilities are maintained by RCFCD and are constructed in conjunction with the City. The City's Five-Year Capital Improvement Program establishes a prioritized, multi-year program for the planning, funding, and implementation of major public infrastructure projects.

Funding

Norco's storm drain improvements are funded through a combination of local development impact fees, Measure R sales and use tax revenues, regional funding from the Riverside County Flood Control and Water Conservation District, and State grants.

4. Electric Power

Electrical service within the City of Norco is provided by Southern California Edison (SCE), an investor-owned utility that supplies electricity to much of Southern California. SCE is responsible for the generation, transmission, and distribution of electricity to residential, commercial, and industrial customers within the city. Electrical infrastructure within the city includes transmission lines, substations, overhead and underground distribution lines, and local distribution facilities that deliver power throughout the community.

SCE supplies power to approximately 98% of local ratepayers. Riverside Public Utilities provides electricity to the remaining 2% of the community. Electricity is distributed through a combination of overhead poles and underground distribution lines. Overhead utility infrastructure is generally located east of the I-15 freeway and along Hamner Avenue and River Road, while underground distribution lines are more common west of the freeway, the hillside neighborhoods, and Sixth Street.

SCE has proposed the Riverside Transmission Reliability Project (RTRP), aiming to enhance Riverside's electrical grid by constructing a 10-mile, double-circuit, 230-kilovolt transmission line. This line is designed to connect Riverside Public Utilities' new substation to two existing SCE substations in Riverside and San Bernardino counties, thereby providing a second connection to the Statewide power grid and improving regional electricity reliability. A segment of the proposed transmission line is planned to traverse the City of Norco along the Santa Ana River. Norco City officials and residents have expressed significant concerns about this plan, primarily due to the increased wildfire risk associated with overhead power lines in the wind-prone and high fire hazard areas. The City advocates for undergrounding the transmission lines to mitigate these risks and protect public safety.

The City of Norco assists residents and businesses reduce energy consumption, utility costs, and greenhouse gas emissions by directing residents and businesses to local and State programs and rebate deals. In addition, the City of Norco partners with the Community Action Partnership

of Riverside County to help qualified residents with utility bill assistance; to lower heating and cooling costs by making their homes more energy efficient though weatherization, repair or replacement of air conditioning and heating units and refrigerator replacements; and to provide cool and warm centers that provide relief from both high temperatures in summer and chilly weather in winter.

5. Natural Gas

Natural gas services within the City of Norco are provided by Southern California Gas Company (SoCalGas), which operates an extensive natural gas transmission and distribution system throughout Southern California. SoCalGas provides natural gas services for residential, commercial, industrial, and public land uses within the city through an interconnected network of transmission and distribution infrastructure. Natural gas infrastructure within the city includes transmission pipelines, distribution mains, service lines, and associated facilities that deliver natural gas throughout the community.

6. Telecommunications

Telecommunications involve the transmission of information over long distances using electronic and wireless technologies. Telecommunications infrastructure within the city includes wired and wireless networks, such as telephone lines, fiber optic systems, radio communications, broadband infrastructure, and satellite systems. Telecommunications technologies continue to evolve rapidly in response to advances in science and communications technology. The City supports continued expansion and modernization of telecommunications infrastructure to improve communication services, support local businesses, and enhance quality of life for residents.

Wired transmission within the City of Norco is conveyed via a combination of above-ground poles (mainly in the neighborhoods located east of the I-15 freeway and along Hamner Avenue and River Road) and underground lines (in the neighborhoods located west of the freeway, the hillside neighborhoods, and Sixth Street). A range of private companies provide telephone, internet, and television service to Norco residents and businesses, install and maintain the appropriate infrastructure, and bill customers directly. Major telecommunications providers serving the City include AT&T, Spectrum, and Crown Castle.

7. Solid Waste

The City contracts with USA Waste of California, Inc. (Waste Management) (WM) to provide waste collection services within Norco. WM provides collection services for general refuse, recyclable materials, manure, and organic waste, including food scraps and yard debris. Residents utilize a four-bin waste collection system consisting of general trash, recyclable materials, manure, and organic waste containers. Residents without self-haul permits are required to participate in the City's manure collection program, which is also operated by WM. Commercial and industrial uses within the city are required to arrange for recycling and organic waste collection services through

WM curbside collection programs or approved self-hauling operations to approved processing facilities.

WM transports collected solid waste to the El Sobrante Landfill, a privately-owned facility in the City of Corona. The City and WM coordinate to reduce the volume of waste disposed at landfills through source reduction, reuse, recycling, composting, and organic waste diversion programs consistent with State solid waste reduction requirements. Solid waste collection, recycling, and organics management services within the city are intended to support long-term landfill capacity conservation and compliance with applicable State diversion mandates.

b. Regulatory Setting

1. Federal

Clean Water Act and Safe Drinking Water Act

The Federal Clean Water Act (CWA) Section 401 regulates the discharges of pollutants into "waters of the US" from any point or non-point source.

In 1972, the CWA was amended to prohibit the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The CWA focused on tracking point sources, primarily from wastewater treatment facilities and industrial waste dischargers, and required implementation of control measures to minimize pollutant discharges. The CWA was amended again in 1987 to provide a framework for regulating municipal and industrial stormwater discharges. In November 1990, the US Environmental Protection Agency (US EPA) published final regulations that establish application requirements for specific categories of industries, including construction projects that encompass greater than or equal to 5 acres of land. The Phase II Rule became final in December 1999, thus expanding regulated construction sites to those greater than or equal to 1 acre. The regulations require that stormwater and non-stormwater runoff associated with construction activity which discharges either directly to surface waters or indirectly through municipal separate storm sewer systems (MS4s) must be regulated by an NPDES permit. In the State of California, the program is administered by the local Regional Water Quality Control Board (RWQCB).

The Safe Drinking Water Act (SDWA) was established in 1974 to protect the quality of drinking water in the U.S. This law focuses on all waters actually or potentially designed for drinking use, whether from above ground or underground sources. The SDWA authorizes the EPA to establish minimum standards to protect water systems to comply with these primary (health related) standards. Under the Act, the US EPA also establishes minimum standards for State programs to protect underground sources of drinking water from endangerment by underground injection fluids.

Resource Conservation and Recovery Act (RCRA)

This law was enacted in 1976 and is the principal Federal law in the United States governing the disposal of solid waste and hazardous waste. The U.S. Environmental Protection Agency (US EPA) oversees waste management regulation pursuant to Title 40 of the Code of Federal Regulations. Under RCRA, however, states are authorized to carry out many of the functions of the Federal law through their own hazardous waste programs and laws, if they are at least as stringent (or more so) than the Federal regulations. Thus, the California Department of Resources Recycling and Recovery (CalRecycle) manages the State of California's solid waste and hazardous materials programs pursuant to US EPA approval.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program was established in the Clean Water Act (CWA) to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

2. State

California Water Boards

California's Water Boards consist of the State Water Resources Control Board (State Water Board) and the RWQCB. The mission of the Water Boards is to preserve, enhance, and restore the quality of California's water resources and drinking water for the protection of the environment, public health, and all beneficial uses, and to ensure proper water resource allocation and efficient use for the benefit of present and future generations. Together they are authorized to implement the Federal Clean Water Act in California. The City of Norco is located within the jurisdiction of the Santa Ana RWQCB, Region 8.

State Water Resources Control Board General Construction Permit

The State Water Resources Control Board (SWRCB) has adopted a Statewide Construction General Permit (Order No. 2012-0006-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground, such as stockpiling or excavation, that results in soil disturbance of at least one acre of total land area. Individual developers are required to submit Permit Registration Documents (PRDs) to the SWRCB for

coverage under this general permit prior to the start of construction. The PRDs include a Notice of Intent (NOI), risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website. This general Construction General Permit requires all dischargers to (1) develop and implement a SWPPP, which specifies best management practices (BMPs) to be used during construction of the project; (2) eliminate or reduce non-stormwater discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all specified BMPs. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act established the principal State program for water quality control. The Porter-Cologne Water Quality Control Act also authorized the SWRCB to implement the provisions of the Federal Clean Water Act. The act divided the State into nine RWQCB areas. Each RWQCB implements and enforces provisions of the Porter-Cologne Act and the CWA subject to policy guidance and review by the SWRCB. The Porter-Cologne Act requires each RWQCB to develop a Basin Plan for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory programs.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMPA) (Water Code, Section 10610 et. seq.) requires urban water suppliers that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 acre-feet per year (AFY) of water, to prepare an Urban Water Management Plan (UWMP). The intent of UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. A UWMP must include a water supply and demand assessment comparing the total water supply available to the water supplier with the total projected water use over a 20-year period. It is also mandatory that the management plans be updated every five years.

State Water Quality Control Board Order No. 2006-0003-DWQ

Order No. 2006-0003-DWQ was adopted by the State Water Resources Control Board on May 2, 2006. This order provides Federal and State agencies, municipalities, counties, districts, and other public entities waste discharge requirements for sanitary sewer systems.

Sustainable Groundwater Management Act (2014)

In 2014, the State legislature enacted the Sustainable Groundwater Management Act (SGMA), which established a comprehensive framework for the sustainable management of groundwater

resources in California. SGMA requires the formation of local groundwater sustainability agencies (GSAs) to manage groundwater basins designated as high- or medium-priority by the California Department of Water Resources (DWR) and to prepare and implement Groundwater Sustainability Plans (GSPs) or approved alternatives that achieve long-term groundwater sustainability.

California Water Code, Title 22

The California Water Code requires the Department of Health Services (DHS) to establish water reclamation criteria. In 1975, the DHS prepared Title 22 of the California Code of Regulations. Title 22 regulates production and use of recycled water in California by establishing three categories of recycled water:

- primary effluent, which typically includes grit removal and initial sedimentation or settling tanks;
- adequately disinfected, oxidized effluent (secondary effluent), which typically involves aeration and additional settling basins; and
- adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent), which typically involves filtration and chlorination.
- In addition to defining recycled water uses, Title 22 also defines requirements for sampling and analysis of effluent and requires specific design requirements for plants.

The Water Conservation Act of 2009 (SB X7-7)

SB X7-7 was enacted in November 2009, requiring all water suppliers to increase water use efficiency. Specifically, the legislation sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. The State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by December 31, 2015. Effective 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for State water grants or loans. Subsequent legislation has expanded upon these conservation requirements.

Senate Bill 610 and Senate Bill 221

SB 610 and SB 221, amended into State law effective January 1, 2002, improve the linkage between certain land-use decisions made by cities and counties and water supply availability. SB 610 requires that specified large development projects subject to the California Environmental Quality Act (CEQA) include a WSA in the environmental review process. SB 221 requires verification of sufficient water supply prior to approval of certain subdivision maps under the Subdivision Map Act.

Pursuant to California Water Code Section 10912, projects subject to SB 610 include, among others, residential developments of more than 500 dwelling units; mixed-use developments that

include qualifying land uses; or projects that would demand an amount of water equivalent to or greater than that required by a 500-dwelling unit residential development. A WSA evaluates whether a public water system's total projected water supplies available during normal, single-dry, and multiple-dry water years over a 20-year projection would be sufficient to meet the projected water demands of the proposed project, in addition to existing and planned future demands. Pursuant to the requirements of SB 610, a WSA was prepared for the Project and includes a comprehensive assessment of historical demands, and a projection of future demands based on forecasted development of the County's service area.

California Department of Resources Recycling and Recovery (CalRecycle)

CalRecycle is responsible for implementing State solid waste management, recycling, and waste diversion programs pursuant to the California Public Resources Code and Title 27 of the California Code of Regulations. CalRecycle administers programs intended to reduce landfill disposal, promote recycling and composting, and ensure that solid waste handling and disposal facilities operate in a manner protective of public health and the environment.

Assembly Bill 341

Assembly Bill (AB) 341, approved in 2011, amended the California Public Resources Code (Section 42649 et. seq.) to establish a Statewide goal of reducing, recycling, or composting at least 75 percent of solid waste generated in California by 2020. AB 341 also requires businesses and public entities that generate a specified amount of solid waste to arrange for recycling services, thereby expanding Statewide recycling efforts, and reducing the amount of waste disposed of in landfills. The law also requires jurisdictions to implement commercial recycling programs and conduct outreach and education to ensure compliance. These requirements are intended to increase landfill diversion, conserve natural resources, and extend the useful life of existing landfill facilities. The California Department of Resources Recycling and Recovery (CalRecycle) is responsible for implementing and overseeing compliance with AB 341.

Assembly Bill 939

Assembly Bill 939, known as the California Integrated Waste Management Act of 1989, establishes a Statewide framework for reducing the amount of solid waste disposed of in landfills. The law requires cities and counties to develop and implement integrated waste management programs that prioritize source reduction, recycling, and composting. AB 939 established a Statewide goal of diverting at least 50 percent of solid waste from landfill disposal through waste reduction and recycling programs. The Act also requires local jurisdictions to prepare Source Reduction and Recycling Elements (SRREs) and other planning documents that describe how each jurisdiction will meet diversion targets. The California Department of Resources Recycling and Recovery (CalRecycle) is responsible for implementing and enforcing the provisions of AB 939 and for overseeing local jurisdiction compliance with Statewide waste diversion requirements.

Senate Bill 1383

Senate Bill 1383 sets methane emissions reduction targets to be met through the reduction of organic waste disposed of by 75% by 2025 and the rescue of 20% of currently disposed surplus food by 2025. Compliance with SB 1383 requires residential developments to have organic waste services provided. Local jurisdictions must educate residents on proper use of organic waste services.

Assembly Bill 1826 Mandatory Commercial Organics Recycling

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines "organic waste" as food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a "business" as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling consisting of five or more units. In January 2017, businesses that generated 4 cubic yards or more of organic waste per week were subject to this requirement. In September 2020, CalRecycle reduced this threshold to 2 cubic yards of solid waste (i.e., total of trash, recycling, and organics) per week generated by covered businesses.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. CPUC is responsible for regulating electric utility rates, electric power procurement and generation, some electric infrastructure, ratepayer-funded energy efficiency programs, and other areas. The CPUC evaluates the necessity for additional power generation by the regulated utilities in California in both the long and short term, accomplished using public input, data provided by the utilities, the California Energy Commission, the California Independent System Operator (CAISO), and following the regulations of the Commission, the Public Utilities Code, and FERC. CPUC has primary ratemaking jurisdiction over the funding of distribution related expenditures generally for power lines of 66 kV (kilovolts) or less. While CPUC does not have ratemaking responsibility for transmission lines, CPUC does have a substantial role in permitting transmission and substation facilities.

CPUC regulates natural gas rates and natural gas services, including in-State transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing. Additionally, CPUC regulates telecommunications and broadband operations and infrastructure in the State, being responsible for licensing, registration, and the processing of

tariffs on local exchange carriers, competitive local carriers, and non-dominant interexchange carriers. It is also responsible for registration of wireless service providers and franchising of video service providers, among other duties.

3. Regional

Santa Ana Regional Water Quality Control Board Basin Plan

The City of Norco is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB), Region 8. The RWQCB administers the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), which establishes water quality objectives, beneficial uses, and implementation programs designed to protect surface water and groundwater resources within the region. The Basin Plan implements provisions of both the Federal Clean Water Act and the Porter-Cologne Water Quality Control Act and serves as the primary regulatory framework for maintaining and improving water quality within the Santa Ana River watershed. The RWQCB implements the Basin Plan through various regulatory mechanisms, including waste discharge requirements, NPDES permits, and other water quality control programs.

Santa Ana Watershed Project Authority (SAWPA)

The Santa Ana Watershed Project Authority (SAWPA) is a joint powers authority formed to coordinate water resource planning and management within the Santa Ana River watershed. SAWPA works collaboratively with regional water agencies, groundwater basin managers, and regulatory agencies to address issues related to water supply reliability, water quality protection, recycled water use, flood management, and watershed sustainability. Through its regional planning efforts, SAWPA facilitates coordination among member agencies and promotes integrated approaches to managing water resources within the watershed.

Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP)

The Santa Ana River Watershed Integrated Regional Water Management Plan (IRWMP) provides a comprehensive strategy for managing water resources within the Santa Ana River watershed. The IRWMP identifies regional priorities related to water supply reliability, groundwater management, water quality protection, flood management, and ecosystem restoration. The plan promotes coordination among local water agencies, municipalities, and regional stakeholders and supports the implementation of projects that improve water resource management and sustainability throughout the watershed.

Riverside County Integrated Waste Management Plan

The Riverside County Integrated Waste Management Plan establishes policies and programs for managing solid waste generated within Riverside County. The plan provides guidance for waste reduction, recycling, composting, and landfill capacity planning consistent with Statewide waste diversion requirements established by the California Integrated Waste Management Act. The

plan also coordinates solid waste management activities among local jurisdictions, waste service providers, and regional agencies to ensure adequate waste disposal capacity and compliance with State waste diversion goals.

4. Local

City of Norco Municipal Code

The City of Norco *Municipal Code* establishes local regulations governing the provision and operation of public utilities and service systems within the city. These regulations address the installation and maintenance of water distribution systems, wastewater collection infrastructure, stormwater drainage facilities, and solid waste collection services. The City *Municipal Code* also establishes standards intended to ensure that development projects provide adequate utility infrastructure and comply with applicable health, safety, and environmental requirements. Chapter 15.70 of the City's *Municipal Code* establishes ordinances for stormwater/urban runoff management and discharge controls.

City of Norco Urban Water Management Plan 2020

The City of Norco's 2020 Urban Water Management Plan (UWMP) was prepared in compliance with the Urban Water Management Planning Act (UWMPA), as amended by Assembly Bills 2661, 1869, 11X, and 2067; Senate Bills 1420 and 1036; and the Water Conservation Act of 2009. The UWMP evaluates existing and projected water demands over a 20-year planning horizon and assesses the reliability of available water supplies under normal, single-dry, and multiple dry year conditions. The UWMP identifies the City's water supply sources, including groundwater and imported water, and establishes water conservation and demand management measures to ensure long-term water supply reliability. The UWMP serves as a key planning document used by the City to demonstrate that sufficient water supplies are available to meet current and future development.

City of Norco General Plan

The City of Norco *2050 General Plan* establishes the community's long-term vision for land use, development patterns, infrastructure planning, resource conservation, and community character. The *2050 General Plan* includes land use designations, goals, and policies that guide growth and development within the city. The currently adopted *General Plan* serves as the baseline planning framework against which the proposed 2050 GPU is evaluated.

City of Norco General Plan Conservation Element

The purpose of the City of Norco's 2014 *General Plan* Update of the Conservation Element is to provide direction to the City regarding the preservation, development, and utilization of natural resources. Natural resources discussed in this element include water, energy, soil, minerals, and wildlife.

Sewer System Management Plan

The City of Norco Public Works Department-Sewer Division was required to develop a Sewer System Management Plan (SSMP) per the State Water Resources Control Board Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sewer Systems (Order No. 06-03). The City of Norco's SSMP was adopted by Resolution No. 2019-14 of the Norco City Council on April 17, 2019. The next update to the City of Norco's SSMP must be completed every five years and is planned for 2024.

c. Methodology

Implementation of the proposed 2050 GPU could result in impacts related to water supply, wastewater treatment and conveyance, stormwater drainage infrastructure, solid waste disposal capacity, and utility services associated with projected population and employment growth. The utilities and service systems analysis evaluates whether existing and planned infrastructure, facilities, and service providers would be capable of accommodating forecasted growth under the proposed 2050 GPU. The analysis also considers whether implementation of the proposed *2050 General Plan* policies would reduce potential impacts associated with increased demand for utilities and service systems or whether additional mitigation measures would be required. Information reviewed for this analysis includes the City's UWMP, SSMP, storm drainage planning documents, landfill facility information, utility provider data, applicable regulatory requirements, and other relevant public planning documents.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G of the *CEQA Guidelines*. An impact is considered significant if the 2050 GPU would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

b) Have sufficient water supplies available to serve the project 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; or

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

2. Project Impacts and Mitigation Measures

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

Threshold b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Threshold c. Would the project result in a determination by the waste water 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?

Water

Less than Significant Impact. Development under the proposed 2050 GPU would increase water demand associated with projected population and land use growth. However, implementation of the proposed 2050 GPU would not require the construction of new water treatment facilities beyond those already planned by regional and local water providers.

The City of Norco relies on a combination of local groundwater and imported treated groundwater supplies, including sources from the Arlington Desalter, Chino Desalter Authority, and the City of Riverside. The City has developed a diversified water supply portfolio and maintains multiple supply sources to meet existing and future demands under varying hydrologic conditions, including normal, single-dry, and multiple-dry years.

The City's 2025 UWMP includes water demand projections through at least 2050 and evaluates supply reliability under normal, dry, and multiple dry year conditions. According to the UWMP, total available water supplies are projected to remain approximately 11,500 acre-feet per year (AFY) through the planning horizon, while projected water demand under normal-year conditions is anticipated to increase from approximately 6,387 AFY in 2030 to approximately 7.030 AFY in 2050. This would leave an approximate surplus of 4,470 AFY in 2050, indicated that available supplies would continue to exceed projected demand throughout the planning horizon. These analyses compare projected water demand with available supply sources and demonstrate that the City has planned for long-term water service reliability through a combination of supply diversification, regional coordination, and infrastructure improvements.

In addition, the UWMP identifies ongoing and planned regional and local water supply projects, including groundwater management, recycled water development, and regional conveyance improvements, which are intended to enhance long-term supply reliability and accommodate future growth.

While future development under the proposed 2050 GPU would increase water demand, the City's projected 2050 demand of 8,246 AFY would remain well below the UWMP's projected available supply of 11,500 AFY. In addition, the City maintains a diversified water supply portfolio consisting of local groundwater and imported supplies from multiple regional providers, which enhances supply reliability under normal, single-dry, and multiple dry-year conditions. Furthermore, compliance with the Urban Water Management Planning Act and ongoing coordination with regional water providers would help ensure that adequate water supplies are maintained over time.

The proposed *2050 General Plan* contains several Goals and Policies, described below, that relate to water facilities and supply.

GOAL OSC-9: POTABLE WATER. The City will maintain adequate potable water service that exceeds minimum Federal and State water supply and quality requirements.

POLICY

OSC-9.1 **Sustainable and Resilient Potable Water Supply.** Maintain a potable water supply that provides for future generations of Norconians and withstands extreme weather events and other natural hazards.

GOAL OSC-10: WATER CONSERVATION. The City will facilitate water conservation efforts that contribute to Norco's water security and reduce costs for residents and businesses.

POLICIES

OSC-10.1 **Sustainable and Resilient Water Conservation.** Promote water conservation through public information, pricing mechanisms, and incentives.

OSC-10.2 **Irrigation.** Promote efficient and sustainable irrigation practices.

GOAL OSC-11: WATER QUALITY AND STORMWATER MANAGEMENT. The City will continue to implement and enforce all applicable water quality and stormwater management policies, regulations, and protocols as promulgated by Federal, State, and regional agencies.

POLICIES

OSC-11.1 **Water Resource Protection.** Protect water resources from pollutants through enforcement of the Clean Water Act with the issuance of National Pollutant Discharge Elimination System (NPDES) permits for new development, as applicable,

including Storm Water Pollution Protection Plans (SWPPP) during construction and Water Quality Management Plans (WQMP) post construction.

OSC-11.2 **Reclaimed Water Discharge.** Pursue opportunities to reduce the amount of reclaimed water discharged into the Santa Ana River, including installation and activation of a reclaimed water system for irrigation.

OSC-11.5 **Animal Keeping Impacts on Water Quality.** Maintain public information campaigns that educate residents regarding the importance of following proper manure storage and disposal best practices in order to minimize pollutant runoff and nutrient leaching into groundwater and surface waters.

OSC-11.6 **Groundwater Extraction Overlay.** In those areas where groundwater extraction occurs, consider applying a groundwater protection overlay zone that places restrictions on land uses with the potential to contaminate groundwater, restrictions on the use of certain fertilizers and pesticides, well management protocols, and secondary containment standards.

GOAL IF-1: WATER SYSTEM. The City will maintain its water system to meet the needs of the Norco community, in coordination with State and regional water agencies.

POLICIES

IF-1.1 **Agency Coordination**. Work with the Arlington Desalter Facility, the Chino Basin Desalter Authority, and the City of Riverside to ensure an adequate supply of domestic water facilities to sustain existing and projected water needs.

IF-1.2 **Infrastructure Maintenance**. Continue to maintain, improve, and replace aging water infrastructure to ensure the reliable provision of service to the community.

IF-1.3 **Funding**. Ensure that adequate funding is available to maintain and upgrade existing water facilities, construct new infrastructure as needed, manage water assets, and promote water use efficiency programs and educational resources.

IF-1.4 **New Development**. Require new development to provide adequate water infrastructure to serve the development.

IF-1.5 **Water Programs**. Create and promote water conservation incentive programs and educational resources for property owners.

The proposed *2050 General Plan* includes Goals and Policies that support long-term water supply reliability, water conservation, infrastructure maintenance, and regional coordination. *Goal OSC-10* and *Policy OSC-10.1* support maintenance of a sustainable and resilient potable water supply capable of meeting future demand under varying hydrologic conditions. *Goal OSC-11* and *Policies OSC-11.1* and *OSC-11.2* promote water conservation and efficient irrigation practices to reduce water demand and improve long-term supply reliability.

In addition, *Goal OSC-12* and associated policies support protection of water resources and continued implementation of water quality and stormwater management requirements,

including compliance with applicable NPDES permit requirements and groundwater protection measures. *Goal IF-1* and *Policies IF-1.1* through *IF-1.5* further support coordination with regional water providers, maintenance and expansion of water infrastructure, implementation of water conservation programs, and continued funding for water system improvements necessary to accommodate future growth.

Collectively, these policies would ensure that water demand associated with future development is managed through a combination of supply diversification, conservation measures, and infrastructure improvements, consistent with the water supply assumptions and reliability planning identified in the City's UWMP.

Therefore, based on the City's 2020 UWMP, which demonstrates that available water supplies would substantially exceed projected demand under normal, single-dry, and multiple dry-year conditions, and with implementation of the proposed *2050 General Plan* policies related to water supply reliability, conservation, infrastructure maintenance, and regional coordination, the proposed 2050 GPU would not require new or expanded water treatment facilities beyond those already planned. Adequate water supplies would be available to serve the implementation of the proposed 2050 GPU and reasonably foreseeable future development. Impacts related to water supply and infrastructure would be less than significant.

Wastewater Treatment

Less than Significant Impact. As described above, wastewater generated within the City of Norco is conveyed through the City's sewer collection system to the Western Riverside County Regional Wastewater Authority (WRCRWA) treatment facility in the City of Eastvale. Wastewater from the California Rehabilitation Center is conveyed separately via the Santa Ana River Interceptor (SARI) line to a treatment facility in Orange County. These regional facilities provide treatment for wastewater generated within the city in accordance with applicable regulatory requirements.

The City maintains and manages its sewer infrastructure pursuant to its Sewer System Management Plan (SSMP), which is intended to ensure adequate system capacity, minimize sanitary sewer overflows, and provide reliable service. Based on the City's SSMP, the City has an approximate treatment capacity of 2.7 million gallons per day (MGD) and conveyance capacity of 2.5 MGD. Existing average daily wastewater flows are approximately 1.8 MGD, indicating that the City is currently operating below both its treatment and conveyance capacities. This represents approximately 67 percent of treatment capacity and 72 percent of conveyance capacity, leaving available capacity within the system. According to the SSMP, there are no known hydraulic deficiencies within the City's sanitary sewer system, and the system is designed and maintained to accommodate existing and planned flows. Additionally, any capacity improvements required to serve future development would be addressed through the City's capital improvement planning and development review process.

Development under the proposed 2050 GPU would increase wastewater generation associated with future residential, commercial, and industrial growth. Wastewater generated by future

development would continue to be conveyed through the City's existing sewer collection system and treated at regional wastewater treatment facilities.

Based on projected growth under the proposed 2050 GPU, the City's population is expected to increase from approximately 25,389 persons to 28,495 persons, representing an increase of approximately 3,106 residents, or about 15 percent. Assuming wastewater generation rates generally correspond to population growth, average daily wastewater flows could increase from approximately 1.8 MGD to approximately 2.1 MGD under buildout conditions. This represents an increase of approximately 0.3 MGD compared to existing conditions. Even with this increase, projected flows would remain below the City's available treatment capacity of 2.7 MGD and conveyance capacity of 2.5 MGD, utilizing approximately 78 percent and 84 percent of those capacities, respectively. This increase of approximately 0.3 MGD would represent approximately 33 percent of the remaining treatment capacity (0.9 MGD) and approximately 43 percent of the remaining conveyance capacity (0.7 MGD), based on existing unused system capacity, indicating that the system would continue to operate within its available limits under projected buildout conditions. As such, sufficient capacity would remain within the system to accommodate projected growth.

Although wastewater flows would increase under implementation of the proposed 2050 GPU, the City's existing sewer infrastructure and regional treatment facilities are currently operating below available treatment and conveyance capacity and are designed to accommodate future growth. In addition, the proposed *2050 General Plan* includes Goals and Policies that support continued infrastructure maintenance, coordination with regional wastewater providers, funding for system improvements, and long-term wastewater planning. These policies would help ensure adequate wastewater conveyance and treatment capacity is maintained to serve projected development within the *General Plan* Area. Furthermore, the proposed *2050 General Plan* contains Goals and Policies, described below, that address the need for increased wastewater treatment and sanitary sewer system capacity to meet the demand from new growth and development envisioned for the *General Plan* Area.

GOAL IF-2: WASTEWATER SYSTEM. The City will maintain its wastewater system to serve the needs of existing and new development within the city.

POLICIES

IF-2.1 Agency Coordination. Continue to coordinate with the Western Riverside County Regional Wastewater Authority to ensure reasonable and adequate wastewater treatment capacity is available to serve current and future demand.

IF-2.2 Infrastructure Maintenance. Continue to maintain, improve, and replace aging wastewater infrastructure to ensure the reliable provision of service to all areas of the community.

IF-2.3 Funding. Ensure adequate funding to maintain and improve existing wastewater facilities and to construct new infrastructure as needed.

IF-2.4 Potable Water Reuse. Work with the Western Riverside County Regional Wastewater Authority (WRCRWA) to monitor State Water Resources Control Board standards and implementation measures to expand potable water reuse.

Implementation of *Goal IF-2* and *Policies IF-2.1* through *IF-2.4* would support continued maintenance, coordination, funding, and long-term planning for the City's wastewater infrastructure and regional treatment facilities. *Policy IF-2.1* would support continued maintenance and replacement of aging infrastructure, while *Policy IF-2.2* would ensure coordination with the WRCRWA regarding available treatment capacity for future demand. *Policy IF-2.3* would provide for continued funding of wastewater infrastructure improvements, and *Policy IF-2.4* would support long-term potable water reuse planning and implementation measures.

Based on the existing regulatory framework and ongoing system management practices, sufficient treatment capacity is expected to remain available to serve projected growth. As discussed above, average daily wastewater flows are projected to increase from approximately 1.8 MGD to approximately 2.1 MGD under buildout conditions, representing an increase of approximately 0.3 MGD. Even with this increase, projected flows would remain below the City's available treatment capacity of 2.7 MGD and conveyance capacity of 2.5 MGD, utilizing approximately 78 percent and 84 percent of those capacities, respectively. In addition, continued compliance with applicable regulations and continued coordination with regional wastewater providers would ensure that adequate treatment capacity is maintained over time. Therefore, projected increases in wastewater generation would not exceed available treatment or conveyance capacity, and impacts would be less than significant.

Stormwater Drainage

Less than Significant Impact. Development under the proposed 2050 GPU would increase impervious surfaces and stormwater runoff associated with future development. Stormwater drainage improvements would include expansion, replacement, or maintenance of storm drain infrastructure, water quality facilities, detention basins, and related conveyance facilities. Future stormwater infrastructure improvements would be reviewed by the City of Norco and applicable regulatory agencies during the development review process to ensure consistency with applicable National Pollutant Discharge Elimination System (NPDES) requirements and Municipal Separate Storm Sewer System (MS4) permit requirements. The proposed *2050 General Plan* includes Goals and Policies related to stormwater management, water quality protection, infrastructure maintenance, and regulatory compliance that would reduce potential impacts associated with stormwater drainage facilities. These policies include:

GOAL OSC-11: WATER QUALITY AND STORMWATER MANAGEMENT. The City will continue to implement and enforce all applicable water quality and stormwater management policies, regulations, and protocols as promulgated by Federal, State, and regional agencies.

POLICIES

OSC-11.1 **Water Resource Protection.** Protect water resources from pollutants through enforcement of the Clean Water Act with the issuance of National Pollutant Discharge Elimination System (NPDES) permits for new development, as applicable, including Storm Water Pollution Protection Plans (SWPPP) during construction and Water Quality Management Plans (WQMP) post construction.

OSC-11.2 **Reclaimed Water Discharge.** Pursue opportunities to reduce the amount of reclaimed water discharged into the Santa Ana River, including installation and activation of a reclaimed water system for irrigation.

OSC-11.3 **Best Management Practices.** Employ best management practices and sustainable stormwater control measures in capital improvement projects, as appropriate.

OSC-11.4 **Constructed Wetlands.** As an alternative to conventional storm drainage facilities, design and manage constructed wetlands that mimic natural wetlands and contribute to the filtration and cleansing of stormwater.

OSC-11.5 **Animal Keeping Impacts on Water Quality.** Maintain public information campaigns that educate residents regarding the importance of following proper manure storage and disposal best practices in order to minimize pollutant runoff and nutrient leaching into groundwater and surface waters.

OSC-11.6 **Groundwater Extraction Overlay.** In those areas where groundwater extraction occurs, consider applying a groundwater protection overlay zone that places restrictions on land uses with the potential to contaminate groundwater, restrictions on the use of certain fertilizers and pesticides, well management protocols, and secondary containment standards.

GOAL IF-3: STORMWATER SYSTEM. The City will design and maintain storm drain and flood control facilities that protect the community from flooding and safeguard sensitive streams and watercourses.

POLICIES

IF-3.1 **Agency Coordination**. Coordinate with regional, State, and Federal flood control agencies to mitigate flood risk in the city.

IF-3.2 **Infrastructure Maintenance.** Continue to maintain, improve, and replace aging storm drain infrastructure to safeguard the community from flooding and reduce the costs of repairing erosion damage.

IF-3.3 **Funding**. Ensure that adequate funding is available to maintain and upgrade existing storm drain facilities and construct new infrastructure as needed.

IF-3.4 NPDES Compliance. Ensure project developer compliance with the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit requirements.

IF-3.5 NPDES Public Awareness. Continue to work with co-permittees of the NPDES permit to promote public awareness of water quality issues.

IF-3.6 Sustainable Agricultural Practices. Work with the agricultural community to reduce or eliminate surface and groundwater contamination due to agricultural activities.

These policies collectively support continued maintenance and improvement of the City's stormwater drainage system while minimizing potential environmental impacts associated with future stormwater facilities. *Policies OSC-12.1* and *IF-3.4* require compliance with NPDES and water quality requirements through implementation of SWPPPs, WQMPs, and MS4 permit requirements. *Policies OSC-12.3*, *IF-3.1*, *IF-3.2*, and *IF-3.3* support coordination with regulatory agencies and continued maintenance, funding, and upgrading of storm drain infrastructure to accommodate future growth. In addition, *Policies OSC-12.4* through *OSC-12.6* and *IF-3.5* through *IF-3.6* promote sustainable stormwater management practices, groundwater protection, public awareness, and agricultural best management practices to reduce pollutants and runoff impacts. Therefore, implementation of the proposed 2050 GPU would not require new or expanded stormwater drainage facilities that would result in significant environmental effects, and impacts would be less than significant.

Electric Power

Less than Significant Impact. Development under the proposed 2050 GPU would increase demand for electricity and could require extension, upgrades, or modification of existing electrical transmission and distribution infrastructure to serve future growth. Electrical service would continue to be provided by SCE, and the sizing and placement of new or upgraded electrical infrastructure would be determined at the project level in coordination with applicable regulations under CPUC jurisdiction and City review processes. The proposed *2050 General Plan* includes Goals and Policies that address electrical demand monitoring, system maintenance and upgrades, and energy efficiency, which support reliable service and help reduce the needs for unnecessary infrastructure expansion.

The proposed *2050 General Plan's* Open Space and Conservation Element and the Infrastructure and Facilities Element contain several policies related to electric power, which would address electricity impacts under development of the proposed 2050 GPU.

GOAL OSC-12: SUFFICIENT AND RESILIENT ENERGY SUPPLY. The City will ensure sufficient and resilient energy supply to meet current needs and accommodate projected growth.

POLICIES

OSC-12.1 Energy Demand. Continue to monitor local electricity and natural gas demand in coordination with the Inland Regional Energy Network (I-REN).

OSC-12.3 System Maintenance and Upgrading. Coordinate with the investor-owned utilities to ensure the adequacy and timely maintenance and upgrading of energy distribution systems.

GOAL OSC-13: ENERGY INDEPENDENCE. The City will achieve greater energy independence through local renewable energy harvesting and enhanced energy efficiency.

POLICY

OSC-13.4 Energy Efficiency. Promote energy efficiency in both municipal operations and within the community at-large.

GOAL OSC-14: REDUCED RELIANCE ON CARBON-EMITTING ENERGY SOURCES. The City will reduce its reliance on non-renewable, carbon-emitting fuels, in compliance with State requirements.

POLICIES

OSC-14.1 Building Electrification. Promote building electrification through cost-effective building design and technologies.

Proposed 2050 General Plan Infrastructure and Facilities Element

GOAL IF-4: ENERGY. The City will work with utility providers to provide efficient electricity and natural gas utilities that serve the needs of existing and future residents and businesses.

POLICIES

IF-4.1 Agency Coordination. Work with Southern California Edison and the Southern California Gas Company to ensure that cost-effective utilities are provided, maintained, and operated in a safe manner.

IF-4.2 Utility Undergrounding. Require all new developments to install utilities underground to enhance public safety, improve visual character, and reduce service disruptions.

IF-4.3 New Underground Utilities. Work with Southern California Edison to install new subsurface distribution lines.

IF-4.4 Transmission Line Landscape Maintenance. Enforce Federal standards, industry best practices, and State/local regulations around electric transmission and communication lines to prevent or reduce the potential for felled branches or trees to cause power outages and disrupted communications.

IF-4.5 Distribution Line Landscape Maintenance. Support and facilitate regular tree trimming and vegetation management around electric distribution lines to reduce wildfire risk, protect public safety, and maintain reliable electric service, consistent

with California Public Utilities Commission (CPUC) safety regulations, State wildfire mitigation requirements, and City tree-protection standards.

These policies collectively reduce the likelihood that implementation of the proposed 2050 GPU would require new or expanded electrical facilities that cause significant environmental effects. *Policy OSC-13.1* supports monitoring of electricity demand to plan for adequate service, while *OSC-13.3* promotes coordination with utilities to maintain and upgrade distribution systems in a timely manner. *OSC-14.3* and *OSC-15.1* further reduce long-term demand growth through energy efficiency and electrification measures. *IF-4.1* through *IF-4.3* supports coordination with SCE and appropriate siting and installation practices, including undergrounding, which can reduce service disruptions and construction-related conflicts. Together, these policies provide a framework to manage demand, coordinate upgrades, and avoid unnecessary new facilities, supporting a less-than-significant conclusion for the threshold.

Electrical infrastructure improvements needed to serve future development would typically occur within existing developed areas and utility corridors and are often co-located with other utilities. Environmental effects associated with construction or expansion of electrical facilities are addressed in other resource sections of this Program Environmental Impact Report (PEIR), as applicable. With implementation of the proposed *2050 General Plan* Goals and Policies related to system maintenance, demand management, and energy efficiency, impacts associated with the need for new or expanded electric power facilities would be less than significant.

Natural Gas

Less than Significant Impact. Development under the proposed 2050 GPU would increase demand for natural gas and may require the extension and, in some cases, upgrading of natural gas infrastructure to serve future development. Such improvements could include installation of new distribution lines and associated infrastructure. The sizing and placement of natural gas facilities would be determined during the planning and design of individual development projects and would be reviewed by the City of Norco and Southern California Gas Company (SoCalGas) for consistency with applicable standards and service requirements. The proposed 2050 GPU includes a goal and associated policies related to utility coordination and undergrounding that would support the safe, efficient, and reliable provision of natural gas service under future development conditions.

GOAL IF-4: ENERGY. The City will work with utility providers to provide efficient electricity and natural gas utilities that serve the needs of existing and future residents and businesses.

POLICIES

IF-4.1 Agency Coordination. Work with Southern California Edison and the Southern California Gas Company to ensure that cost-effective utilities are provided, maintained, and operated in a safe manner.

IF-4.2 Utility Undergrounding. Require all new developments to install utilities underground to enhance public safety, improve visual character, and reduce service disruptions.

These policies support coordination between the City and utility providers to ensure adequate and reliable natural gas infrastructure is provided to serve future development under the proposed 2050 GPU. *Policy IF-4.1* promotes coordination with SoCalGas regarding the provision, maintenance, and operation of utility infrastructure, while *Policy IF-4.2* requires utility undergrounding to reduce service disruptions and improve public safety. Through implementation of these policies and project-level review of future infrastructure improvements, the proposed 2050 GPU would reduce the potential for significant impacts associated with new or expanded natural gas facilities.

Natural gas infrastructure is typically constructed within existing developed areas, such as roadways and utility corridors, and is often co-located with other underground facilities. Based on anticipated coordination with SoCalGas, implementation of applicable proposed *2050 General Plan* policies, and project-level review of future infrastructure improvements, SoCalGas would be able to accommodate the projected increase in demand associated with implementation of the proposed 2050 GPU, and impacts related to natural gas infrastructure would be less than significant.

Telecommunication Facilities

Less than Significant Impact. Development under the proposed 2050 GPU would require extension and, in some cases, upgrading of telecommunications infrastructure to serve future residents and businesses. Such improvements may include installation of telephone, broadband, wireless and cable facilities. Plans for telecommunications infrastructure would be prepared and submitted in conjunction with future development applications and would be subject to review and approval by the City of Norco. The proposed *2050 General Plan* includes a goal and associated policies related to telecommunications infrastructure, undergrounding, co-location, and public safety that would help minimize environmental impacts associated with future telecommunication facilities.

GOAL IF-5: TELECOMMUNICATIONS. The City will work with utility providers to provide high-quality telecommunication services and utilities that meet the needs of existing and future residents and businesses.

POLICIES

IF-5.1 Visual and Environmental Impacts. Encourage the placement of telecommunication facilities in a manner that reduces aesthetic and environmental concerns while maintaining service efficiency.

IF-5.2 Utility Undergrounding. Require all new telecommunication distribution lines to be installed underground. Work with utility providers to underground existing utility distribution lines.

IF-5.3 Co-location and Infrastructure Sharing. Support co-location of telecommunication equipment on existing towers, buildings, and other structures to minimize the number of new facilities.

IF-5.4 Public Health and Safety. Ensure that all telecommunication facilities comply with Federal, State, and local safety standards, including radio frequency (RF) exposure limits.

IF-5.5 Public Notification and Community Input. Require public notices and hearings for proposed installations, especially in residential or sensitive areas to ensure community concerns are addressed.

These policies collectively support the efficient expansion and operation of telecommunications infrastructure while minimizing potential environmental impacts associated with new facilities. *Policy IF-5.1* encourages placement of telecommunications facilities in a manner that reduces visual and environmental concerns, while *Policy IF-5.2* promotes undergrounding of distribution lines to reduce aesthetic impacts and service disruptions. *Policy IF-5.3* supports co-location and infrastructure sharing to minimize the need for new telecommunications facilities, and *Policy IF-5.4* and *IF-5.5* ensure compliance with public safety standards and consideration of community concerns during project review. Together, these policies provide a framework for accommodating future telecommunications demand while reducing the potential for significant environmental effects.

Telecommunications infrastructure is typically installed within existing or planned utility corridors and is often co-located with other utility systems. Through implementation of the proposed *2050 General Plan* policies related to telecommunications facility siting, undergrounding, infrastructure sharing, and public safety, adequate telecommunications infrastructure would be available to serve future development, and impacts related to telecommunications facilities would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts would be less than significant.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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?

Threshold e. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. As described above, WM transports waste to the El Sobrante Landfill, a privately owned facility in the City of Corona. Table 4.18-4, Annual Solid Waste Disposal Per Capita – Norco shows the El Sobrante Landfill has received between 25,829 and 31,708 tons per year of solid waste from the City of Norco from 2011 and 2019. Using these reported volumes of solid waste, and the population of the city during each of these years, a per capita solid waste disposal rate was calculated for the city. The average per capita solid waste disposal rate in the itcy, in recent years, is approximately 1.1 tons per year per person.

TABLE 4.18-4, ANNUAL SOLID WASTE DISPOSAL PER CAPITA – NORCO

Year	Solid Waste Disposal Originating from Norco (annual tons)	Population	Solid Waste Disposal per Capita (annual tons)
2011	31,708	26,937	1.18
2012	25,829	26,971	0.96
2013	25,870	26,416	0.98
2014	27,081	26,213	1.03
2015	28,151	25,364	1.11
2016	29,361	25,698	1.14
2017	28,942	25,624	1.13
2018	29,476	25,415	1.16
2019	30,556	25,148	1.22

Source: CalRecycle 2019; U.S. Census Bureau; California Department of Finance.

Implementation of the proposed 2050 GPU would accommodate an estimated population of approximately 28,496 residents at buildout. Based on the average per capita solid waste disposal rate for the city between 2011 and 2019, as shown in Table 4.18-4, implementation of the proposed 2050 GPU would generate approximately 31,300 tons of solid waste annually at buildout. This estimate is conservative because it does not account for future increases in waste diversion associated with continued compliance with State regulations, recycling requirements, organics diversion programs, and local waste reduction efforts. Thus, the approximately 31,300 tons of solid waste generated annually after implementation of the 2050 GPU would represent a reasonable projection of future disposal demand.

The approximately 31,300 tons of solid waste that would be generated annually at buildout would be equivalent to approximately 86 tons per day. The El Sobrante Landfill is permitted to receive up to 16,054 tons per day. Thus, under implementation of the proposed 2050 GPU, solid waste generated by the City of Norco would be well below the permitted daily capacity of the landfill. The projected disposal at buildout of approximately 86 tons per day would represent less than 1 percent of the landfill's total permitted daily capacity. Therefore, the El Sobrante

Landfill has sufficient permitted capacity to accommodate the solid waste disposal needs associated with projected growth under the proposed 2050 GPU.

As described above, the California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires local jurisdictions to divert at least 50 percent of solid waste from landfill disposal. In addition, Assembly Bill 341 establishes a Statewide goal of 75 percent waste diversion through source reduction, recycling, and composting. More recently, Senate Bill 1383 requires further reductions in organic waste disposal and mandates increased diversion of organic materials from landfills. The City of Norco complies with these State regulations through implementation of recycling, green waste, and organic waste collection programs, which reduce the amount of solid waste requiring landfill disposal. As a result, diversion rates are expected to continue to increase over time, further reducing disposal demand at landfill facilities.

The proposed *2050 General Plan* includes policies intended to reduce solid waste generation, increase recycling and organics diversion, and minimize landfill disposal.

GOAL IF-13: SOLID WASTE. The City will encourage customers to minimize the volume of solid waste that enters regional landfills and increase the amount of recycling.

POLICIES

IF-13.1 **Recycling.** Encourage recycling and organics collection and processing in all sectors of the community to divert items from entering landfills.

IF-13.2 **Organics Facilities.** Consult with public agencies and private contractors to ensure adequate organics processing facilities are available.

Because the amount of solid waste that would be generated from implementation of the proposed 2050 GPU would remain below the permitted daily capacity of the El Sobrante Landfill, and the proposed *2050 General Plan* contains a goal and policies intended to promote recycling, organics diversion, and waste reduction, impacts related to landfill capacity and solid waste disposal would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts related to solid waste would be less than significant.

Significance After Mitigation

Impacts would be less than significant.

4.19 Wildfire

This section of the Program EIR (PEIR) describes existing wildfire hazards, emergency response and evacuation considerations, and wildfire risk conditions within the Planning Area and evaluates impacts associated with wildfire hazards as a result of implementation of the City of Norco 2050 General Plan Update (GPU). The analysis addresses the potential for the proposed 2050 GPU to exacerbate wildfire risks, including exposure of people and structures to wildfire hazards and constraints related to emergency access and evacuation. The City of Norco Safety Analysis (Appendix 4.7) provides information related to the protection of the Norco community from any unreasonable risks associated with wildfire hazards. Information from this analysis is included throughout the Wildfire Draft PEIR section.

a. Existing Conditions

Portions of the city are under threat of potential wildland fires, specifically areas located in or adjacent to hillsides in the city. The State Fire Hazard Severity Zone Maps identify locations where fire threat is elevated based on fuels, terrain, weather, and other relevant factors. The presence of these fire hazard severity zones triggers the requirement for a jurisdiction to address wildfire hazards and develop policies and actions that support mitigation and risk reduction. Figure 4.19-1, Fire Hazard Severity Zones (March 2025) depicts the locations within the city located within the very high fire hazard severity zone. Portions of the city located within the Cal Fire recognized Wildland Urban Interface (WUI). Additionally, the California Public Utility Commission (CPUC) has identified fire hazard threat zones within the city. The CPUC has also identified areas of elevated wildfire threat associated with electrical infrastructure through Statewide fire-threat mapping. According to the Local Hazard Mitigation Plan, the eastern portion of the city ranks high or very high fire hazard.

Figure 4.19-2, Historic Fire Perimeters depicts the historic wildfire perimeters that have occurred in or near the city. Wildfire or the potential of, can be directly related to the City's land use and development patterns. The City's low-density, equestrian-oriented atmosphere also contributes to wildfire risk due to the presence of outbuildings, barns, feed storage areas, and other combustible materials commonly associated with equestrian land uses.

Significant development in the city and its surrounding areas are considered wildland-urban area interface areas that have experienced prolonged droughts or are excessively dry at risk of wildfires. In addition, the Santa Ana winds pose an additional threat to the community for spreading wildland fires.[1] The City also has large open areas containing dry vegetation, hillsides and slopes which can hinder firefighting capability. There are also portions of the community designated as conservation areas which are designed to maintain wildlife habitat, which includes provisions restricting the removal of vegetation despite its proximity to nearby development.

1 City of Norco. "Emergency Operations Plan. Part I: Basic Plan." November 7, 2018. Accessed March 2026. https://www.norco.ca.us/home/showpublisheddocument/8/637504384528170000.

Approximately 20% of the city consists of either open space, conservation, or limited development areas. Fires within or adjacent to the commercial and industrial areas of the city could have a larger economic and financial impact within the community. The size of fires associated with industrial and commercial properties is also a concern, as the resources to combat these fires can be massive and put a strain on local fire jurisdictions. These areas also present an increased potential of fire hazards due to the presence of hazardous materials, chemical storage and use, heavy duty equipment/machinery, and industrial byproducts associated with manufacturing or fabrication processes.

According to the Local Hazard Mitigation Plan, the City contains a few constraints that may limit evacuation capacity. The city is bounded by the Santa Ana River to the north, with three bridges providing access to cross the river (I-15, Hamner Avenue, and River Road). Southern and western evacuation routes are plentiful as the City's street grid integrates directly with surrounding regional grids, such as the City of Corona. Easterly evacuation is limited by the Norco Hills and topographic barriers.

The City of Norco contracts with CAL FIRE/Riverside County Fire Department for fire suppression, prevention, and emergency medical services (EMS), and with the County of Riverside Emergency Management Department (EMD) for natural disaster preparedness services. Currently, there are three fire stations that serve the City of Norco. Fire Station 47 (east of I-15 at Sixth Street and Hillside Avenue), Fire Station 57 (west of I-15 on Corydon Avenue south of Fifth Street), and Fire Station 14 (west of I-15 on Hamner Avenue between Second Street and First Street).

b. Regulatory Setting

1. Federal

The Disaster Mitigation Act of 2000

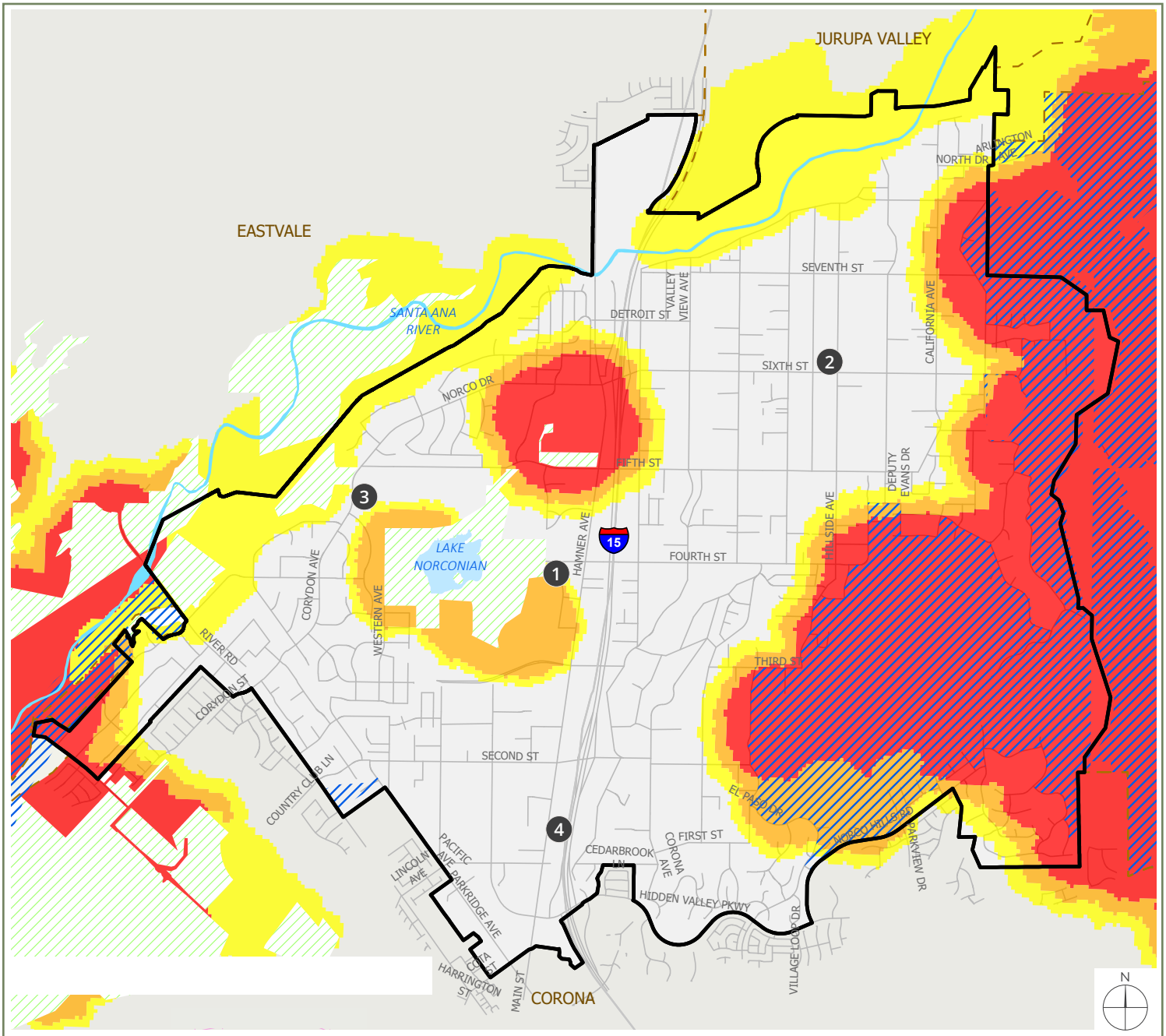
The Disaster Mitigation Act of 2000 requires a State mitigation plan as a condition of disaster assistance. There are two different levels of State disaster plans: "Standard" and "Enhanced." States that develop an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program. The Act has also established new requirements for local mitigation plans.

2. State

CAL FIRE

The California Department of Forestry and Fire Protection (CAL FIRE) is the State agency responsible for wildfire protection and fire prevention in State Responsibility Areas (SRAs) throughout California. The Board of Forestry and Fire Protection, which operates within CAL FIRE, establishes Statewide wildfire protection policies and adopts regulations related to fire prevention and fire safety. These regulations include fire-safe standards for development in wildfire-prone areas and guidance for wildfire hazard planning. The Board of Forestry and Fire

FIGURE 4.19-1, FIRE HAZARD SEVERITY ZONES (MARCH 2025)



Source: ESRI, City of Norco, California Department of Forestry and Fire Protection

LEGEND

- Norco City Boundary
- Other City Boundaries
- Water Body
- River
- Streets

Fire Hazard Severity

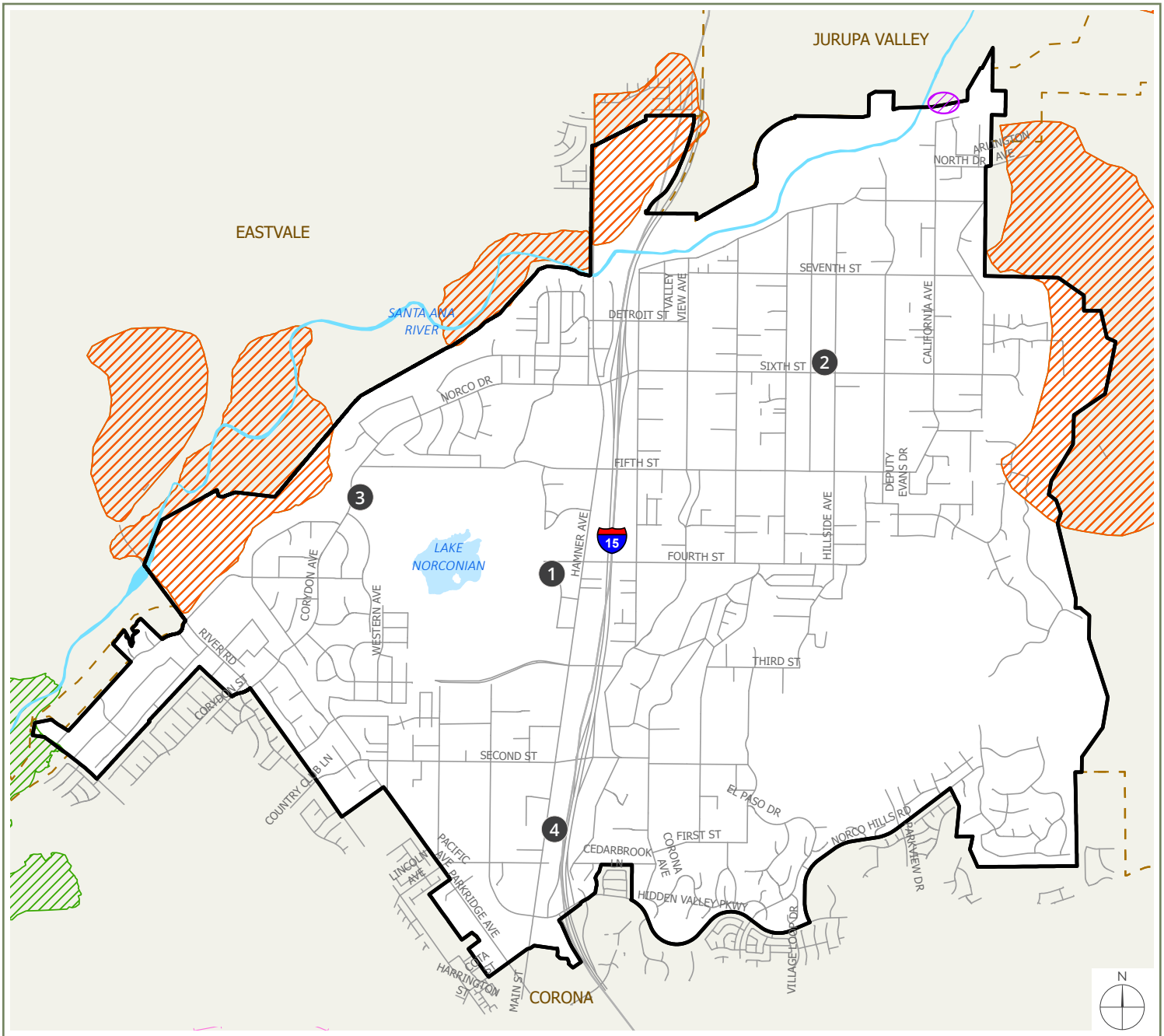
- Very High
- High
- Moderate
- Unzoned Local Responsibility Area (LRA)
- Federal Responsibility Areas (FRA)
- Wildland Urban Interface (WUI)

Public Safety Facilities

1. City Hall
   Norco Sheriff's Substation
2. Fire Station 47
   Emergency Operations Center (EOC)
3. Fire Station 57
4. Fire Station 14

SOURCE: ESRI; California Department of Forestry and Fire Protection.

FIGURE 4.19-2, HISTORIC FIRE PERIMETERS



LEGEND

- Norco City Boundary
- Other City Boundaries
- Water Body
- River
- Streets
- Historic Fire Perimeter (1878 - 1999)
- Historic Fire Perimeter (2000-2023)
- Mann Fire (2020) - Approximate Location
- n/a

Public Safety Facilities

1. City Hall
   Norco Sheriff's Substation
2. Fire Station 47
   Emergency Operations Center (EOC)
3. Fire Station 57
4. Fire Station 14

SOURCE: ESRI; City of Norco; California Department of Forestry and Fire Protection.

Protection also reviews local general plan safety elements to ensure consistency with State wildfire planning requirements. Through these programs, CAL FIRE and the Board of Forestry and Fire Protection help reduce wildfire risks and improve wildfire preparedness across the State.

Office of State Fire Marshal

The California Office of the State Fire Marshal (OSFM), within CAL FIRE, is responsible for developing and enforcing Statewide fire prevention and fire safety regulations. The OSFM oversees fire safety standards related to building construction, fire protection systems, hazardous materials, and fire prevention programs. The Office also participates in the development and implementation of wildfire safety regulations, including wildland-urban interface building standards and other fire protection requirements contained in the California Fire Code and California Building Code. Through these programs, the OSFM helps ensure that development throughout California incorporates fire-safe construction practices and adequate fire protection measures to reduce wildfire risks.

California Fire Code

The California Fire Code establishes Statewide regulations governing fire prevention and fire protection systems. The Fire Code includes requirements related to fire access roads, fire flow, and water supply, fire hydrant installation, emergency vehicle access, and fire protection systems such as sprinklers and alarms. Provisions of the Fire Code are intended to reduce fire hazards and ensure adequate emergency response capabilities for new developments. Local jurisdictions adopt and enforce the California Fire Code, often with local amendments, as part of their municipal fire safety regulations.

California Building Code

The California Building Code establishes building standards intended to protect life and property from fire hazards. Chapter 7A of the California Building Code contains specific building standards applicable to development in wildland-urban interface (WUI) areas. These standards address ignition-resistant construction, including requirements for roofing materials, exterior walls, vents, decks, and other structural components designed to reduce the risk of structure ignition during wildfire events.

Public Resources Code

The California Public Resources Code establishes fire safety standards applicable to development in wildfire-prone areas. Section 4290 authorizes the California Board of Forestry and Fire Protection to adopt fire-safe regulations for development within SRAs, including standards related to emergency access, water supply, road design, and signage. Section 4291 establishes defensible space requirements, which require property owners to maintain

vegetation clearance around structures in order to reduce wildfire hazards and improve firefighter access during wildfire events.

California General Plan Safety Element Law

Under California Government Code Section 65302, cities and counties are required to adopt a Safety Element as part of their General Plan to address risks associated with natural hazards, including wildfire. The Safety Element must identify wildfire hazard areas, evaluate wildfire risks, and establish policies and implementation measures to reduce potential impacts to people and property. State law requires local jurisdictions to periodically update the Safety Element to address wildfire hazards and coordinate with State agencies such as the Board of Forestry and Fire protection during the update process.

1. Regional

Riverside County Multi-Jurisdictional Hazard Mitigation Plan

The Riverside County Multi-Jurisdictional Hazard Mitigation Plan identifies natural hazards affecting jurisdictions throughout Riverside County, including wildfire hazards. The plan was prepared in coordination with local jurisdictions, State agencies, and emergency management organizations to assess regional hazard risks and identify strategies to reduce potential impacts from natural disasters. The plan includes an assessment of wildfire hazards within the region and establishes mitigation goals and actions intended to reduce wildfire risk, improve emergency preparedness, and enhance community resilience. This information is used in this analysis to provide regional context for wildfire hazards affecting the Planning Area.

CAL FIRE Fire Hazard Severity Zone Maps

The Fire Hazard Severity Zone Program, administered by California Department of Forestry and Fire Protection, identifies areas throughout California that are subject to varying levels of wildfire hazards based on factors such as vegetation, topography, weather patterns, and fire history. Fire Hazard Severity Zones (FHSZs) are classified as Moderate, High, or Very High and are used by local jurisdictions to inform land use planning, building standards, and wildfire mitigation measures. Local governments are required to consider these maps when planning development and implementing wildfire risk reduction measures within their jurisdictions.

CAL FIRE Unit Strategic Fire Plan

CAL FIRE prepares regional Unit Strategic Fire Plans that guide wildfire preparedness and response efforts within specific geographic areas of the State. These plans identify wildfire risks, prioritize hazardous fuel reduction projects, and establish strategies for improving wildfire prevention, emergency response, and community preparedness. The plans are developed in coordination with local fire agencies, land management agencies, and other stakeholders to improve wildfire resilience at the regional level.

2. Local

City of Norco Emergency Operations Plan

The City of Norco released a revised Emergency Operations Plan (EOP), which is designed as a reference and guidance document, and is the foundation for response and recovery operations for the City of Norco. The City's EOP coordinates with the Riverside County Operational Area EOP and Emergency Operations Center (EOC) to facilitate effective response to any emergency. The plan establishes the emergency organization, assigns tasks, and specifies policies and general procedures during both response and recovery phases of an emergency. It also provides for coordination with the County as the Operational Area (OA) Lead Agency. This plan includes the critical elements of the Standardized Emergency Management System (SEMS), Incident Command System (ICS) and the National Response Framework (NRF).

Local Hazard Mitigation Plan

The City of Norco relies on the Local Hazard Mitigation Plan (LHMP) to understand potential risks and plan for evacuation in the event of severe conditions. The plan evaluates wildfire risks, evacuation capacity and routes within the city.

City of Norco General Plan

The City of Norco *2050 General Plan* establishes the community's long-term vision for land use, development patterns, infrastructure planning, resource conservation, and community character. The *2050 General Plan* includes land use designations, goals, and policies that guide growth and development within the city. The currently adopted *2050 General Plan* serves as the baseline planning framework against which the proposed *2050 General Plan* is evaluated.

City of Norco General Plan Safety Element

The City of Norco 2013 *General Plan* Update of the Safety Element addresses preventing the loss of life and property and minimize injuries and property damage in the event of hazards. The City of Norco 2013 *General Plan* Update of the Safety Element includes information on the management of hazardous materials, fire and evacuation hazards.

c. Methodology

The analysis provided in this section is based on review of secondary source information, such as the 2050 GPU Existing Conditions Reports (Safety Analysis, Circulation and Mobility Analysis), the City of Norco 2050 GPU Evacuation Assessment (included as Appendix 4.16-2) and fire hazard severity zone mapping.

d. Impact Analysis

1. Thresholds of Significance

The following thresholds are based on Appendix G of the *CEQA Guidelines*. An impact is considered significant if the 2050 GPU would:

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;

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

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.

2. Project Impacts and Mitigation Measures

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

The proposed 2050 GPU would allow the development of new structures and infrastructure within the City of Norco. The proposed Safety Element and Infrastructure and Facilities Element identify measures to protect public safety in the event of an emergency. The proposed Safety Element includes Goals and Policies that address emergency response and evacuation, including maintaining adequate roadway capacity, emergency access, and evacuation route connectivity.

Specifically, *Policies S-2.21*, *S-2.23*, and *S-2.25* require that new development incorporate improvements to ensure roadway capacity, adequate infrastructure, and multiple points of access to support emergency response and evacuation. In addition, *Policies S-6.1*, *S-6.3*, *S-6.4*, and *S-6.8* require the City to plan for, maintain, and improve evacuation routes and connectivity to ensure adequate capacity during emergency events. *Policies S-5.1* and *S-5.2* further require the City to maintain relaible emergency response services nad coordinate with public safety agencies to ensure adequate service levels.

Under *Goal PFS-8* of the proposed Infrastructure and Facilities Element, the City would prioritize prompt and reliable emergency services. Compliance with these policies would ensure that implementation of the proposed 2050 GPU would not substantially impair an adopted emergency response or evacuation plan. The City would continue to coordinate with the Riverside County Fire Department/ CAL FIRE and the Riverside County Emergency Management Department to review and approve new development and ensure that adequate emergency access, response capabilities, and evacuation planning are maintained. Implementation of the

proposed 2050 GPU would not alter the City's emergency response framework or designted evacuation routes.

Although future development would increase population and vehicle trips, all development would be required to comply with applicable roadway design, access, and emergency service standards, which would maintain adequate emergency access and evacuation capacity. Therefore, implementation of the proposed 2050 GPU would not substantially impair an adopted emergency response or evacuation plan.

Safety Element Goals and Policies

GOAL S-2: FIRE HAZARDS. The City will work with public safety partners and strive to reduce wildfire risks and impacts.

POLICIES

S-2.21 **Existing Development.** Ensure new development incorporates the necessary improvements to ensure roadway capacity for existing development can maintain evacuation and emergency equipment access capabilities.

S-2.22 **Street Names and Numbers**. Ensure street naming and numbering systems adequately identify properties in compliance with Fire Safe Regulations, adopted California Fire Code, and local ordinances to avoid potential confusion for emergency response vehicles.

S-2.23 **Adequate Infrastructure**. Require all new developments and major redevelopments to have adequate infrastructure in place to support daily demands and emergency response capabilities without degrading service levels for existing developments.

S-2.24 **Response Capability.** Ensure a high level of emergency response capability through the following measures:

- Ensure annual budgeting accounts for current and future emergency service needs.
- Periodically assess and update the City's priorities for future emergency service needs.
- Coordinate with CAL FIRE/Riverside County Fire Department on effective use and training of fire equipment and personnel.

S-2.25 **Two-Points of Access**. Require all new subdivisions to provide at least two points of access to the circulation network that rely on two different roadways, wherever possible.

GOAL S-5: EMERGENCY MANAGEMENT. The City will work with partners to implement emergency management strategies that increase resilience and improve the quality of life.

POLICIES

S-5.1 **Emergency Response**. Maintain reliable and timely emergency responses by ensuring the integrity of emergency facilities.

S-5.2 **Emergency Services**. Collaborate with public safety agencies to provide the types of emergency services and levels of support necessary to meet current and future community needs.

S-5.5 **Training and Exercises.** Collaborate with the Riverside County Emergency Management Department and surrounding jurisdictions on disaster preparedness training programs and emergency management exercises.

S-5.6 **Development Review.** Ensure the development review process incorporates input from public safety agencies regarding emergency management and response considerations that are incorporated into development plans and conditions of approval.

S-5.7 **Public Safety.** Promote improved public safety through zoning, subdivision requirements, building regulations, and environmental assessment practices as part of development review.

S-5.9 **Encourage Compatibility.** Promote land use and design policies and regulations that encourage a mixture of compatible uses to promote and increase the safety of public use areas and pedestrian/equestrian travel.

S-5.10 **Plan Integration.** Ensure emergency management plans and programs are up to date and maintained to address existing and emerging community issues and hazards.

GOAL S-6: EMERGENCY RESPONSE AND EVACUATION. The City will work with partners to ensure the community is ready and able to evacuate when conditions require.

POLICIES

S-6.1 **Evacuation Planning**. Ensure areas prone to hazardous conditions requiring evacuation are prioritized in emergency management planning and training efforts.

S-6.3 **Evacuation Zones/Routes**. Periodically review and update evacuation zones and routes to ensure adequate capacity and connectivity within the circulation network is provided during emergency events.

S-6.4 Evacuation Improvements. Require new development, redevelopment, and major remodels to ensure effective future evacuations during emergencies by supporting feasible enhancements to the City's evacuation network and facilities.

S-6.5 Points of Access. Require all new developments and redevelopments within Fire Hazard Severity Zones and the Wildland Urban Interface provide adequate points of access on public roads that can be used for emergency vehicle response and evacuation purposes, in compliance with applicable City, County, and State requirements.

S-6.6 Private Streets. Design and ensure all private streets, as allowed by the Norco Municipal, Code are maintained for access of unrestricted emergency equipment and personnel in compliance with the California Fire Code, local ordinances, and Fire Safe Regulations.

S-6.7 Emergency Access Improvements. Identify the feasibility of constructing additional emergency access improvements for existing developments that do not meet minimum road standards for emergency equipment, such as:

- Additional vehicle pullouts at key locations
- Limiting or restricting on-street parking at key locations
- Potential for the construction of new or improved emergency access routes
- Roadside clearance improvements

S-6.8 Existing Routes. Maintain functionality, make improvements, and expand capacity, where feasible, of existing emergency evacuation routes within the city, while considering current and future hazards.

In addition, the City of Norco is served by the CAL FIRE/Riverside County Fire Department, which contracts with the City to provide fire suppression, emergency medical services, and fire prevention. CAL FIRE/Riverside County Fire Department reviews and approves projects to ensure that emergency access meets City standards. Additionally, all new development would have to comply with Title 24 of the California Code of Regulations, including Fire Code Chapter 10 which addresses fire related Means of Egress, including Fire Apparatus Access Road width requirements. Fire Code Section 4906 also contains existing regulations for vegetation and fuel management to maintain clearances around structures.

The proposed Safety Element identifies designated fire evacuation routes, also shown below in Figure 4.19-3, Norco Resilient IE Evacuation Routes. These routes facilitate the movement of emergency vehicles and the evacuation of residents during emergency situations. Major regional transportation corridors servicing the City, including I-15 and SR 91, provide important regional

connections that may be used during large-scale emergency evacuations. Table 4.19-1, Evacuation Routes in the City of Norco, show evacuation routes that traverse through the city. In the event that a fire requires evacuation for public safety, the City would coordinate the evacuation in acordance with these designated routes.

TABLE 4.19-1, EVACUATION ROUTES IN THE CITY OF NORCO

North / South	East / West
Interstate 15 (I-15)	Norco Drive
Hamner Avenue	Sixth Street
Corydon Avenue	Fifth Street
River Road	Second Street
California Avenue	First Street
	Mountain Avenue
	Hidden Valley Parkway
	Arlington Avenue

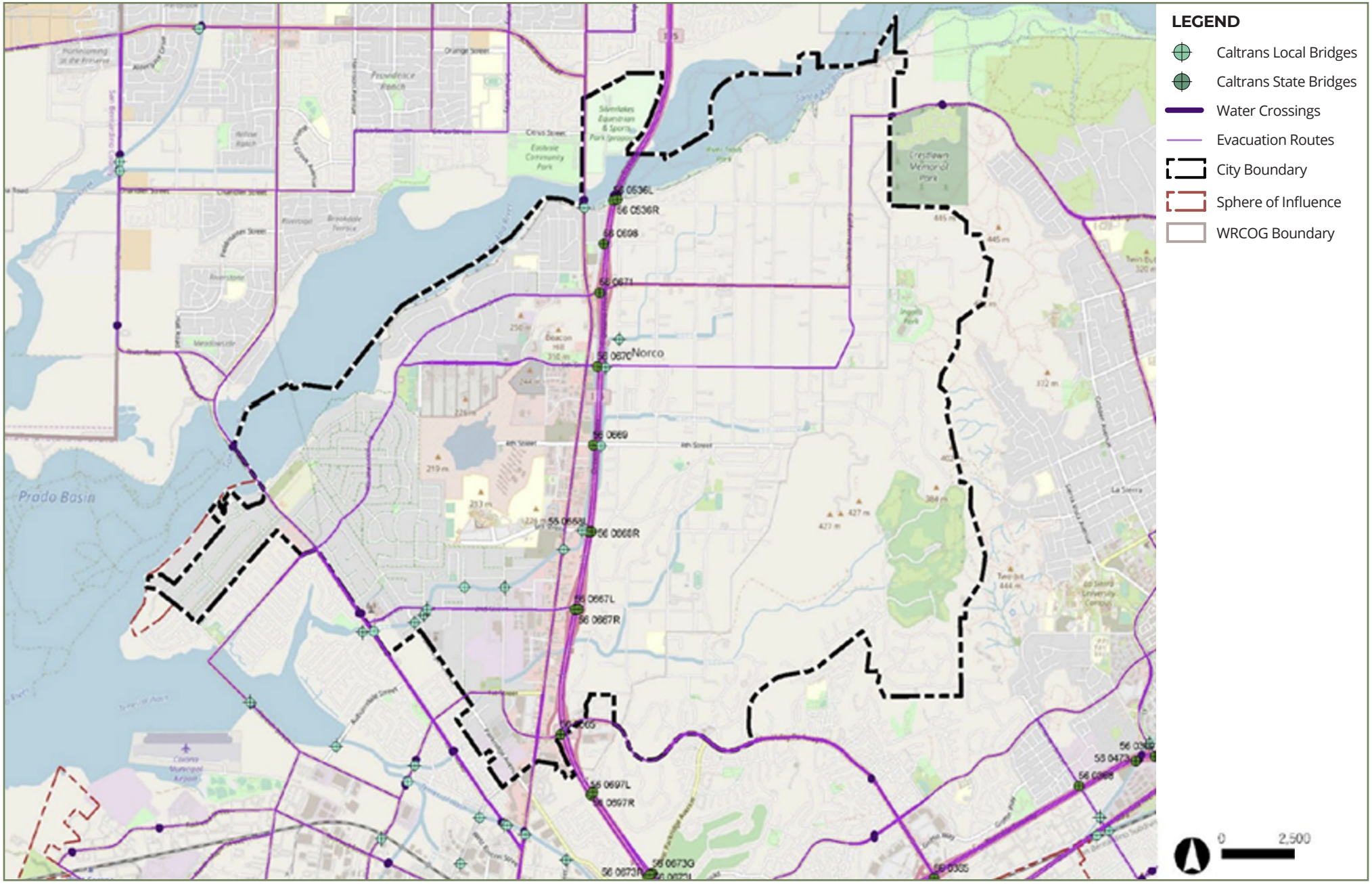
Source: City of Norco. *Safety Analysis*. November 13, 2023. Appendix 4.7.

As part of the 2050 GPU, an Evacuation Assessment (Appendix 4.16-2) was prepared to evaluate the capacity and performance of the City's evacuation network under wildfire and flood scenarios. The assessment found that, while the City's primary evacuation network generally has sufficient capacity to accommodate modeled evacuation scenarios, localized constrains exist in certain areas, particularly in hillside and single-access neighborhoods such as Norco Hills and Norco Ridge Ranch. In these areas, limited access, terrain constraints, and the presence of large-animal evacuation needs may increase evacuation times and reduce overall system efficiency, as shown in Figure 4.19-4, Fire Evacuation Scenario. In addition, the assessment notes that evacuation modeling is subject to inherent uncertainty and does not guarantee performance under all emergency conditions. Therefore, while the analysis provides a useful planning framework, it does not ensure that adequate emergency access and evacuation capacity would be maintained under all future development scenarios.

The proposed 2050 GPU does not propose physical changes such as realigned or closed-off roadways or changes in general transportation circulation and access that would interfere or impair emergency response or evacuation within or throughout the plan areas. As such, the proposed 2050 GPU would also not result in changes to emergency evacuation routes such that use of an evacuation route would be hindered or impacted.

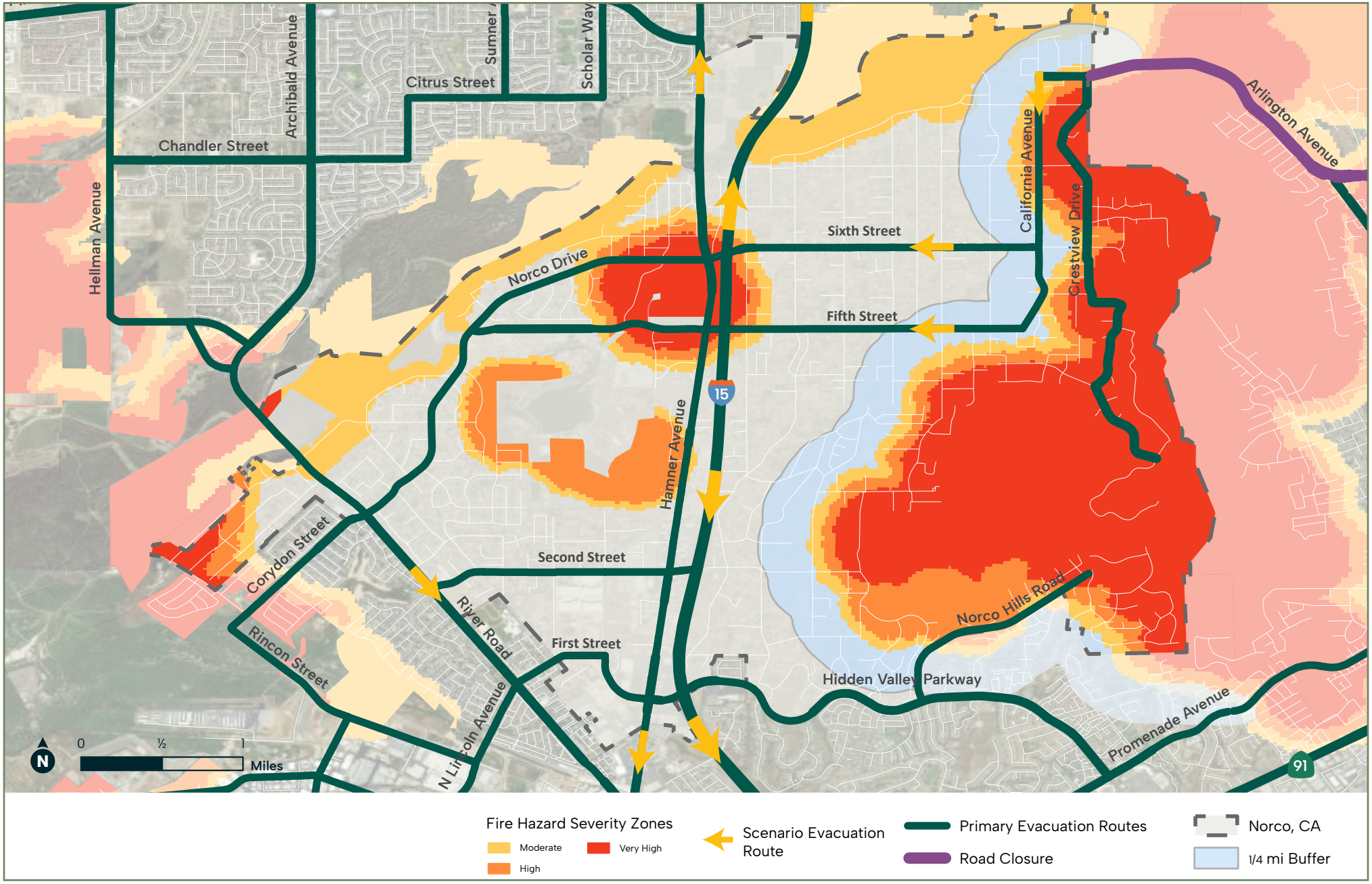
Development under the proposed 2050 GPU would accommodate growth and would increase vehicle trips that could lead to increased roadway congestion during emergency evacuations. However, in coordination with CAL FIRE/Riverside County Fire Department, the City would review

FIGURE 4.19-3, NORCO RESILIENT IE EVACUATION ROUTES



SOURCE: Western Riverside Council of Governments, Resilient IE – 2020.

FIGURE 4.19-4, FIRE EVACUATION SCENARIO



SOURCE: Fehr & Peers; Reslient IE; Cal FIRE.

and approve projects to ensure that emergency access meets City standards. Development under the proposed 2050 GPU would also comply with road standards to ensure development would not interfere with evacuation routes and would not impede the effectiveness of evacuation plans.

Development allowed by the proposed 2050 GPU may include improvements within existing roadway rights-of-way, including facilities under the jurisdiction of Caltrans. Such improvements would be required to comply with applicable Caltrans permitting requirements and traffic control standards, including the California Manual on Uniform Traffic Control Devices. Compliance with these requirements would ensure that adequate emergency access is maintained during construction activities and would not interfere with emergency response or evacuation.

Implementation of the proposed 2050 GPU would facilitate additional development within areas of the city, including locations in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface. However, the proposed 2050 GPU includes policies intended to improve emergency access, evacuation planning, and emergency response coordination. In addition, future development projects would be required to comply with applicable fire and building code requirements and would be subject to review by CAL FIRE/Riverside County Fire Department to ensure adequate emergency access and evacuation capabilities are maintained. Therefore, implementation of the proposed 2050 GPU would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts related to emergency response and evacuation plans would be less than significant.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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?

The proposed 2050 GPU would allow additional development and facilitate population growth within the City of Norco, including in areas identified as Very High Fire Hazard Severity Zones and within the wildland-urban interface (WUI). As described in the Existing Conditions, wildfire risk within the city is influenced by a combination of environmental and land use factors, including the presence of dry vegetation, open space areas, hillsides, and slope conditions, all of which can contribute to wildfire intensity, fire behavior, and rates of fire spread. In addition,

prevailing Santa Ana wind conditions can exacerbate wildfire conditions by increasing ember transport, fire spread rates, and fire intensity during wildfire events.

The City's rural and equestrian-oriented atmosphere further contributes to wildfire risk due to the presence of combustible materials such as barns, outbuildings, feed storage, and other ancillary structures. Additionally, portions of the city include conservation and open space areas where vegetation management may be limited, thereby increasing combustible fuel loads in proximity to developed areas. Industrial and commercial uses may also contribute to wildfire hazards due to the presence of hazardous materials, combustible materials, equipment, and byproducts that could increase fire intensity or create secondary fire risks during wildfire events.

Implementation of the proposed 2050 GPU could result in new development within these high-risk areas, thereby increasing the number of people and structures exposed to wildfire hazards. Future residents, employees, and visitors could be exposed to smoke, ash, embers, and other pollutant concentrations generated during wildfire events, as well as hazards associated with the uncontrolled spread of wildfire. The proposed *2050 General Plan* includes Goals and Policies intended to reduce wildfire risk, improve fire protection and emergency access, and minimize exposure to wildfire hazards. However, implementation of additional development within the wildland-urban interface could increase human activity, ignition sources, and infrastructure in fire-prone areas, which may exacerbate wildfire risk despite compliance with applicable fire safety requirements.

Safety Element Goals and Policies

GOAL S-2: FIRE HAZARDS. The City will work with public safety partners and strive to reduce wildfire risks and impacts.

POLICIES

S-2.4 Vulnerability Assessment. Assess fire risk for new development, redevelopment, and major remodels proposed in fire-prone areas to determine vulnerability to fire and potential sources of fire.

S-2.5 Functionality and Aesthetics. Encourage all fire prevention measures used in wildland areas to mFeet fire prevention functional needs, while maintaining the aesthetic character of the natural area.

S-2.6 Project Review. Incorporate the following fire prevention and suppression strategies during development review, where necessary:

- Adequate access to buildings
- Adequate separation between buildings
- Adequate building setbacks from fuel modification areas

- Installation of automatic fire extinguishing systems in new buildings

S-2.12 New Development – Low Risk Areas. Encourage new development outside of the very high fire hazard severity zone. If development is proposed in this zone, require fire safe design, including but not limited to defensible space and home hardening, and compliance with fire safe regulations, the adopted California Fire Code, and local ordinances.

S-2.13 New Development – Fire Safe Regulations. Require all new developments, redevelopments, and major remodels located in the Wildland Urban Interface or Very High Fire Hazard Severity Zone to meet or exceed Statewide Fire Safe Regulations [(Title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5, commencing with section 1270, local Fire Safe Regulations) and (Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3, commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations)].

S-2.14 New Development – Design Measures. Require new development to incorporate design measures that enhance fire protection in areas of elevated fire risk, including the Wildland Urban Interface and Fire Hazard Severity Zones. This shall include, but is not limited to, the incorporation of fire-resistant structural design, use of fire-adapted landscaping, home hardening, defensible space, and vegetation management around the perimeter of structures.

S-2.15 New Development – Codes and Regulations. Require new developments and major remodels or renovations to comply with the California Building Code, California Fire Code, Fire Safe Regulations, and local ordinances for construction and adequacy of water flow and pressure, ingress/egress, and other measures to ensure adequate fire protection.

S-2.17 Fire Hazard Reduction. Coordinate with local and regional agencies, such as CAL FIRE/Riverside County Fire Department or Caltrans, and require vegetation management and long-term maintenance of fire hazard reduction projects, including community fuel breaks on all private/public roads and properties in Wildland Urban Interface and Fire Hazard Severity Zones.

S-2.18 Fire Defense. Maintain fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with Fire Safe Regulations.

S-2.19 Open Space. Ensure City-owned open space brush areas, susceptible to wildfire risk, are adequately maintained in accordance with Fire Safe Regulations, California Fire Code, and local ordinances.

Collectively, these policies would reduce wildfire risk through implementation of fire-safe development standards, defensible space requirements, fuel management practices, emergency preparedness practices, emergency preparedness planning, vegetation management, and coordination with CAL FIRE/Riverside County Fire Department. In addition, the proposed policies would require compliance with applicable fire codes and fire-safe regulations, incorporation of fire-resistant design features, maintenance of adequate firefighting infrastructure and water supply, and continued emergency service coordination for future development within the city, including areas located in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface.

Implementation of the proposed 2050 GPU would facilitate future development within areas of the city, including areas located in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface. However, the proposed 2050 GPU includes policies requiring fire-safe development standards, defensible space, vegetation management, emergency preparedness planning, and coordination with CAL FIRE/Riverside County Fire Department. In addition, future development would be required to comply with applicable fire and building code requirements intended to reduce wildfire risk. Compliance with these policies and regulations would reduce potential wildfire hazards and exposure risks. Therefore, implementation of the proposed 2050 GPU would not exacerbate wildfire risks or substantially expose people or structures to significant wildfire hazards, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts related to wildfire risk and exposure would be less than significant.

Significance After Mitigation

Impacts would be less than significant.

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

Implementation of the proposed 2050 GPU would facilitate future development within the City of Norco, which would require the installation, expansion, and ongoing maintenance of supporting infrastructure, including roadways, water supply systems, fire protection and fire flow infrastructure, fuel modification areas, and utility systems such as electrical transmission and distribution lines. As described in the Existing Conditions, much of the city is located within or adjacent to wildland-urban interface areas and Very High Fire Hazard Severity Zones, where wildfire hazards are elevated due to the presence of dry vegetation, open space areas, steep slopes, and hillside terrain.

The expansion of infrastructure into these areas has the potential to exacerbate wildfire risk and result in environmental disturbances. For example, utility infrastructure such as overhead electrical transmission and distribution lines has been identified by the California Public Utilities Commission as a potential source of wildfire ignition. Similarly, roadway improvements, fuel modification activities, vegetation clearing, and construction of fire protection infrastructure may alter existing vegetation patterns and result in impacts such as habitat disturbance, soil exposure, erosion, and changes to drainage patterns.

In addition, ongoing maintenance of infrastructure, including vegetation management and fuel reduction activities, may result in recurring disturbance to biological resources, natural landscapes, and open space areas. Although such activities are intended to reduce wildfire hazards and improve fire protection, they may also affect natural landscapes, particularly within open space areas, conservation areas, and the wildland-urban interface.

The proposed 2050 GPU includes policies and programs that require coordination with CAL FIRE/Riverside County Fire Department and other agencies to ensure that infrastructure improvements, fuel modification activities, and fire protection measures are designed and maintained in a manner intended to reduce wildfire hazards while supporting emergency response and fire protection capabilities.

Safety Element Goals and Policies

GOAL S-2: FIRE HAZARDS. The City will work with public safety partners and strive to reduce wildfire risks and impacts.

POLICIES

S-2.4 Vulnerability Assessment. Assess fire risk for new development, redevelopment, and major remodels proposed in fire-prone areas to determine vulnerability to fire and potential sources of fire.

S-2.6 Project Review. Incorporate the following fire prevention and suppression strategies during development review, where necessary:

- Adequate access to buildings
- Adequate separation between buildings
- Adequate building setbacks from fuel modification areas
- Installation of automatic fire extinguishing systems in new buildings

S-2.12 New Development – Low Risk Areas. Encourage new development outside of the very high fire hazard severity zone. If development is proposed in this zone, require fire safe design, including but not limited to defensible space and home

hardening, and compliance with fire safe regulations, the adopted California Fire Code, and local ordinances.

S-2.13 New Development – Fire Safe Regulations. Require all new developments, redevelopments, and major remodels located in the Wild Urban Interface or Very High Fire Hazard Severity Zone to meet or exceed Statewide Fire Safe Regulations [(Title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5, commencing with section 1270, local Fire Safe Regulations) and (Title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3, commencing with section 1299.01, Fire Hazard Reduction Around Buildings and Structures Regulations)].

S-2.14 New Development – Design Measures. Require new development to incorporate design measures that enhance fire protection in areas of elevated fire risk, including the Wildland Urban Interface and Fire Hazard Severity Zones. This shall include, but is not limited to, the incorporation of fire-resistant structural design, use of fire-adapted landscaping, home hardening, defensible space, and vegetation management around the perimeter of structures.

S-2.15 New Development – Codes and Regulations. Require new developments and major remodels or renovations to comply with the California Building Code, California Fire Code, Fire Safe Regulations, and local ordinances for construction and adequacy of water flow and pressure, ingress/egress, and other measures to ensure adequate fire protection.

S-2.17 Fire Hazard Reduction. Coordinate with local and regional agencies, such as CAL FIRE/Riverside County Fire Department or Caltrans, and require vegetation management and long-term maintenance of fire hazard reduction projects, including community fuel breaks on all private/public roads and properties in Wildland Urban Interface and Fire Hazard Severity Zones.

S-2.18 Fire Defense. Maintain fuel breaks and other fire defense improvements on public property and require similar measures for private property in compliance with Fire Safe Regulations.

S-2.19 Open Space. Ensure City-owned open space brush areas, susceptible to wildfire risk, are adequately maintained in accordance with Fire Safe Regulations, California Fire Code, and local ordinances.

S-2.20 Water Supply. Ensure Water Supply capacity and availability meet current and future needs through the following:

- Coordinate with water providers to maintain and enhance water supply infrastructure to ensure adequate supplies for existing and future daily demands and firefighting suppression requirements.

- Ensure new developments do not degrade water supplies and capacities for existing development by incorporating infrastructure upgrades to maintain/enhance services.
- Support regional and subregional efforts to ensure adequate water supply for daily use and f irefighting purposes remain available to the City to meet current and future demands.
- Ensure infrastructure meets current and future daily demands and fire flow requirements while still meeting desired community character.

Collectively, these policies would reduce potential wildfire and environmental impacts associated with infrastructure installation and maintenance through implementation of fire-safe development standards, defensible space requirements, vegetation management practices, fuel modification measures, fire protection infrastructure, and coordination with CAL FIRE/Riverside County Fire Department. In addition, the proposed policies would require compliance with applicable fire codes and regulations, maintenance of adequate firefighting water supply and infrastructure, and incorporation of wildfire risk reduction measures into future development and infrastructure improvements within areas located in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface.

Compliance with applicable regulations, including the California Fire Code, Public Resources Code Sections 4290 and 4291, and other fire safety standards, would reduce potential wildfire and environmental impacts associated with infrastructure installation and maintenance. As discussed above, the proposed 2050 GPU includes policies requiring fire-safe development standards, vegetation management, fuel modification measures, and coordination with CAL FIRE/Riverside County Fire Department. Compliance with these policies and regulations would reduce potential impacts associated with infrastructure improvements and maintenance activities. Therefore, implementation of the proposed 2050 GPU would not require infrastructure improvements that would substantially exacerbate wildfire risk or result in significant environmental impacts, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts would be less than significant.

Significance After Mitigation

Impacts would be less than significant.

Threshold 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?

Implementation of the proposed 2050 GPU would facilitate future development within areas of the City of Norco that are subject to wildfire hazards, including Very High Fire Hazard Severity Zones and wildland-urban interface areas. As described in Existing Conditions, portions of the city include hillsides, slopes, and open space areas containing dry vegetation. Wildfire events in these areas have the potential to remove stabilizing vegetation cover and destabilize soils, resulting in increased susceptibility to erosion, sediment transport, debris flows and slope failure.

Post-fire conditions can substantially alter drainage patterns and increase runoff rates and volumes of stormwater runoff due to the loss of vegetation and reduced soil stability and changes in soil infiltration characteristics. This can result in downstream flooding, debris flows, and sediment transport that may affect developed areas and infrastructure. In addition, slope instability and landslides may occur in hillside areas following wildfire events, particularly during intense precipitation and storm events.

Implementation of the proposed 2050 GPU would introduce new development and infrastructure into areas that may be subject to post-fire flooding, erosion, debris flows, and slope instability, thereby increasing the number of people and structures exposed to such hazards. The proposed 2050 GPU includes policies and programs intended to reduce wildfire risk and improve emergency preparedness, infrastructure planning, drainage management, and coordination with applicable agencies. In addition, future development would be required to comply with applicable building and fire codes, drainage requirements, erosion control standards, and slope stability regulations intended to reduce risks associated with post-fire conditions.

Compliance with applicable regulations, including building and fire codes, would reduce potential risks associated with post-fire flooding, erosion, debris flows, and slope instability. Therefore, implementation of the proposed 2050 GPU would not expose people or structures to substantial risks associated with post-fire conditions, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required because impacts would be less than significant.

Significance After Mitigation

Impacts would be less than significant.

5. Alternatives

5.1 Introduction

a. Purpose and Scope

Section 15126.6(a) of the *CEQA Guidelines* requires Environmental Impact Reports (EIRs) to describe "a range of reasonable alternatives to the project..., which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

An EIR need not consider every conceivable alternative to a project. Instead, a reasonable range of potentially feasible alternatives must be considered that fosters informed decision-making and public participation. An EIR is not required to consider alternatives that are infeasible.

In defining "feasibility" (e.g., "feasibly attain most of the basic objectives of the project"), *CEQA Guidelines* Section 15126.6(f)(1) states, in part:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.*

The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. Section 15126.6(b) describes the purpose of the alternatives analysis as follows:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. Consideration of the "no project" alternative is required by *CEQA Guidelines* Section 15126.6[e].

The *CEQA Guidelines* require analysis that compares the impacts of alternatives with the impacts of the project as proposed.

5.2 Development of Project Alternatives

The range of alternatives included for analysis in an EIR is governed by the "rule of reason." The selection and discussion of alternatives fosters informed decision-making and informed public participation. This is accomplished by providing sufficient information to enable readers to reach conclusions about the alternatives. This approach avoids assessing an unmanageable number of alternatives or analyzing alternatives that differ too little to provide additional meaningful insights about their environmental effects. The alternatives addressed in this Draft Program EIR (PEIR) were selected in consideration of one or more of the following factors:

- The extent to which the alternative would accomplish most of the basic objectives of the project.
- The extent to which the alternative would avoid or reduce any of the identified significant environmental effects of the project.
- The feasibility of the alternative, taking into account site suitability and parcel sizes, and consistency with applicable public plans, policies, and regulations.
- The appropriateness of the alternative in contributing to a reasonable range of alternatives necessary to permit a reasoned choice.

The alternatives analyzed in this EIR were chosen based on the ability of each alternative to feasibly attain the basic project objectives while avoiding or reducing one or more significant impact identified for the project. The comparative analysis provides readers with adequate information to compare the effectiveness of identified mitigation for significant adverse impacts and to enable readers to make decisions about the project.

a. Project Objectives

As described in Section 2.0, Project Description, the following project ojectives are established for the 2050 General Plan Update (GPU) and will aid decision-makers in the review of the proposed project, the project alternatives, and associated environmental impacts.

- Keep Norco "Norco."
- Preserve Norco's small-town character.
- Support and attract businesses.
- Establish a more prominent downtown environment.
- Position Norco as a prime visitor destination.
- Create safe streets and trails.
- Expand and enhance Norco's amenities and services.

5.3 Alternatives Eliminated from Detailed Consideration

As discussed in *CEQA Guidelines* Section 15126.6, there were no alternatives initially considered or suggested that were rejected as infeasible during the Notice of Preparation (NOP) scoping process.

Suitable alternatives are those which:

- Can substantially reduce potential significant impacts;
- Can feasibly attain most of the basic project objectives;
- Create safe streets and trails; and
- Expand and enhance Norco's amenities and services.

The following alternative was initially considered by the City during preparation of the PEIR, but rejected because it would not meet these criteria.

a. Alternative Location

The proposed project covers the existing City of Norco and the City's Sphere of Influence. Alternative locations are typically evaluated when significant impacts could be avoided or lesseded by considering an alternative location for a project. To be feasible, an alternative location must be able to meet most of the project's basic objectives. Given the nature of the proposed project, adoption of a general plan for the entire city and sphere of influence area, it is not possible to consider an off-site alternative because the City boundaries have been established through incorporation. For this reason, an alternative location was considered infeasible pursuant to *CEQA Guidelines* Section 15126.6(c) and was rejected as a feasible project alternative.

5.4 Alternatives Selected for Further Analysis

Even if no significant impacts are found, an EIR must still analyze the "No Project" alternative and, if the No Project Alternative is the environmentally superior alternative, identify another environmentally superior alternative. The scope is limited to feasible, reasonable alternatives that foster informed decision-making under the "rule of reason" Based on the project objectives, the following alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project. These alternatives are summarized in this section:

- No Project/Existing General Plan; and
- Norconian Resort Site Alternative

a. No Project/Existing General Plan Alternative

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (*CEQA Guidelines*, Section 15126.6(e)).

Pursuant to CEQA, this Alternative is based on current plans and consistent with available infrastructure and community services. Accordingly, the No Project/Existing General Plan Alternative assumes that the proposed project would not be adopted, and the development and associated growth allowed by the existing *General Plan* would occur.

Table 5-1, Norco 2010 General Plan Projected Growth, shows the growth projected from implementation of the current *General Plan*.

TABLE 5-1, NORCO 2010 GENERAL PLAN PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Existing Conditions	9,808	7,147	15,006	25,389
2010 General Plan Projected Growth	0	+187	-22,218	-175
Projected Total	9,808	7,334	-7,210	25,214

Because the Planning Area would be the same under the *2010 General Plan* and the proposed 2050 GPU, potential impacts related to development within the City's Planning Area, such as biological resources, cultural resources, geology and soils would be similar for the No Project Alternative and proposed 2050 GPU. The projected population from implementation of the proposed 2050 GPU is 28,495, approximately 3,281 more residents than would occur with the No Project Alternative. The reduced population under this alternative would generally result in a reduction in intensity related impacts. For example, this alternative would generate fewer auto trips, traffic noise would be less, and impacts on services and utilities would be less.

It should be noted that the growth not accommodated in the city under this alternative would likely occur in other communities in the region. This could result in encroachment into open space or other areas with sensitive resources if adequate developable land is not available in those communities. While this alternative would reduce overall impacts as compared to the proposed 2050 GPU, it would not likely reduce any of the impacts identified as significant as the proposed 2050 GPU does not result in significant impacts.

b. Norconian Resort Site Alternative

This alternative would implement the Norco 2050 GPU, as evaluated in this PEIR, with additional land uses on the Norconian Resort Site. It should be noted that the Norconian Resort Site Alternative would implement all the same Goals and Policies outlined in the *2050 General Plan*.

Growth projected under the 2050 GPU is summarized in Table 5-2, Norco 2050 General Plan Projected Growth. The table represents anticipated growth at full buildout of the 2050 GPU.

TABLE 5-2, NORCO 2050 GENERAL PLAN PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Existing Conditions	9,808	7,147	15,006	25,389
Growth from Proposed Land Use Plan	0	+1,110	+1,794	+3,106
Projected Total by Year 2050	9,808	8,257	16,800	28,495

The additional growth that would occur under this alternative would be associated with the Norconian Resort Site, which was once one of the nation's premier destinations with a rich and layered history. Built in 1929 atop natural hot springs, the resort quickly became a celebrated luxury destination. As the resort's success declined during the economic downturn of the Great Depression, the property later transitioned to U.S. Navy ownership in the early 1940s. During World War II, the U.S. Navy converted the hotel into a hospital, adding ancillary structures to expand capacity. In the 1960s, the State of California acquired the northern portion of the property and repurposed the hotel and adjacent buildings as the California Rehabilitation Center (CRC). Although the hotel was vacated in the early 2000s due to seismic retrofit needs, the ancillary buildings continued operating as a prison. In 2025, the State announced that CRC would close in 2026, creating an opportunity for restoration, adaptive reuse, and redevelopment of the historically significant site. Several buildings and structures are listed on the National Register of Historic Places, underscoring its cultural value. Additional features and amenities near the site include the City-owned and -operated Wayne Makin Shearer Sports Complex, located just to the west, and the Corydon Staging Area, Santa Ana River, and its extensive trail network just beyond (refer to Figure 5-1, Norconian Resort Site Existing Context).

The Norconian Resort site presents a once-in-a-generation opportunity to create a thoughtfully planned, economically sustainable destination that blends residential, commercial, recreational, and resort uses in a way that reflects Norco's history and core values. The vision for the site includes the restoration of the historic Norconian Hotel, the adaptive reuse of the surrounding historically significant buildings, the development of a master-planned sports complex, and the creation of a mixed-use neighborhood that integrates housing and neighborhood-serving commercial uses while preserving historic resources. Key components of the project, as shown in Figure 5-2, Norconian Resort Site Concept, include:

- Historic Norconian Hotel and Hilltop Resort. This area focuses on the restoration of the Norconian Hotel and the adaptive reuse of the adjacent historic buildings (Tea House and Nurse's Quarters) to create a destination that supports resort-style amenities, hospitality uses, and unique visitor experiences.

- Expanded Sports Complex. This area reimagines the existing sports fields into a master-planned, consolidated sports complex. As part of this vision, Western Avenue would likely be realigned so it no longer bisects the central activity area.
- Current Sports Fields. This area is owned and operated by the City of Norco and would be thoughtfully integrated into the expanded sports complex master plan.
- Residential/Commercial Redevelopment and Adaptive Reuse. This area would be shaped by market demand. The preferred approach is to adaptively reuse the historic buildings (Powerhouse, Annex, Chapel, Theater, Gym, and Corpsman's Quarters) for the most feasible uses while creating a walkable community that blends neighborhood-serving commercial use with a variety of for-sale and rental housing options. New construction would reflect Spanish Mediterranean architecture, feature agricultural amenities, and be thoughtfully integrated with Norco's horse trail network.

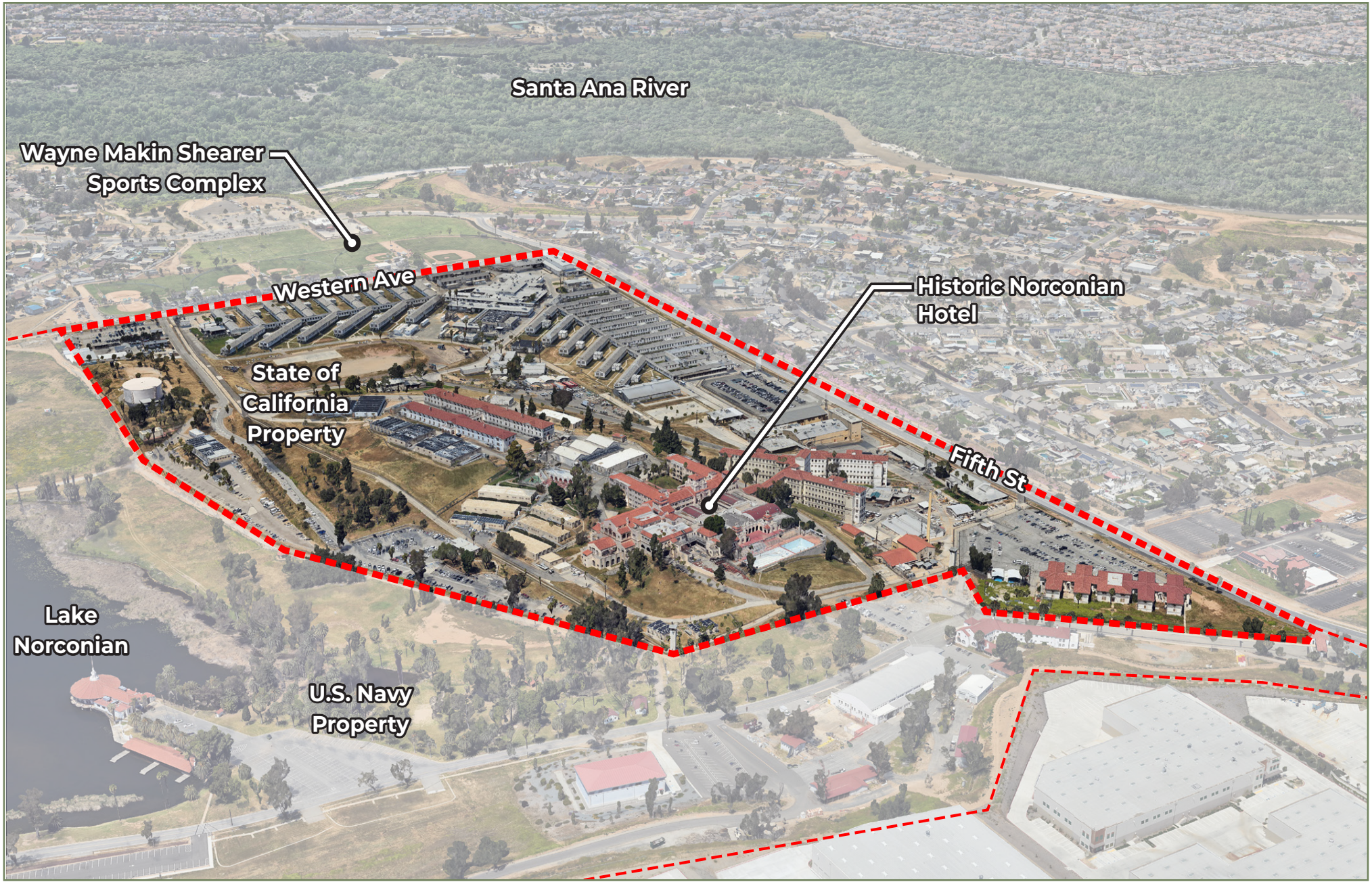
The anticipated land use projections for the above concept are summarized in Table 5-3, Norconian Resort Site Land Uses.

TABLE 5-3, NORCONIAN RESORT SITE LAND USES

Component	Area (acres)	Residential (units)	Neighbor-hood Retail (sf)	Resort/ Visitor Serving (sf)	Office (sf)
Historic Hilltop Resort	26.69	–	50,000	479,387[1]	–
Expanded Sports Complex	15.47	–	–	–	–
Lower Residential/Commercial Neighborhood	45.44	664[2]	–	54,290[3]	146,585[4]
Total	87.6	664	50,000	533,677	146,585

1 Assumes adaptive reuse of 397,790 sf historic Norconian Hotel building and 81,597 historic Nurse's Quarters building.
2 Includes 589 residential units of new construction and 75 units of adaptive reuse in the historic Corpsman's Quarters building. New construction determined by multiplying the area of the Lower Residential/Commercial Neighborhood times a gross density of 15 du/ac (and a net density of 20 du/ac, that assumes 75% of area devoted to streets and open space). Number of adaptive reuse units assumed at 1,000 sf gross per unit.
3 Assumes renovation of 28,894 sf historic Theater building, 12,000-sf Gym building and 13,396-sf historic Chapel building.
4 Assumes adaptive reuse of 146,585 sf historic Hospital Annex building.

FIGURE 5-1, NORCONIAN RESORT SITE EXISTING CONTEXT



SOURCE: Google Earth – 2023; Sargent Town Planning – 2026.

FIGURE 5-2, NORCONIAN RESORT SITE CONCEPT



Legend

National Historic Register District

1. Hotel
2. Tea Room
4. Powerhouse

Contributing to Historic District

3. Nurses' Quarters
5. Annex
6. Chapel
7. Theater
8. Gym
9. Corpsman's Quarters

- Historic Norconian Hotel and Hilltop Resort
- Expanded Sports Complex
- Current Sports Fields
- Lower Residential/Commercial Redevelopment and Adaptive Reuse

SOURCE: Google Earth – 2023; City of Norco; Sargent Town Planning – 2026.

Future adaptive reuse or development of the Norconian Resort site would be guided by a Specific Plan that, at a minimum, includes the following studies and placemaking strategies.

- Preparation of Market Study. Perform a market study to determine uses that would be successful on the site, such as recreational facilities, hospitality, and housing.
- Restoration of Norconian Hotel and Other Buildings. The restoration and adaptive reuse of the historic hotel is the top priority for this site. This is followed by the restoration and adaptive reuse of contributing ancillary buildings, such as the Gymnasium, Powerhouse, Teahouse, Chapel, Nurses' Quarters, Corpsman's Quarters, Hospital Annex, and Theater.
- Complete, Interconnected Public Realm Framework. The introduction of an interconnected small-town street network lined by sidewalks and street trees that connects a variety of parks, recreational facilities, and athletic fields (potentially absorbing Clark Field, relocated from the North Hamner Gateway area).
- Introduction of Compatible, Active New Uses. Potential uses that are well-suited to the historic structures and topography of the site include hotel, resort, hospitality, neighborhood-serving commercial space, for-sale and rental housing options, , professional offices, research and development, business park, open space, recreational facilities, and amphitheater.
- Building and Landscape Design. New buildings, landscape, and open space are designed to complement the Norconian Hotel's Spanish Mediterranean architectural style.
- Equestrian Amenities and Trail Network. The redevelopment of the site complements Norco's equestrian amenities, including connecting to Norco's extensive trail network, the Corydon Staging Area, and the Santa Ana River.

This alternative would include the development of the 2050 GPU as discussed in this PEIR with addition to the Norconian Resort Site. The projected growth under this alternative is summarized in Table 5-4, Norconian Resort Site Alternative Projected Growth. This represents the anticipated growth to occur under full development of the 2050 GPU.

TABLE 5-4, NORCONIAN RESORT SITE ALTERNATIVE PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Existing Conditions	9,808	7,147	15,006	25,389
Growth from Proposed Land Use Plan	0	+1,110	+1,794	+3,106
Norconian Resort Site Alternative	0	+664	+2,455	+1,328
Projected Total by Year 2050	9,808	8,921	19,255	29,823
Difference	*0*	*664*	*2,455*	*1,328*

TABLE 5-4, NORCONIAN RESORT SITE ALTERNATIVE PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Percentage Difference	0	8.0%	14.6%	4.1%

The following is a summary of impacts by topic area for the Norconian Resort Site Alternative compared to the 2050 GPU. Implementation of the Goals and Policies under the *2050 General Plan* are assumed for the Norconian Resort Site Alternative that would avoid or lessen potential significant impacts to less than significant are assumed.

1. Aesthetics

Although visual character would change throughout the city with new development due to the 2050 GPU or implementation of the Norconian Resort Site Alternative, the change would be consistent with or enhance existing surroundings and would not be degraded. As future projects are planned, they would adhere to the applicable policies and regulations. Therefore, potential impacts to visual character associated with the Norconian Site Alternative, like the 2050 GPU, would be less than significant.

All future development projects associated with the 2050 GPU and the Norconian Resort Site Alternative would be required to comply with 2050 GPU policies and regulations that concern light and glare, including lighting standards for each zoning designation provided in the City *Municipal Code*. In addition the 2050 GPU and Norconian Resort Site Alternative would be required to adhere the City's *Municipal Code* Chapter 15.12 "Security and Safety Standards" which provides lighting standards regulating energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the city. These standards would reduce impacts associated with the 2050 GPU and the Norconian Resort Site Alternative to less than significant.

2. Agricultural

There are no lands classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Planning Area. In addition, according to the California Department of Conservation Williamson Act contract map, there are no active Williamson Act contracts within the city. Lastly, there is no Timberland Production or equivalent zoning district in the City of Norco, nor are there any zoning districts in the city that allow timber production as a use by right. Consequently, the Norconian Resort Site Alternative, like the 2050 GPU, would result in less than significant impacts.

3. Air Quality

Future development facilitated by the 2050 GPU, or the Norconian Resort Site Alternative, would continue to be subject to applicable South Coast Air Quality Management District (SCAQMD) regulations, the Norco *Municipal Code*, and project-specific environmental review, as appropriate.

Accordingly, the 2050 GPU would not conflict with or obstruct implementation of the Air Quality Management Plan (AQMP) or other applicable regional air quality planning efforts. Therefore, associated impacts associated with the 2050 GPU and the Norconian Resort Site Alternative would be less than significant.

Future discretionary development projects facilitated by the 2050 GPU would continue to undergo project-specific review and would be required to comply with applicable SCAQMD regulations. Through implementation of the 2050 GPU's land use framework, *Goal C-7* and associated Air Quality Element policies, and applicable regulatory requirements, the 2050 GPU and Norconian Resort Site Alternative would support regional efforts to attain applicable air quality standards and would not result in a cumulatively considerable contribution to regional criteria pollutant emissions. Therefore, impacts under the 2050 GPU and the Norconian Resort Site Alternative would be less than significant

Future development projects with the potential to expose sensitive receptors to substantial pollutant concentrations would continue to be evaluated during project-specific environmental review and would be required to comply with applicable SCAQMD regulations and other regulatory requirements. Through implementation of *Goal C-7*, associated Air Quality Element policies, and applicable regulatory requirements, exposure of sensitive receptors to substantial pollutant concentrations under the 2050 GPU and Norconian Resort Site Alternative would be minimized. Potential impacts associated with the 2050 GPU and Norconian Resort Site Alternative would be less than significant.

4. Biological Resources

As future development is planned under the 2050 GPU and the Norconian Resort Site Alternative, must adhere to applicable 2050 GPU policies and regulations; the intent of which is to provide the protection and conservation of sensitive natural communities and species. Adherence to these and other policies would ensure that impacts to these resources would be less than significant. Consequently impacts associated with the 2050 GPU or Norconian Resort Site Alternative would be less than significant.

Future developments would be required to comply with applicable Federal, State, and regional laws and regulations that concern the preservation of significant wildlife movement corridors, including the Western Riverside County Multiple Species Habitat Conservation Plan (WR-MSHCP), Multiple Biota Technical Area (MBTA), and CEQA. As future projects are planned, they must adhere to applicable 2050 GPU policies and regulations, which would ensure that land use and development regulations are applied to reduce developmental impacts to sensitive biological areas such as wildlife movement corridors. Accordingly, under both the 2050 GPU and Norconian Resort Site Alternative, impacts to wildlife corridors would be less than significant.

All future development would be required to undergo project-specific environmental review pursuant to CEQA, which requires an evaluation of impacts with respect to conflict with the WR-

MSHCP and mitigation for significant impacts. As future projects are planned, they must adhere to applicable *2050 General Plan* policies. Therefore, future development under the 2050 GPU and the Norconian Site Alternative would be similar and would not conflict with the WR-MSHCP. Potential impacts associated with growth forecast under the 2050 GPU and the Norconian Resort Site Alternative would be less than significant.

5. Cultural Resources

Conformance with specific *2050 General Plan* policies would ensure that new development would preserve and take into consideration historical resources, such as the City's Equestrian Historic District and Equestrian Landmark, and Beacon Hill under the 2050 GPU. In addition, these policies would ensure that under the Norconian Resort Site Alternative that the restoration and adaptive reuse of the historic hotel, the Gymnasium, Powerhouse, Teahouse, Chapel, Nurses' Quarters, Corpsman's Quarters, Hospital Annex, and Theater would occur. Therefore, potential impacts to historical resources associated with growth accommodated by the 2050 GPU and the Norconian Resort Site Alternative would be less than significant.

Accordingly, while future development facilitated by the 2050 GPU or the Norconian Resort Site Alternative could result in impacts to archaeological resources, such impacts would be addressed through project-level environmental review, regulatory compliance, and implementation of the Goals and Policies of the *2050 General Plan*. Therefore, impacts on archaeological resources under the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

All developments facilitated by the 2050 GPU or the Norconian Resort Site Alternative would be required to adhere to existing regulations regarding the treatment of human remains. Thus, impacts on human remains, including those interred outside of formal cemeteries, would be less than significant.

6. Energy

Although implementation of the 2050 GPU or the Norconian Resort Site Alternative would increase overall energy demand as a result of planned growth within the city, this increase would be consistent with projected population, housing, and employment growth and would occur within a framework of energy-efficient land use planning, renewable energy development, utility infrastructure planning, building electrification, active transportation improvements, and mandatory State energy efficiency requirements. Potential impacts due to the 2050 GPU or Norconian Resort Site Alternative would be less than significant.

The 2050 GPU or the Norconian Resort Site Alternative would accommodate future growth within the City's existing boundaries while promoting renewable energy development, energy efficiency, electrification, active transportation, and efficient utility planning. As a result, implementation of the 2050 GPU would support, rather than obstruct, the objectives of

applicable State and local plans related to renewable energy and energy efficiency. Therefore, the 2050 GPU or the Norconian Resort Site Alternative would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

7. Geology and Soils

As future projects are planned and developed, they will be required to adhere to the 2050 GPU policies and applicable State laws and local regulations. Therefore, the 2050 GPU or the Norconian Resort Site Alternative's potential soil erosion impacts would be less than significant.

Projects in areas with known potential for soil erosion would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1*, as well as adhere to the grading and other recommendations to minimize impacts associated with erodible soils. As future projects under the 2050 GPU or the Norconian Resort Site Alternative are planned and developed, they will be required to adhere to the *2050 General Plan* policies and applicable State laws and local regulations. Therefore, potential soil erosion impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Projects in areas with known geologic instability conditions would be required to prepare a site-specific geotechnical investigation and soils report, per *Policy C-8.1*, as well as adhere to the grading and other recommendations to minimize impacts associated with unstable soils. This would ensure that potential site-specific liquefaction hazards are identified and properly mitigated prior to development. As future projects are planned and developed under the 2050 or the Norconian Resort Site Alternative, they will be required to adhere to the *2050 General Plan* policies and applicable State laws and local regulations. Therefore, potential geologic instability impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Implementation of *2050 General Plan* policies, compliance with the California Building Code, City ordinances and established development and engineering standards and codes, as well as conformance to the recommendations of a site-specific geotechnical report, would help minimize risks in conjunction with future development related to expansive soils. Therefore, potential expansive soil impacts associated with growth accommodated by the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Future development under the 2050 GPU or the Norconian Resort Site Alternative could result in direct impacts on paleontological resources should grading occur in areas of high paleontological sensitivity. Construction activities such as grading and excavation may result in accidental destruction or disturbance of paleontological resources. Consequently, in the areas of high sensitivity for paleontological resources, as well as other areas in the city where no sensitivity mapping has occurred, the implementation of *Policy OSC 19.1*, which requires paleontological resource assessments for development projects in areas with moderate to high

paleontological sensitivity, and implement appropriate measures to avoid, minimize, document, and preserve significant paleontological resources. Therefore, potential impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

8. Greenhouse Gases

Expressed on a per-service-person basis, the City's baseline efficiency rate of 4.92 Million Metric Tons of Carbon Dioxide Equivalent per Service Point ($MTCO_2e$ per SP) in 2017 is projected to improve to approximately 2.75 $MTCO_2e$ per SP by 2030 and approximately 0.80 $MTCO_2e$ per SP by 2050 under State measures, and to approximately 0.76 $MTCO_2e$ per SP under State and local GPU measures. The combination of mandatory State regulatory programs phasing in through 2050 and the 2050 GPU's active transportation and land use policies provides a well-documented pathway to achieving the threshold at the applicable horizon year. Therefore, growth accommodated by the 2050 GPU or the Norconian Resort Site Alternative would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Potential impacts under the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

The *2050 General Plan* includes Goals and Policies that affirmatively support the transportation, land use, and building decarbonization strategies of the 2022 Scoping Plan. The 2050 GPU supports the land use integration strategy of SCAG's 2024–2050 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and is consistent with the Western Riverside Council of Governments Subregional Climate Action Plan. Future development under the 2050 GPU or the Norconian Resort Site Alternative will be subject to all mandatory State (Greenhouse Gas (GHG) reduction requirements. The 2050 GPU or the Norconian Resort Site Alternative would not create conditions under which the goals of any applicable GHG reduction plan, policy, or regulation could not be achieved. Potential impacts under the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

9. Hazards and Hazardous Material

Future development would be required to comply with applicable Federal and State laws and regional regulations pertaining to the transport, use, disposal, and accidental release of hazardous materials, including but not limited to Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), Title 22 of the California Public Health and Safety Code, the Uniform Fire Code, and Chapter 15.09 of the City's *Municipal Code* which requires adherence to State fire laws and the Fire Chief regarding the storage, use, and handling of hazardous materials. Adherence to the *2050 General Plan* policies would ensure that all hazardous materials transported through the city are along designated routes and avoid sensitive land uses. As future projects are planned and developed under the 2050 GPU or the Norconian Resort Site Alternative, they must adhere to the *2050 General Plan* policies and applicable Federal and State laws and local regulations. Therefore,

potential hazardous materials impacts associated with the 2050 GPU or the Norconian Resort Site Alternative, would be less than significant.

All future development under the 2050 GPU or the Norconian Resort Site Alternative would be required to comply with applicable Federal and State laws and regional regulations. Compliance with requirements of the Hazardous Materials Management System and existing applicable Federal, State, and regional regulations, as well as adherence to applicable policies of the *2050 General Plan*, would minimize the risks associated with exposure of sensitive receptors within schools to hazardous materials. Accordingly, impacts under the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

While the Planning Area is within the Airport Influence Area for the Corona Municipal Airport, development facilitated by the 2050 GPU or the Norconian Resort Site Alternative would adhere to the requirements of the Corona Municipal Airport Land Use Compatibility Plan, as well as other applicable Federal and local regulations which ensure public safety. Accordingly, impacts under the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Future development under the 2050 GPU or the Norconian Resort Site Alternative would be reviewed and approved by the Riverside County Fire Department prior to issuance of building permits to ensure that it would not preclude or interfere with emergency access or fail to comply with fire department standards. Adherence to Resilient IE and *2050 General Plan* policies would ensure that the City's emergency response plan and City ordinances are updated regularly to reflect current evacuation and emergency procedures Accordingly, impacts under the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

10. Hydrology

The National Pollutant Discharge Elimination System (NPDES) General Construction permit requires preparation and implementation of Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP), which must include erosion and sediment control Best Management Practices (BMP) that would meet or exceed measures required by the NPDES General Permit, as well as BMPs that control hydrocarbons, trash and debris, and other potential construction-related pollutants. Chapter 15 of the City *Municipal Code* also provides regulations for stormwater management and discharge control, including proof of compliance with the NPDES permits prior to the issuance of grading, development, or occupancy permits. As future projects are planned under either the 2050 GPU or the Norconian Resort Site Alternative, they must adhere to the *2050 General Plan* policies and regulations. Therefore, implementation of the 2050 GPU or the Norconian Resort Site would result in impacts that are less than significant.

Future development projects under the 2050 GPU or the Norconian Resort Site Alternative would be required to comply with applicable laws and regulations that concern stormwater runoff and protection of drainage patterns, including the City *Municipal Code*. Chapter 17 of the City's *Municipal Code* controls the development of drainage facilities. As future projects are

planned, they must adhere to the *2050 General Plan* policies and regulations. Therefore, implementation of the 2050 GPU or the Norconian Resort Site would result in impacts that are less than significant.

Future development projects under the 2050 GPU or the Norconian Resort Site Alternative would be required to comply with applicable laws and regulations that concern flooding. As future projects are planned under the 2050 GPU or the Norconian Resort Site Alternative, they must adhere to *2050 General Plan* policies and regulations. Therefore, potential impacts relative to impeding or redirecting flood flows associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Construction and operation of the development envisioned under the 2050 GPU or the Norconian Resort Site Alternative would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Implementation of projects under the 2050 GPU or the Norconian Resort Site Alternative would be restricted to projects for which sufficient water supplies have been secured and approved. Therefore, potential impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

11. Land Use

Implementation of the proposed 2050 GPU or the Norconian Resort Site Alternative would not physically divide the City of Norco as currently established. Implementation of the 2050 GPU or the Norconian Resort Site Alternative would primarily occur through infill development, redevelopment of opportunity sites, and incremental growth within and adjacent to existing developed areas of Norco. Future development anticipated under the 2050 GPU or the Norconian Resort Site Alternative would remain integrated with the City's existing circulation network, neighborhoods, commercial corridors, and community facilities. Collectively, the Goals and Policies within the *2050 General Plan* would promote integrated development patterns, interconnected circulation and trail networks, and coordinated planning that maintains connectivity throughout Norco rather than creating physical barriers between established neighborhoods. Future development under the proposed 2050 GPU or the Norconian Resort Site Alternative would generally occur within established growth areas, along existing corridors, and within identified opportunity and focus areas already connected to the City's existing roadway and trail network. Therefore, implementation of the proposed 2050 GPU or the Norconian Resort Site would not physically divide the City of Norco as currently established, and impacts would be less than significant.

Collectively, the proposed *2050 General Plan* Land Use and Community Character Element Goals and Policies would support compatible land use patterns, preserve neighborhood character, maintain connectivity between existing and future development areas, and minimize potential land use conflicts. The proposed policies include requirements for compatible transitions

between residential and non-residential uses, interconnected trail and circulation networks, context-sensitive development standards, preservation of open space areas, coordinated redevelopment of key opportunity sites, and land use planning that protects historical, visual, and natural character of areas such as Beacon Hill. These policies are intended to guide future growth under either the 2050 GPU or Norconian Resort Site Alternative in a manner that maintains community character, protects adjacent neighborhoods, and avoids physical and operational land use conflicts. Therefore, implementation of the proposed 2050 GPU or the Norconian Resort Site would result in impacts that are less than significant.

12. Mineral Resources

Implementation of the 2050 GPU or the Norconian Resort Site Alternative would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State, nor would it result in the loss of availability of a locally important mineral resource recovery site. Therefore, implementation of the proposed 2050 GPU or the Norconian Resort Site would result in impacts that are less than significant.

13. Noise

Implementation of the 2050 GPU or Norconian Resort Site Alternative would be required to comply with the City's *Municipal Code*, Noise Element policies, and applicable development review procedures intended to evaluate and reduce stationary noise impacts. Through implementation of these policies and existing regulatory requirements, the 2050 GPU and Norconian Resort Site Alternative would minimize the potential for substantial stationary noise conflicts between future development and existing noise-sensitive land uses. Potential noise impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Because implementation of the 2050 GPU or the Norconian Resort Site Alternative would continue to require compliance with the City's *Municipal Code* and applicable Noise Element policies intended to reduce groundborne noise and vibration impacts, exposure of persons to excessive groundborne noise or vibration levels would be less than significant.

Future discretionary development projects implemented under the 2050 GPU and the Norconian Resort Site Alternative would continue to undergo project-specific review to evaluate potential operational noise impacts and ensure consistency with the City's *Municipal Code* and *General Plan* Noise Element policies. Therefore, implementation of the 2050 GPU or the Norconian Resort Site Alternative would not result in a substantial permanent increase in ambient noise levels above levels existing without the project, and impacts would be less than significant

Implementation of the *Municipal Code* requirements and Noise Element policies would reduce the potential for substantial temporary or periodic increases in ambient noise levels associated with future development under the 2050 GPU and the Norconian Resort Site Alternative. In

addition, future discretionary development projects with the potential to generate substantial temporary construction noise would continue to undergo project-specific review to evaluate potential impacts and identify feasible mitigation measures, where necessary.

Future discretionary development projects located within airport influence areas will continue to undergo project-specific review for consistency with applicable airport land-use compatibility requirements and noise standards. Through compliance with the Riverside County ALUCP, the City's *Municipal Code*, and applicable Noise Element policies, implementation of the 2050 GPU or the Norconian Resort Site Alternative would not expose people residing or working within the project area to excessive airport-related noise levels. Therefore, impacts would be less than significant.

14. Population and Housing

The 2050 GPU and Norconian Resort Site Alternative includes a more conservative population and housing growth forecast compared to Southern California Association of Governments (SCAG) 2050 projections, implementation of the 2050 GPU or the Norconian Resort Site Alternative would not result in substantial unplanned population growth or a substantial increase in housing demand beyond what is anticipated and planned for within the city. Further, the acreage of residential land uses designated by the 2050 GPU and Norconian Resort Site Alternative is consistent with State requirements that a general plan provides appropriately designated land to accommodate future housing demand.

The 2050 GPU and the Norconian Resort Site Alternative do not propose any large-scale public works projects, such as new roadways, airports, reservoirs, utilities, or other infrastructure that would result in the displacement of existing housing. Given that the *2050 General Plan* includes Goals and Policies to increase overall housing in the city and that there are no current plans for displacement of housing, the Norconian Resort Site Alternative would be required to adhere to the *2050 General Plan* Goals and Policies. Potential impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

15. Public Services

Adherence to the *2050 General Plan* Goals and Policies would ensure that future development incorporates adequate fire protection infrastructure, emergency access, water supply capacity, and emergency response planning to reduce potential impacts related to fire protection services. The development of the Norconian Resort Site Alternative would be required to adhere to the Goals and Policies of the *2050 General Plan*. Therefore, impacts associated with the provision of new or physically altered fire protection facilities under either the 2050 GPU or the Norconian Resort Site Alternative would be less significant with implementation of *General Plan* policies.

No new police facilities are proposed as part of implementation of the proposed 2050 GPU or implementation of the Norconian Resort Site Alternative. However, future growth accommodated by the 2050 GPU or the Norconian Resort Site Alternative could increase demand for police protection services and may require additional staffing, equipment, facility improvements, or expanded emergency response capabilities over time. Adherence to the Goals and Policies of the *2050 General Plan* would ensure impacts associated with the provision of new or physically altered police facilities would be less than significant.

Potential environmental impacts associated with future school facility construction would be evaluated on a project-specific basis, as applicable. Future development would also continue to comply with applicable State requirements regarding school impact fees and school facility planning. Implementation of the proposed Goals and Policies would support coordination with the Corona–Norco Unified School District to plan for future educational facility needs. Potential impacts associated with the 2050 GPU or the development of the Norconian Resort Site Alternative would be less than significant.

No new library or public facilities are proposed as part of the 2050 GPU. Because the implementation of 2050 GPU or the Norconian Resort Site Alternative is a program-level planning document, the precise timing, location, and design of future public facilities are not known at this time. Future public facility improvements would be evaluated on a specific basis, as applicable. Potential impacts associated with the 2050 GPU or the development of the Norconian Resort Site Alternative would be less than significant.

Because the *2050 General Plan* includes policies intended to maintain and expand recreational resources while planning for future growth, implementation of the 2050 GPU would not result in substantial deterioration of existing recreational facilities or create significant adverse physical environmental effects associated with new or expanded recreational facilities. The Norconian Resort Site Alternative would be required to adhere to the *2050 General Plan* Goals and Policies. Potential impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

16. Transportation

Since 2020, vehicle miles of travel, or VMT, has been used to understand the impacts of a project on the transportation system. For evaluating VMT, it is typically normalized based on residents or service population (SP) (residents plus employees) to identify if a project results in a more efficient land use pattern or a less efficient land use pattern (e.g. the lower the VMT per resident or per service population would indicate a more efficient land use and transportation system which would be beneficial to the environment – less VMT/resident results in less greenhouse gas emissions, less air pollution, etc.).

CEQA also requires a qualitative assessment for alternative evaluation. So, when looking at the potential transportation effects on the environment associated with redevelopment of the

Norconian Resort Site Alternative, a qualitative assessment is appropriate to determine if this development would generally increase or decrease VMT; or, in simpler terms, would this redevelopment generally make travel more efficient or less efficient within the city.

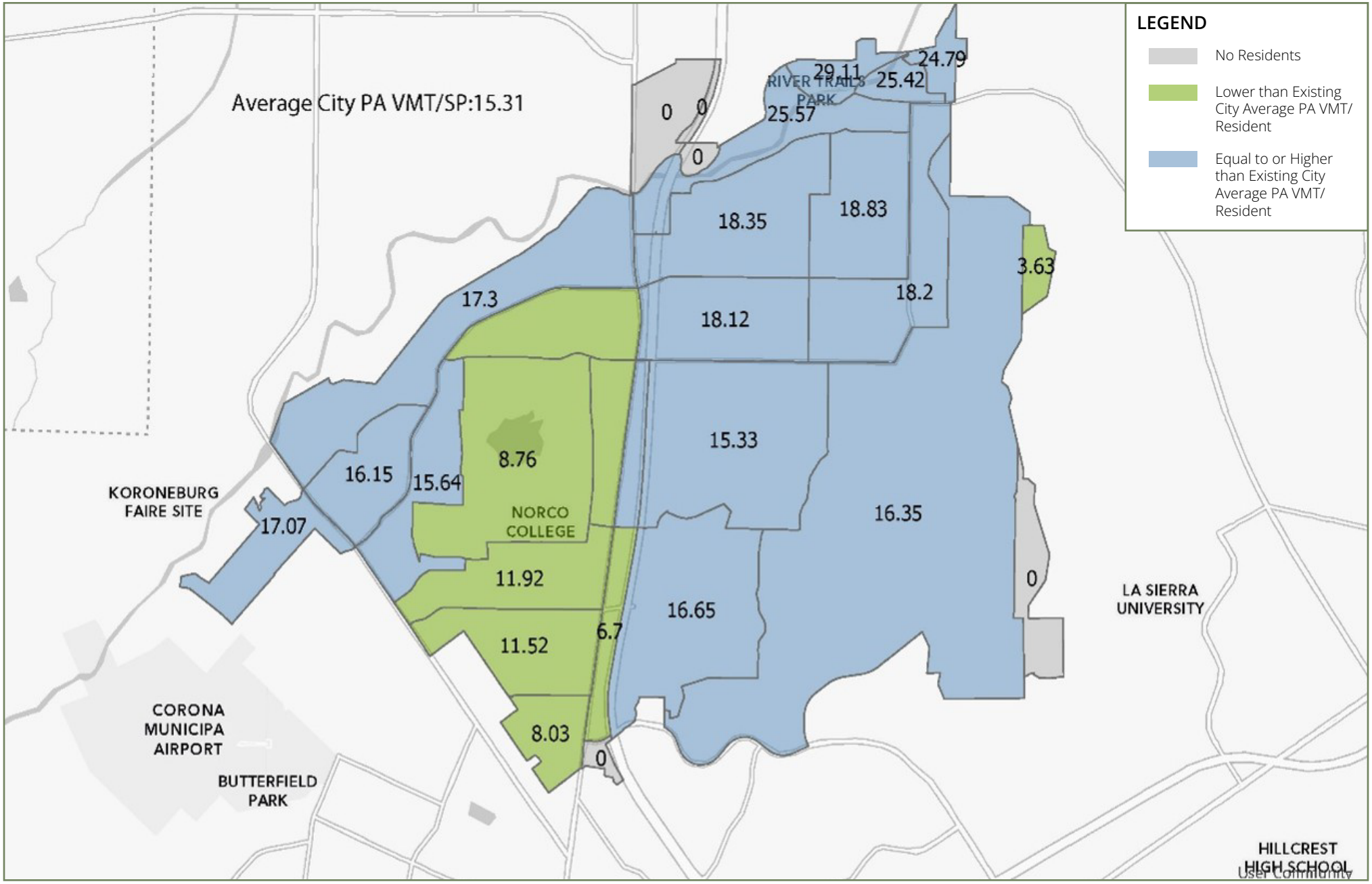
To complete this assessment, Fehr & Peers reviewed the travel demand forecasting runs that were completed for the *General Plan*. Figure 5-3, Norco PA VMT/Resident Map shows the VMT/Resident at the production-attraction (PA) stage of the model run (note, the PA stage does not include VMT associated with trips outside of the model boundary nor does it include truck VMT, but it is the state of the model where VMT can be isolated for only the residential uses). This figure indicates that the Norconian Resort Site Alternative is located at one of the most efficient areas of the city for residential uses and intensification of residential at this location would benefit the environment and is consistent with the City's adopted VMT policy direction.

In addition to the information presented on Figure 5-3 we also reviewed VMT/Service Population (SP) as presented on Figure 5-4, Norco OD/VMT SP Map includes origin-destination (OD) VMT which represents all VMT on the network (truck VMT and VMT that leaves the model boundary) and is normalized by SP. The benefit to the OD metric is that it includes all the VMT generated in the area; the detriment to this metric is that we can no longer isolate VMT by land use type.

It should be noted that the immediate use on the Norconian site is likely not representative of what could be constructed there as it reflects the existing institutional uses on the site (which generate high VMT); but looking at the uses surrounding the site is a good indicator of how efficient VMT is in the general vicinity. The figure indicates that VMT/SP around the Norconian site is also in an efficient area of the city (especially the areas to the north, west and south of the site); whereas the retail uses to the east are more regional serving in nature. Furthermore, the retail and park use will be community serving in nature–promoting the efficient VMT component of the site.

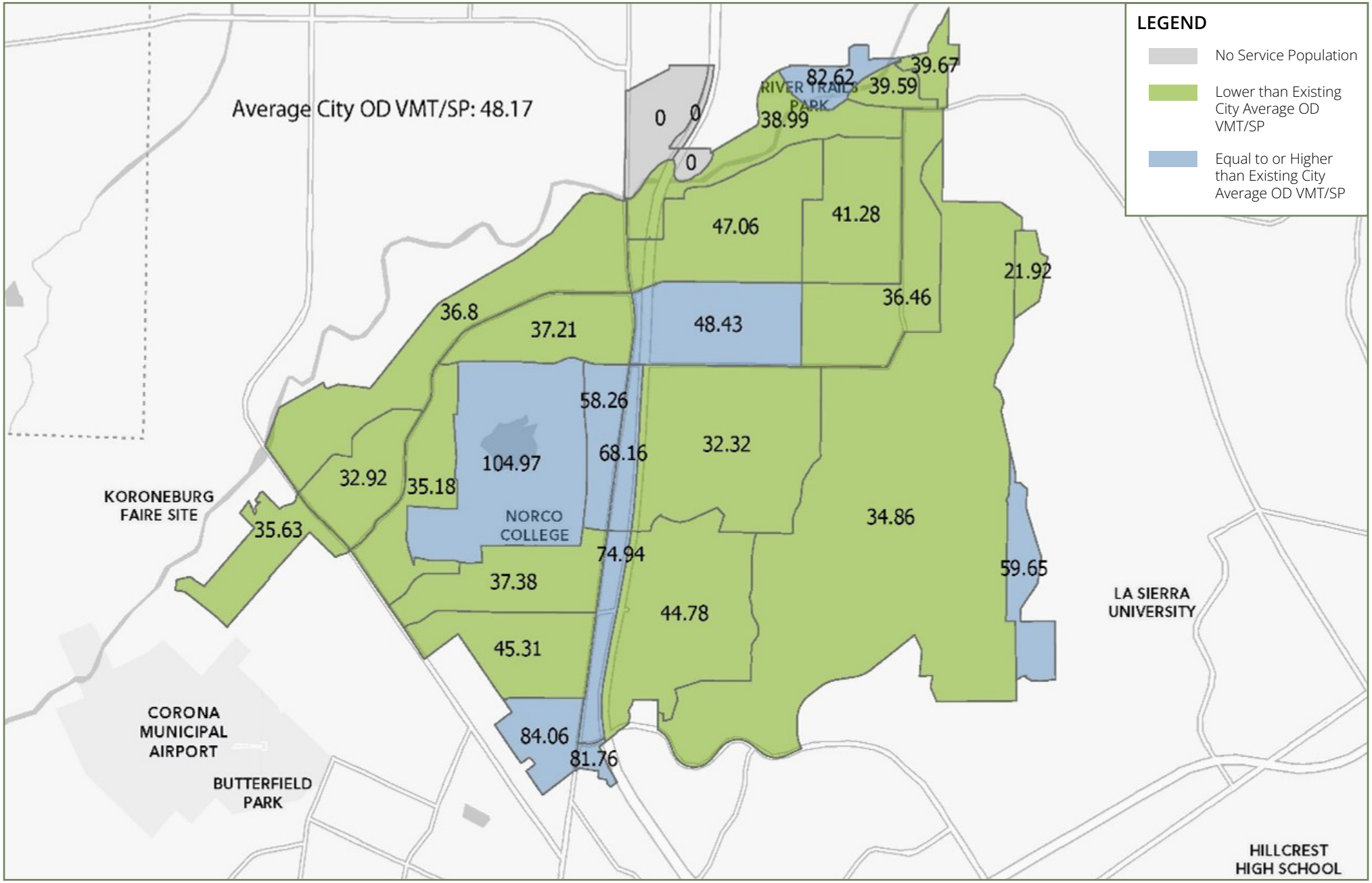
After reviewing the VMT mapping from the City's *General Plan*, the results indicate that intensifying land use on the Norconian Resort Site Alternative especially residential uses, would result in lower VMT/Resident and lower VMT/SP compared to the rest of the city (especially when considering that the other uses (like a local park and local serving retail) would be serving the proposed and existing communities). Given the efficient location of the Norconian, an alternative that would intensify use of the site would result in lower VMT/Resident and lower VMT/SP. This would reduce the impact of the *General Plan* on the transportation sector with secondary benefits to other sectors as well (such as greenhouse gas, air quality, noise, and energy).

FIGURE 5-3, NORCO PA VMT / RESIDENT MAP



SOURCE: City of Norco.

FIGURE 5-4, NORCO OD / VMT SP MAP



SOURCE: City of Norco.

17. Tribal Resources

Conformance with specific *2050 General Plan* policies would ensure that new development would preserve and consider historical resources, such as the City's Equestrian Historic District and Equestrian Landmark, and Beacon Hill, when proposed. In addition, these policies would be applicable to the Norconian Resort Site Alternative. Therefore, potential impacts on historical resources associated with growth accommodated by the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

Pursuant to SB 18 and AB 52, Native American tribes were contacted early in the 2050 GPU process to ensure that tribal resources were adequately considered. Since the consultation was done on a citywide level, this included the Norconian Resort Site Alternative. No sacred uses/tribal cultural resources have been identified in Tribal communications. As future projects are planned, they must adhere to applicable GPU policies and regulations; therefore, potential impacts to tribal cultural resources associated with growth accommodated by the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

18. Utilities

Water. Based on the City's 2025 UWMP, which demonstrates that available water supplies would substantially exceed projected demand under normal, single-dry, and multiple dry-year conditions, and with implementation of the *2050 General Plan* policies related to water supply reliability, conservation, infrastructure maintenance, and regional coordination, the 2050 GPU would not require new or expanded water treatment facilities beyond those already planned. The Norconian Resort Site Alternative would be required to adhere to the *2050 General Plan* Goals and Policies. Adequate water supplies would be available to serve the implementation of the 2050 GPU or the Norconian Resort Site Alternative resulting in less than significant impacts.

Wastewater Treatment. Sufficient treatment capacity is expected to remain available to serve projected growth. Average daily wastewater flows are projected to increase from approximately 1.8 million gallons per day (MGD) to approximately 2.1 MGD under buildout conditions for either the 2050 GPU or the Norconian Resort Site Alternative, representing an increase of approximately 0.3 MGD. Even with this increase, projected flows would remain below the City's available treatment capacity of 2.7 MGD and conveyance capacity of 2.5 MGD, utilizing approximately 78 percent and 84 percent of those capacities, respectively.

Stormwater Drainage. Implementation of the 2050 GPU or the Norconian Resort Site Alternative would not require new or expanded stormwater drainage facilities. The Norconian Resort Site Alternative would be required to adhere to the *2050 General Plan* Goals and Policies. Implementation of the 2050 GPU or the Norconian Resort Site Alternative would result in less than significant impacts.

Electric Power. With implementation of the *2050 General Plan* Goals and Policies related to system maintenance, demand management, and energy efficiency, impacts associated with the need for new or expanded electric power facilities would be less than significant.

19. Wildfire

Implementation of the 2050 GPU or the Norconian Resort Site Alternative would facilitate additional development within areas of the city, including locations in or adjacent to Very High Fire Hazard Severity Zones and the wildland-urban interface. However, the *2050 General Plan* includes policies intended to improve emergency access, evacuation planning, and emergency response coordination. In addition, future development projects would be required to comply with applicable fire and building code requirements and would be subject to review by CAL FIRE/Riverside County Fire Department to ensure adequate emergency access and evacuation capabilities are maintained. The Norconian Resort Site Alternative would be required to adhere to the *2050 General Plan* Goals and Policies. Potential impacts associated with the 2050 GPU or the Norconian Resort Site Alternative would be less than significant.

5.5 Environmentally Superior Alternative

CEQA requires a lead agency to identify the "environmentally superior alternative" for the proposed project. Table 5-5, Comparison of Project Alternatives to the Proposed Project outlines impacts associated with each scenario. Because the No Project Alternative would result in an overall reduction in the level of impacts identified for the 2050 GPU or the Norconian Resort Site Alternative, the No Project Alternative has been identified as "environmentally superior."

TABLE 5-5, COMPARISON OF PROJECT ALTERNATIVES TO THE PROPOSED PROJECT

Topic	Project Environmental Determination	No Project	Norconian Resort Site Alternative
Aesthetics	LS	-	-
Agriculture and Forestry Resources	LS	-	-
Air Quality	LS	-	-
Biological Resources	LS	-	-
Cultural Resources	LS	-	-
Energy	LS	-	-
Geology and Soils	LS	-	-
Greenhouse Gas Emissions	LS	-	-
Hazards and Hazardous Materials	LS	-	-

TABLE 5-5, COMPARISON OF PROJECT ALTERNATIVES TO THE PROPOSED PROJECT

Topic	Project Environmental Determination	No Project	Norconian Resort Site Alternative
Hydrology	LS	-	-
Land Use	LS	-	=
Mineral	LS	-	=
Noise	LS	-	=
Population and Housing	LS	-	=
Public Services	LS	-	=
Transportation	LS	-	=
Tribal Resources	LS	-	=
Utilities	LS	-	=
Wildfire	LS	-	=

Note: The symbols in the table indicate the following: No Impact (NI), Less Than Significant (LS), Less Than Significant with Mitigation (LSM), Significant and Unavoidable (SU); Similar Impacts (=), Less Severe Impacts (-), More Severe Impacts (+).

In addition to lessening significant impacts, an alternative must also attempt to meet most of the project objectives. Table 5-6, Comparison of Project Alternatives to Project Objectives, compares each of the alternatives to Project Objectives. While the No Project Alternative would result in an overall reduction in the level of impacts identified for the 2050 GPU or the Norconian Resort Site, the No Project Alternative would not meet most of the project objectives.

TABLE 5-6, COMPARISON OF PROJECT ALTERNATIVES TO PROJECT OBJECTIVES

Objective	No Project Alternative	Norconian Resort Site Alternative
Keep Norco "Norco"	Meets	Meets
Preserve Norco's small-town character	Meets	Meets
Support and attract businesses	Does Not Meet	Meets
Establish a more prominent downtown environment	Does Not Meet	Meets
Position Norco as a prime visitor destination	Does Not Meet	Meets
Create safe streets and trails	Meets	Meets

TABLE 5-6, COMPARISON OF PROJECT ALTERNATIVES TO PROJECT OBJECTIVES

Objective	No Project Alternative	Norconian Resort Site Alternative
Expand and enhance Norco's amenities and services	Does Not Meet	Meets
Overall	**Does Not Meet**	**Meets**

Because the 2050 GPU and the Norconian Resort Site Alternative result in similar impacts to each other and they both meet the project objectives as set by the City of Norco, these are considered the environmentally superior alternative.

6. Other CEQA Considerations

This section discusses other topics identified in the *CEQA Guidelines* for discussion in an Program Environmental Impact Report (PEIR). These additional topics include the potential for a project to induce growth and create significant and irreversible impacts on the environment, as set forth in *CEQA Guidelines* Section 15126.

6.1 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires that EIRs discuss the ways in which a project may induce population or economic growth, either directly or indirectly, or the construction of additional housing, either directly or indirectly, in the surrounding environment by removing obstacles to growth or facilitating other activities that could cause significant environmental effects.

The 2050 General Plan Update (GPU) would facilitate growth by encouraging growth within the urbanized areas of the city. Development in these areas would consist of infill development on the remaining vacant sites or redevelopment of underutilized sites. However, infrastructure is largely in place, and commercial growth would be required to comply with the City's zoning regulations and standards for public services and utilities. For this reason, the secondary effects associated with this growth do not represent a new significant environmental impact that has not already been addressed in the analysis of environmental topics in Section 4.0 of this Program EIR (PEIR).

a. Population and Economic Growth

As shown in Table 6-1, 2050 GPU–Projected Growth, the 2050 GPU includes a more conservative population and housing growth forecast than the SCAG 2050 growth projections. For this reason, implementation of the 2050 GPU would not result in substantial unplanned population growth or a substantial increase in housing demand beyond what is already included in regional growth projections. Further, the amount of residential land designated by the 2050 GPU is consistent with State requirements that a general plan provide appropriately designated land to accommodate future housing demand. The growth facilitated by the 2050 GPU is within regional forecasts and is not considered to be growth-inducing.

The 2050 GPU forecasts job growth to be about 12 percent between 2024 and 2050, bringing total employment in Norco to 16,800 jobs. Additionally, the 2050 GPU would generate temporary employment opportunities during construction of future development projects. Because construction workers would be expected to be drawn from the existing regional work force, construction of future development projects would not be growth-inducing from a temporary employment standpoint.

TABLE 6-1, 2050 GPU–PROJECTED GROWTH

Scenario	City Area (acres)	Households	Jobs	Population
Existing Conditions	9,808	7,147	15,006	25,389
Growth from Proposed Land Use Plan	0	+1,110	+1,794	+3,106
Projected Total by Year 2050	9,808	8,257	16,800	28,495

Overall, the 2050 GPU is not expected to induce substantial population or economic expansion to the extent that direct physical environmental effects would result beyond those disclosed in this PEIR. Moreover, the environmental effects associated with any future development in or around Norco as a result of the 2050 GPU would be addressed as part of the CEQA environmental review for such development projects.

b. Removal of Obstacles to Growth

The 2050 GPU encourages growth in areas of Norco either currently planned to accommodate development or planned to expand on existing development. The 2050 GPU would increase employment opportunities so that residents can live and work in Norco. Reducing the need to commute outside the city will reduce vehicle miles traveled, thereby reducing greenhouse gas emissions. Because the growth is directed to areas already developed, it is not anticipated that major new infrastructure will be needed. The City is choosing to accommodate both the assigned regional housing need and expansion of employment within the existing developed portions of the city, which will reduce pressure to develop other land in the surrounding area.

All future individual development projects will need to demonstrate consistency with the 2050 GPU and that project-specific environmental impacts have been addressed. As this PEIR addresses the citywide impacts associated with future growth, and site-specific analysis will need to be prepared to demonstrate compliance, subsequent impacts would not significantly affect the environment. The proposed project does not approve the construction of specific development projects and would largely accommodate growth based on market conditions.

6.2 Irreversible Environmental Effects

Section 15126.2(d) of the *CEQA Guidelines* requires a discussion of non-renewable resources during the initial and continued phases of project development. Significant irreversible changes as defined by CEQA (Section 15126.2(d)) include the commitment of non-renewable resources toward an alternative and any irreversible environmental changes that could result from the project's implementation. Development consistent with the 2050 GPU would require an irreversible commitment of material or natural resources for building construction, such as wood, refined metal, petroleum, sand, gravel, and stone. It would result in the irretrievable commitment of energy and water resources to support planned uses, including fossil fuels, natural gas, gasoline, and diesel. Additional vehicle trips due to implementation of 2050 GPU

would contribute to future cumulative air quality impacts, both adverse and beneficial impacts on increased transit ridership, and efficient allocation of higher intensity land uses in proximity to existing major transportation infrastructure improvements.

The changes in land use designations proposed by the 2050 GPU would result in commitment of areas to be designated uses for the foreseeable future. Irreversible changes are also likely to occur due to future excavation, grading, and construction activities associated with the development of uses allowed under the 2050 GPU. Although these changes can generally be addressed by mitigation measures, the potential for disturbance would represent an irreversible change. Additionally, mitigation measures may not prevent or reduce all potentially significant impacts resulting from construction activities. As described in Section 4.5, Cultural Resources, and Section 4.17, Tribal Cultural Resources of this PEIR, construction activities could have potentially significant impacts on historical, archaeological, and tribal cultural resources, but adherence to the Goals and Policies within the *2050 General Plan* would be reduced to a less-than-significant level.

6.3 Significant and Unavoidable Environmental Effects

Section 15126.2(c) of the *CEQA Guidelines* requires that an EIR describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(c) states that an EIR shall: "Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described." The Executive Summary of this Draft PEIR contains a detailed summary that identifies the 2050 GPU environmental impacts as compared to existing conditions, proposed mitigation measures, and the level of significance of any impacts after mitigation. Implementation of the 2050 GPU would not result in any impacts that are considered significant, adverse, and unavoidable. All environmental topics analyzed in this Draft PEIR were determined to result in less-than-significant impacts, or can be reduced to less-than-significant levels with the incorporation of mitigation measures or the adherence to the Goals and Policies of the *2050 General Plan*.

6.4 Cumulative Impacts

Cumulative impacts refer to two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project. In accordance with Section 15130 of the *CEQA Guidelines*, this section of the PEIR addresses cumulative impacts that could occur with respect to the proposed 2050 GPU.

The *CEQA Guidelines* require a discussion of the cumulative impacts of a project "when the project's incremental effect is cumulatively considerable," e.g., when "the incremental effects of

an individual 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." The Guidelines provide further direction as to the scope of a cumulative impact analysis. The discussion "need not provide as great detail as is provided for the effects attributable to the project alone" and "should be guided by the standards of practicality and reasonableness."

An adequate discussion of significant adverse cumulative impacts can be accomplished by analyzing either (1) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency" or (2) "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."

As opposed to an individual development project, which has impacts that must be considered together with the impacts of other development proposals in the area, the nature of this proposed Project (namely a long-term citywide planning tool) dictates that this PEIR consider the likely effects of the maximum development potential of the proposed 2050 GPU over an approximately 25-year timeframe. In this sense, this PEIR is inherently cumulative in nature and each of the environmental impact discussions contained in Sections 4.1 through 4.19 consider the cumulative effects of adopting the 2050 GPU.

To further broaden the scope of analysis in determining long-term cumulative effects, the traffic analysis contained in this PEIR (which is also used as the basis for the air quality, noise, greenhouse gas analysis) includes an additional annual growth rate of 0.5 percent, which, over a period of 25 years is roughly equivalent to growth projections for the Riverside County region as provided by the Southern California Association of Governments (SCAG). These SCAG projections are detailed in Section 4.14, Population and Housing of this PEIR. Therefore, these analyses not only account for citywide growth in Norco over 25 years, but also for neighboring growth in the communities of Corona, Eastvale, and Riverside.

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