DRAFT

Initial Study/Mitigated Negative Declaration

Cypress College Student Housing Project

JANUARY 2024

Prepared for:

NORTH ORANGE COUNTY COMMUNITY COLLEGE DISTRICT
1830-A West Romneya Drive
Anaheim, California 92801
Contact: Richard Williams, District Director Facilities Planning and Construction

Prepared by:

DUDEK

27271 Las Ramblas, Suite 340
Mission Viejo, California 92691
Contact: Rachel Struglia, PhD, AICP

Printed on 30% post-consumer recycled material.

Table of Contents

SECTION **PAGE**

TABLES

FIGURES

APPENDICES

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dB	Decibels
dBA	A-weighted decibel scale
District	North Orange County Community College District
DPM	diesel particulate matter
DSA	Division of the State Architect
EIR	environmental impact report
GHG	greenhouse gasses
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
GSWC	Golden State Water Company
GWP	global warming potential
HMBP	hazardous materials business plan
HVAC	heating, ventilation, and air conditioning
kBtu	kilo-British thermal unit
L_{dn}	day–night average noise level
L_{eq}	equivalent continuous sound level
LID	Low Impact Development
LST	localized significance threshold
Metropolitan	Metropolitan Water District of Southern California
MLD	most likely descendant
MND	mitigated negative declaration
MT	metric ton

Acronym/Abbreviation	Definition
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHMLA	Natural History Museum of Los Angeles County
NO_2	nitrogen dioxide
NOCCCD	North Orange County Community College District
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
OCWD	Orange County Water District
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	peak particle velocity
RCNM	Federal Highway Administration's Roadway Construction Noise Model
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
So_x	sulfur oxides
SRA	state responsibility area
SWPPP	stormwater pollution prevention plan
TCR	Tribal Cultural Resource
VMT	vehicle miles traveled
VOC	volatile organic compound

1 Introduction

1.1 Project Overview

This chapter describes the proposed Cypress College Student Housing Project (project or proposed project), its location, objectives, characteristics, and intended uses. The proposed project would involve the construction and operation of a 312-bed student housing project at Cypress College at 9200 Valley View Street in Cypress, California. The construction of the project is scheduled to begin in 2024 and to be completed and open in fall 2026.

1.2 California Environmental Quality Act Compliance

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

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

1.3 List of Discretionary Actions

Approval of the following discretionary actions will be required to implement the proposed project:

- Approval of the project by the District Board of Trustees
- Securing funding for the project

1.4 Public Review Process

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

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

North Orange County Community College District
1830-A West Romneya Drive
Anaheim, California 92801

Comments on the MND may be made in writing before the end of the public review period. A 30-day review and comment period from January 5, 2024, to February 3, 2024, has been established in accordance with Section 15072(a) of the CEQA Guidelines. Following the close of the public comment period, the District will consider this MND and comments in determining whether to approve the proposed project.

Written comments on the MND should be received at the following address by 5:00 p.m., February 3, 2024.

North Orange County Community College District
1830-A West Romneya Drive
Anaheim, California 92801
Contact: Richard Williams, District Director Facilities Planning and Construction
Email: rwilliams@nocccd.edu

2 Project Description

2.1 Project Location

The proposed project is located at Cypress College at 9200 Valley View Street in Cypress, California. Cypress College is an approximately 110-acre campus in the City of Cypress (City) in northern Orange County (Figure 1, Regional Location). The City of Cypress is surrounded by La Palma to the north; Buena Park to the north and east; Anaheim and Stanton to the east; Garden Grove and Los Alamitos to the south; and Hawaiian Gardens, Long Beach, and Lakewood to the west. Specifically, Cypress College is bounded by housing and commercial uses to the north, Holder Street to the east, Orange Avenue and the Orange County Transportation Authority railway corridor to the south, and Valley View Street to the west. Residential and commercial development is located between Lincoln Avenue and the northern boundary of a university parking lot (labeled Lot 9). East and south of the campus are existing residential developments. Holder Elementary School is directly southeast of the campus across the intersection of Holder Street and Orange Avenue. West of the campus is residential development, commercial development, and Wisdom Mission School. The proposed project site includes the entirety of Assessor's Parcel Numbers (APNs) 3350047, 3350048, and 3350049, the northeastern corner of APN 3350348, and the eastern portions of APNs 3350050, 3350051, 3350052, and 3350055, covering a total of eight parcels.

2.2 Project Background and Objectives

Cypress College has 19,331 students enrolled in its instructional programs, of whom 55% are low-income, 42% are first-generation college students, and 86% are ethnic minorities. Cypress College is located in Orange County, which is not identified by the California Community College Vision for Success as a region of high need. However, Orange County has nearly 6,000 homeless individuals, 42% of which reside in North Orange County on any given day, according to a May 2022 homeless count (Orange County 2022). In addition, Cypress has a homeowner vacancy rate of 0.6% and rental vacancy rate of 2.7% from a total of 16,266 units (Guaranteed Rate 2022).

In 2018, Cypress College participated in a national survey on hunger and homelessness conducted by the Hope Center at Temple University, along with 42 other community colleges in the state of California. The results indicated that 55% of Cypress College students said they were housing insecure (meaning they did not have stable and consistent housing), and 13% said they had experienced homelessness within the past year.

Furthermore, according to the U.S. Department of Housing and Urban Development Fair Market Report in 2022, the average monthly cost for a market-rate one-bedroom apartment in Orange County was $1,905. A student working full time (40 hours or more per week) at minimum wage in California will take home approximately $2,480 per month, leaving little to no funds left for living expenses. There persists a huge gap between the average rent in the local area and what a student can afford while employed and enrolled in class full-time. In fact, based on a Fall 2022 College Survey, 75% of respondents said they would transition to full-time enrollment if affordable housing on campus became available, because existing financial constraints was the main reason why they were currently enrolled part-time.

NOCCCD is proposing to construct an affordable, on-campus, community college student housing facility for full-time low-income students in order to help increase student success and close equity gaps for students disproportionately

impacted by their socioeconomic status. The 4-story, 84,358-gross-square-foot, 312-student bed housing facility will help provide for this critical need for low-income Cypress College students.

The College has been striving to address housing insecurity since the addition of student housing in the 2021-2030 Campus Master Plan. With this goal in mind, the College has made multiple efforts to find ways to house its most vulnerable students, including:

- **Making overnight parking available for students** – this initiative failed due to pushback from the City of Cypress.
- **Working with the City of Buena Park and an affordable housing developer to allocate units in a new affordable housing project for Cypress students** – funding complications made this effort unsuccessful.
- **Cypress College, along with the Board's support, explored purchasing a motel near campus for conversion into housing** – the assessment process was paused when the COVID pandemic shut down operations.

Though these prior efforts were unsuccessful, Cypress College's dedication to providing student housing has persisted. The College applied for Senate Bill (SB) 169/Assembly Bill (AB) 190 funding in 2021. After receiving planning grant dollars, the NOCCCD followed through by applying for construction grant funding, and although unsuccessful in receiving these funds, student housing remains a priority for the College.

2.3 Environmental Setting

The approximately 4.49-acre proposed project site is located at the northeast portion of the campus, west of Holder Street and north of the existing baseball field. The proposed housing development site is currently a paved parking lot (Lot 6) used for overflow student parking and accounting for approximately 60% of the proposed project site. The proposed new parking location associated with the proposed housing development is currently a landscape area (Lot G) immediately east of the existing baseball field; it currently serves as a temporary parking lot and accounts for approximately 35% of the proposed project site. Located south of the paved parking lot and west of Lot G is the southwestern extent of the proposed project site consisting of a triangular-shaped landscape area and paved roadway that runs from College Circle Drive to the paved parking lot, which accounts for approximately 5% of the proposed project site. Off-site multifamily residential housing is located directly to the north, Holder Street is to the east, the baseball field is to the south, and the Cypress College Maintenance and Operations Facility is located to the west (Figure 2, Local Vicinity).

2.4 Project Characteristics

The proposed housing project would be planned in two buildings connected by a covered glass-walled bridge and with 164 parking spaces that would be located in the temporary parking lot east of the baseball field (Lot G) (Figure 3, Site Plan). One building would be three stories in height and the other would be four stories in height (Figure 4a and Figure 4b). New recreational courts would be added by NOCCCD with District funding. The goal of this project is to provide safe, on-campus, affordable student housing for low-income students attending Cypress College full-time.

The project will provide three types of units:

1. Two-bed units (105 units, 210 beds)
2. Seven-bed units (14 units, 98 beds), each with their own kitchens and living areas
3. Two-bedroom units, one bed per bedroom (2 units, 4 beds)

The proposed project also includes appropriate basic needs support spaces for the residential food pantry, academic counseling, mental wellness counseling, healthcare examination/treatment, and tutoring/study space. Residential support spaces include community kitchens, student lounges, laundry rooms, mail services, administrative offices, workrooms and storage, building maintenance shop, staff breakroom, and RA resource room. Site amenities include a parking lot for residents, recreational courts, and landscaped courtyards. Both the building and the site will address basic needs, provide safe living environments within and surrounding the new facilities, support student dignity and security, and encourage student learning, wellness, engagement, and community.

2.4.1 Proposed Construction

Funding is currently not available, and a construction date is unknown until funding is secured.

2.4.2 Proposed Operation

The project would be managed by an affordable housing development administrator.

INTENTIONALLY LEFT BLANK

3 Initial Study Checklist

1. **Project title:**

   Cypress College Student Housing Project

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

   North Orange County Community College District
   1830 West Romneya Drive
   Anaheim, California 92801

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

   Richard Williams, District Director Facilities Planning and Construction
   714.808.4893

4. **Project location:**

   Cypress College campus

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

   North Orange County Community College District
   1830 West Romneya Drive
   Anaheim, California 92801

6. **General plan designation:**

   Educational Facilities

7. **Zoning:**

   PS-CC; Public and Semi-Public Zone/Civic Center Combining Zone

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

   The proposed housing project would be planned in two buildings connected by a covered glass-walled bridge and with 164 permanent parking spaces that would be located in the temporary lot east of the baseball field (Lot G). One building would be three stories in height and the other would be four stories in height. New recreational courts would be added by NOCCCD with District funding. The goal of this project is to provide safe, on-campus, affordable student housing for low-income students attending Cypress College full-time.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

The proposed housing site is located in the northeast corner of campus, north of the baseball field. The site is currently a paved parking lot (Lot 6) used for overflow student parking. Off-site multifamily residential housing is located directly to the north, Holder Street is to the east, the baseball field is to the south, and the Cypress College Maintenance and Operations Facility is located to the west.

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

None applicable

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Consultation has begun between the District and the Gabrieleño Band of Mission Indians – Kizh Nation. See Section 3.18, Tribal Cultural Resources, for more detail.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature

1/02/2024
Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

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

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

Less-than-Significant Impact. A scenic vista is commonly described as a public view of highly valued and visual scenic resources, such as the ocean and distant mountain ranges, particularly from public vantage points. The City's General Plan does not identify any scenic vistas; however, the General Plan more generally aims to protect and preserve the visually pleasing open space areas of the City, such as Cypress Golf Club, Navy Golf Course, Los Alamitos Racetrack, and Forest Lawn Cemetery (City of Cypress 2001). These features, however, are not visible from the project site, nor are they visible from nearby roads, including Holder Street, which is located directly east of the project site. Additionally, views of other potentially scenic resources, such as the ocean or mountain ranges, are not available from the project site or surrounding roads. Furthermore, under existing conditions, there is not a public view corridor that extends through the project site that offers views of these scenic resources. As such, the development of the proposed project would not include impacts to scenic resources from the project site or within its area. In addition, the project site is located on a developed site in an urbanized area and is not considered a scenic vista. Lastly, the City comprises highly urbanized land and contains little to no elevated topography that would offer scenic views of the project site and surrounding area. If these views were available from any location, the project's impacts on these views would be minimal, as the project site and its surroundings contain similar development under existing conditions. Therefore, impacts associated with scenic vistas would be **less than significant.**

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

No Impact. The nearest eligible state scenic highway to the project site is State Route 1 (Caltrans 2023). This highway is located approximately 7 miles southwest of the project site and is not visible from the site due to distance and intervening development and terrain. The nearest officially designated state scenic highway to the project site is State Route 91. The portion of this highway that is officially designated as a state scenic highway is located approximately 8.5 miles east of the project site and is not visible from the project site due to distance and intervening development and terrain. There are no other state scenic highways near the project site. As such, **no impact** to scenic resources within a designated state scenic highway would occur as a result of the project.

c) In non-urbanized areas, 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?

Less-than-Significant Impact. According to the U.S. Census Bureau, the City had a 2021 population of 49,926 (U.S. Census Bureau 2021a). The City, however, is located adjacent to the City of Long Beach, which had a 2021 population of 456,062 (U.S. Census Bureau 2021b). As such and pursuant to California Public Resource Code Section 21071, the City, including the project site, is considered an urbanized area.

The visual character of the project site would be altered by the project, as it would develop a student housing facility consisting of two connected buildings (three- and four-story structures) and new recreational court on the site of an existing surface parking lot, landscaped areas, and roadway. Located in the northeastern corner of the Cypress College campus, the project site abuts an existing off-campus apartment complex (i.e., Peppertree Apartments) consisting of several two-story buildings, internal green space and common areas, and perimeter surface parking lots. Additional multifamily residential developments (two- and three-story buildings) and a self-storage facility are located to the immediate north and west of the Peppertree Apartments. While the proposed student housing facility would alter the existing visual character of the project site, this alteration would not be characterized as substantial degradation, as the site is surrounded by existing development in a highly urbanized area, including Cypress College facilities and residential uses. Additionally, the proposed project would not conflict with the project site's zoning designation of Public and Semi-Public Zone/Civic Center Combining Zone (PS-CC). Furthermore, in compliance with Goal COSR-8 of the City's General Plan Conservation/Open Space/Recreation Element, the project would not result in aesthetic impacts to the visually pleasing open space areas within the City. As such, impacts would be **less than significant**.

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

Less-than-Significant Impact. During construction, nighttime activities necessitating the use of lighting within proposed work areas are anticipated to be limited. Some evening and nighttime activities may be needed to accommodate as-needed and/or emergency work, but the majority of construction and operational maintenance activities would occur during daylight hours and would not require the use of overhead of handheld lighting elements. During operations, interior and exterior lighting typical of multifamily residential development (e.g., wall lighting on building exteriors, parking lot lighting, pathway

lighting, etc.) would likely be installed to provide sufficient illumination for safety and security. New lighting sources on the project site would be hooded/shielded and directed downward to minimize the potential for unnecessary light trespass and glare. While new lighting sources would be installed, the project site is in an urbanized area and is adjacent to and near existing multifamily and single-family residential development with similar lighting components. In addition, public roads and campus facilities feature lighting sources that contribute to the existing nighttime lighting environment. As such, the project would not introduce a new source of substantial light or glare that is atypical of the surrounding development pattern (and visual pattern) nor would installed lighting sources provide excessive illumination when compared to the existing surrounding context. Additionally, in compliance with Section 3.10.060 of the City's Municipal Code, all light and glare associated with the construction and operation of the proposed project would be shielded and directed so as to not illuminate adjacent properties or cause glare that affects motorists. All exterior lighting associated with the project would also comply with Section 3.11.060 of the City's Municipal Code, which establishes regulations regarding exterior lighting, including exterior fixtures, light intensity, security lighting, and light shielding. Therefore, impacts associated with light or glare would be **less than significant**.

3.2 Agriculture and Forestry Resources

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

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

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

No Impact. According to the California Department of Conservation, the project site is located on "Urban and Built-Up Land" and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (CDOC 2022). As such, the project would not result in the conversion of Farmland to non-agricultural use, and there would be **no impact.**

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

No Impact. The project site is not zoned for agricultural use. The Cypress College campus has a zoning designation of Public and Semi-public/Civic Center Combining Zone (PS-CC). Additionally, the campus, including the project site, is not under a Williamson Act contract and is not a suitable site for agricultural preservation. As such, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be **no 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 (as defined by Government Code Section 51104(g))?

No Impact. The project site does not contain forest land or timberland. The campus, including the project site, is zoned as Public and Semi-public/Civic Center Combining Zone (PS-CC). Additionally, there is no forest land or timberland in the vicinity of the project site. Therefore, the proposed project would not conflict with zoning for forest land or timberland and **no impact** would occur.

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

No Impact. As described in 3.2 (c), the project site does not contain forest land. Therefore, the proposed project would not result in the loss or conversion of forest land and **no impact** would occur.

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

No Impact. As described in 3.2 (a) through (d), the project site does not contain agricultural or forest land and would not convert agricultural or forest uses. **No impact** would occur.

3.3 Air Quality

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

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

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

The SCAQMD administers the SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recently adopted AQMP for the SCAB is the 2022 AQMP, which was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollution emissions and meet ozone standards by 2037 (SCAQMD 2022). Specifically, the 2022 AQMP is focused on attaining the 2015 8-hour ozone standard of 70 parts per billion (SCAQMD 2022).

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP, and if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- Consistency Criterion No. 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.

- **Consistency Criterion No. 2:** Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

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

The second criterion regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by the Southern California Association of Governments (SCAG) for its 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (also known as Connect SoCal) (SCAQMD 2022). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022).[1] The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

The City's General Plan Land Use Map designates the project site as Educational Facilities and the site is zoned Public and Semi-Public Zone/Civic Center Combining Zone (PS-CC). The project would involve the construction of affordable student housing. The project would be consistent with the City's Educational Facilities land use and zoning designations. Additionally, as detailed in Section 3.14, Population and Housing, the project would be within the growth projections of Connect SoCal for 2045.

Given that the project is consistent with the current land use designation and zoning and is not anticipated to result in substantial growth that would conflict with existing employment-population projections, it would not conflict with or exceed the assumptions in the 2022 AQMP. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development, and the impact would be **less than significant**.

[1] Information necessary to produce the emissions inventory for the South Coast Air Basin (SCAB) is obtained from the South Coast Air Quality Management District (SCAQMD) and other governmental agencies, including the California Air Resources Board (CARB), California Department of Transportation, and Southern California Association of Governments (SCAG). Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy are integrated in the 2022 Air Quality Management Plan (SCAQMD 2022).

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

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

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

Regarding NAAQS and CAAQS attainment status,[2] the SCAB is designated as a nonattainment area for federal and state O_3 and $PM_{2.5}$ standards (CARB 2023a; EPA 2021). The SCAB is also designated as a nonattainment area for state PM_{10} standards; however, it is designated as an attainment area for federal PM_{10} standards. The SCAB is designated as an attainment area for federal and state CO and NO_2 standards, as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated as attainment for the state lead standard.[3]

The project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in April 2019, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 1 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2019).

[2] An area is designated as in attainment when it is in compliance with the National Ambient Air Quality Standards and/or the California Ambient Air Quality Standards. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the U.S. Environmental Protection Agency and CARB, respectively. Attainment = meets the standards; attainment/maintenance = meets the standards after a nonattainment designation; nonattainment = does not meet the standards.

[3] Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Table 1. South Coast Air Quality Management District Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds (lbs/day)		
Pollutant	**Construction**	**Operation**
VOC	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
Toxic Air Contaminants and Odor Thresholds		
Toxic air contaminants[b]	Maximum incremental cancer risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and Acute Hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	

Source: SCAQMD 2019.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District.
[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] Toxic air contaminants include carcinogens and noncarcinogens.

The project would result in a cumulatively considerable net increase for O_3, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or NO_x thresholds shown in Table 1. These emission-based thresholds for O_3 precursors are intended to serve as a surrogate for an "ozone significance threshold" (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate emissions from construction and operation of the project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including residential development. The following discussion summarizes the quantitative project-generated construction and operational emissions and impacts that would result from implementation of the project. Detailed assumptions and results of this analysis are provided in Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

Construction Emissions

Construction of the project would include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. These construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment,

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

Project construction emissions were estimated using a combination of CalEEMod default assumptions and information provided by the North Orange County Community College District, where available. It was assumed that approximately 2.8 acres of the project site would require demolition of asphalt, which would result in approximately 2,740 tons of asphalt to be hauled off site. It is assumed that all on-site grass would be removed, and approximately 10 trees would be removed, which could result in approximately 112 cubic yards of vegetation removal off site during site preparation activities. The project could result approximately 1,216 cubic yards of soil hauled off site during grading activities.

For purposes of modeling emissions, the project was modeled to commence in July 2024[4] for approximately 24 months, finishing by July 2026. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 6 days per week, up to a maximum of 8 hours per day. Detailed construction equipment modeling assumptions are provided in Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

Emissions generated during construction (and operation) of the project are subject to the rules and regulations of the SCAQMD. Rule 403 (Fugitive Dust)[5] requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily to represent compliance with SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would produce VOC emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).[6]

4 While the construction period is currently unknown, for the purposes of the analysis, it was assumed that construction would begin in July 2024. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

5 SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for different sources for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. While SCAQMD Rule 403 requires fugitive dust control beyond watering control measures, compliance with Rule 403 is represented in CalEEMod by assuming twice daily watering of active sites (61% reduction in PM_{10} and $PM_{2.5}$).

6 SCAQMD Rule 1113, Architectural Coatings, 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.

Table 2 shows the estimated maximum daily construction emissions associated with the construction of the project.

Table 2. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Construction Season/Year	VOCs[a]	NO_x	CO	SO_x	PM_{10}[b]	$PM_{2.5}$[b]
	Pounds per Day					
Summer Emissions						
2024	2.71	26.70	23.40	0.04	5.96	2.41
2025	1.43	11.30	17.90	0.03	3.55	0.87
2026	15.80	10.60	17.50	0.03	3.49	0.82
Winter Emissions						
2024	1.51	12.20	17.60	0.03	3.61	0.93
2025	1.43	11.30	17.30	0.03	3.55	0.87
2026	1.36	10.70	16.90	0.03	3.49	0.82
Maximum of Summer or Winter Emissions	*15.80*	*26.70*	*23.40*	*0.04*	*5.96*	*2.41*
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD 2019. See Appendix A for detailed results.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District.
Estimates assume heavy-duty construction equipment would be operating at the site 6 days per week, up to a maximum of 8 hours per day, in accordance with the City's municipal code.
[a] These estimates reflect control of VOCs (low-VOC paints) required by SCAQMD Rule 1113.
[b] These estimates reflect control of fugitive dust (watering twice daily) required by SCAQMD Rule 403.

As shown in Table 2, the project's maximum daily construction emissions would not exceed SCAQMD thresholds for any criteria pollutant.

Operation Emissions

Operation of the project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from area sources, energy sources, and mobile sources, which are discussed below. Emissions from these sources were estimated based on CalEEMod default assumptions for ongoing operations of the project land use. For further detail on the assumptions and results of this analysis, please refer to Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

Area Sources

Area sources include emissions from consumer products, landscape equipment, and architectural coatings. It is assumed that no fireplaces or woodstoves would be constructed as part of this project. The area source emissions for consumer products, landscape equipment, and architectural coatings were estimated based on CalEEMod default assumptions for ongoing operations of the project.

Energy Sources

Energy sources include emissions associated with building electricity and natural gas usage (non-hearth). The energy source emissions were estimated based on CalEEMod default assumptions for ongoing operations.

Mobile Sources

Operation of the project would also generate criteria air pollutant emissions from mobile sources (vehicular traffic) as a result of new vehicle trips to and from the project. The maximum weekday (Monday–Friday) trip rates were taken from Section 3.17, Transportation, and were assumed to be 557 average daily trips. To account for the maximum intensity scenario, the weekday trip rate was also assumed for weekend trips (Saturdays and Sundays). CalEEMod default emission factors representing the vehicle mix and emissions were used to estimate emissions associated with vehicular sources.

Table 3 summarizes the estimated maximum daily emissions associated with operation of the project by source for 2026. As shown, the project's maximum daily operational emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ would not exceed the SCAQMD's significance thresholds. Complete details of the emissions calculations are provided in Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

Table 3. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions

Source	VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer Emissions						
Mobile	1.72	1.21	13.8	0.04	1.32	0.25
Area	2.64	0.06	6.35	<0.005	<0.005	<0.005
Energy	0.02	0.31	0.13	<0.005	0.03	0.03
Total	**4.38**	**1.58**	**20.3**	**0.04**	**1.35**	**0.28**
Winter Emissions						
Mobile	1.70	1.31	12.9	0.03	1.32	0.25
Area	2.07	0.00	0.00	0.00	0.00	0.00
Energy	0.02	0.31	0.13	<0.005	0.03	0.03
Total	**3.80**	**1.62**	**13.0**	**0.04**	**1.35**	**0.28**
Maximum of Summer or Winter Emissions	*4.38*	*1.62*	*20.3*	*0.04*	*1.35*	*0.28*
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: SCAQMD 2019.
Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; <0.005 = reported value less than 0.005.
The total values may not add up exactly due to rounding.
See Appendix A for detailed results.

As previously discussed, the SCAB has been designated as a federal nonattainment area for O_3 and $PM_{2.5}$, and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. However, as indicated in Tables 2 and 3, project-

generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO_x, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.[7] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD.

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

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

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

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The closest sensitive receptors to the project site are residences approximately 50 feet north of the site and an athletic field (baseball field) adjacent to the site, south of the existing on-site surface parking lot.

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final LST Methodology (SCAQMD 2008a). The project is located within Source Receptor Area 17 (Central Orange County). This analysis applies the SCAQMD LST values for a 1-acre site within Source Receptor Area 17 with a receptor distance of 25 meters (the minimum threshold recommended by the SCAQMD).

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final LST Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008a). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would

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

be relatively brief in nature and would cease once the vehicles pass through the main streets. Therefore, off-site emissions from trucks and worker vehicle trips are not included in the LST analysis. The maximum daily on-site emissions generated from construction of the project are presented in Table 4 and are compared to the SCAQMD localized significance criteria for Source Receptor Area 17 to determine whether project-generated on-site emissions would result in potential LST impacts. As shown, proposed construction activities would not generate emissions in excess of site-specific LSTs; therefore, localized impacts of the project would be less than significant.

Table 4. Construction Localized Significance Thresholds Analysis

Construction Year/Season	NO_x	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day			
Summer Emissions				
2024	25.3	22.1	3.6	2.1
2025	10.7	13.8	0.4	0.4
2026	10.1	13.7	0.4	0.4
Winter Emissions				
2024	11.5	14.0	0.5	0.5
2025	10.8	13.9	0.4	0.4
2026	10.2	13.8	0.4	0.4
Maximum Daily On-Site Emissions	*25.3*	*22.1*	*3.6*	*2.1*
SCAQMD LST Criteria[a]	*81.0*	*485.0*	*4.0*	*3.0*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
The total values may not add up exactly due to rounding.
See Appendix A for detailed results.

[a] Localized significance thresholds are shown for a 1-acre disturbed area and interpolated for a sensitive receptor distance of 25 meters in Source Receptor Area 17 (Central Orange County).

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (level of service E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

At the time that the SCAQMD Handbook (1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to

turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP[8] (SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 parts per million at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 parts per million at the Wilshire Boulevard and Veteran Avenue intersection in 2002 (SCAQMD 2003b). Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. The project's anticipated average daily trips of 557 is minimal and is not of a magnitude expected to raise the traffic volumes at intersections within proximity of the project to the 100,000 vehicles per day that could result in a CO hotspot.

Given the minimal increase in daily trips, project-related mobile emissions are not expected to contribute significantly to CO concentrations, and a CO hotspot is not anticipated to occur. This conclusion is supported by the analysis in Section 3.17, which demonstrates that transportation impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. The project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As discussed under the LST analysis, the closest sensitive receptors to the project site are residential and athletic land uses proximate to the project site.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects. The greatest potential for toxic air contaminant emissions during construction would be diesel particulate matter (DPM) emissions from heavy equipment operations and use of heavy-duty trucks.

DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts; however, no short-term, acute relative exposure level has been established for DPM. Total project construction would last approximately 2 years, after which project-related TAC emissions would cease. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure

8 SCAQMD's CO hotspot modeling guidance has not changed since 2003.

period for the maximally exposed individual receptor; however, such assessments should also be limited to the period/duration of activities associated with the project. A 2-year construction schedule represents a short duration of exposure (7% of a 30-year exposure period), while cancer and chronic risk from DPM are typically associated with long-term exposure. Thus, the project would not result in a long-term source of TAC emissions.

Exhaust PM_{10} is typically used as a surrogate for DPM, and as shown in Table 2, which presents total PM_{10} from fugitive dust and exhaust, project-generated construction PM_{10} emissions are anticipated to be minimal, and well below the SCAQMD threshold. Due to the relatively short period of exposure and minimal DPM emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks.

Operational, long-term TACs may be generated by some industrial land uses; commercial land uses (e.g., gas stations and dry cleaners); and diesel trucks on freeways. Residential uses do not generate substantial quantities of TACs and are therefore not addressed in this analysis.

Health Effects of Criteria Pollutants

Construction and operation of the project would generate criteria air pollutant emissions. However, due to the nature of the project and the short duration of construction, which would last approximately 2 years (24 months), the project would not exceed the SCAQMD mass-emission thresholds, as shown in Table 3.

The SCAB is designated as nonattainment for O_3 for the NAAQS and CAAQS. Thus, existing O_3 levels in the SCAB are at unhealthy levels during certain periods. Health effects associated with O_3 include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2023b). The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in the SCAB due to O_3 precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Further, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O_3 NAAQS and CAAQS tend to occur between April and October when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of O_3 precursors is speculative. Because the project would not involve activities that would result in O_3 precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds, as shown in Tables 2 and 3, the project is not anticipated to substantially contribute to regional O_3 concentrations and its associated health impacts during construction or operation.

In addition to O_3, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO_2. Health effects associated with NO_x include lung irritation and enhanced allergic responses (CARB 2023b). As shown in Tables 2 and 3, project construction and operations would not exceed the SCAQMD NO_x threshold, and existing ambient NO_2 concentrations would be below the NAAQS and CAAQS. Thus, the project is not expected to result in exceedances of the NO_2 standards or contribute to associated health effects.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2023b). CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as nonattainment for PM_{10} under the CAAQS and nonattainment for $PM_{2.5}$ under the NAAQS and CAAQS. Health effects associated with PM_{10} include hospitalization and premature death, primarily for worsening of respiratory disease (CARB 2023b). As with O_3 and NO_x, and as shown in Tables 2 and 3, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause an increase in related regional health effects for this pollutant.

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

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

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

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

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project does not include any uses identified by the SCAQMD as being associated with odors, and therefore would not likely produce objectionable odors. In addition, the project uses are regulated from nuisance odors or other objectionable emissions by SCAQMD Rule 402, Nuisance. Rule 402 prohibits discharge from any source of air contaminants or other material that would cause injury, detriment, nuisance, or annoyance to people or the public. Impacts would be **less than significant**.

3.4 Biological Resources

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

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

Less-Than-Significant Impact with Mitigation Incorporated. In 2016, Dudek performed a biological constraints analysis of the Cypress College campus that described the biological resources present on the campus, including the project site (Dudek 2016). During field surveys, this analysis did not identify any special-status plant or wildlife on the campus, nor did it locate any natural vegetation community

considered sensitive by the California Natural Diversity Database (Dudek 2016). Additionally, this analysis determined that due to species ranges, land covers, soil conditions, and urban pressures, there is no potential for special-status plant or wildlife species to occur on the campus (Dudek 2016). Since the completion of this analysis, the physical conditions of the campus, including the project site, have not substantially changed. As such, the project does not support any special-status plant or wildlife species, nor does it contain any natural communities determined to be sensitive by the California Natural Diversity Database.

The project may require the removal of several trees located in or near the footprint of the proposed surface parking lot. These trees are located within the boundaries of the Cypress College campus and are not located in a public right-of-way; however, these are not protected street trees as defined in Section 24-43 of the City's municipal Code. In addition, according to the Biological Constraint Analysis performed on the campus, these trees are not considered landmark trees by the City (Dudek 2016). As such, as defined in Section 17-17 of the City's Municipal Code, a permit to remove a landmark tree would not be required for the development of the project. These trees, however, may support breeding and nesting bird species during nesting season (January through August). Disturbing or destroying occupied nests, live young, and eggs is a violation of the Migratory Bird Treaty Act (16 USC 703) and California Fish and Game Code (Section 3503), and would be a potentially significant impact. As such, implementation of **MM-BIO-1** would require that nesting bird surveys be conducted prior to the removal of any trees during nesting season. Should any nests be found that are being used for breeding or rearing young, a qualified biologist would recommend further avoidance measures. Therefore, with the implementation of **MM-BIO-1**, impacts would be **less than significant with mitigation incorporated**.

MM-BIO-1 Nesting Birds

In conformance with the requirements of the Migratory Bird Treaty Act and California Fish and Game Code, should vegetation clearing, cutting, or removal activities be required during the nesting season (i.e., January 1 through August 31), a qualified biologist shall conduct a nesting bird survey within 72 hours of such activities. The survey shall consist of full coverage of the project footprint and an appropriate buffer, as determined by the biologist. If no occupied nests are found, no additional steps shall be required. If nests are found that are being used for breeding or rearing young, the biologist shall recommend further avoidance measures, including establishing an appropriate buffer around the occupied nest. The buffer shall be determined by the biologist based on the species present, surrounding habitat, and existing environmental setting/level of disturbance. No construction or ground-disturbing activities shall be conducted within the buffer until the biologist has determined that the nest is no longer being used for breeding or rearing.

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

No Impact. The project site is fully developed, with an existing surface parking lot, landscaped areas and roadway. There are no riparian or other vegetation communities present on the project site. As such, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife. There would be **no impact.**

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

No Impact. As previously discussed, the project site is fully developed, with an existing surface parking lot, landscaped areas, and roadway. The project site does not contain any state or federally protected wetlands. Therefore, the project would not have a substantial effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. There would be **no 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?

No Impact. The project site is developed, with a surface parking lot, landscaped areas, and roadway, and is entirely surrounded by urban development, as such, it is not located within an area that functions as a wildlife movement or migration corridor. Additionally, there are no waters present on the project site. As such, the project would not interfere substantially with the movement of any fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursey sites. There would be **no impact.**

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

No Impact. As discussed in the response to Threshold 3.4 (a), the project may require the removal of several trees within the footprint of the proposed surface parking lot. These trees are located within the boundaries of the Cypress College campus and are not located in a public right-of-way; however, these are not protected street trees as defined in Section 24-43 of the City's municipal Code. In addition, according to the Biological Constraint Analysis performed on the campus, these trees are not considered landmark trees by the City (Dudek 2016). As such, as defined in Section 17-17 of the City's Municipal Code, a permit to remove a landmark tree would not be required for the development of the project. Therefore, the removal of these trees would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. There would be **no 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?

No Impact. The project site is not within an established conservation plan boundary such as a Natural Community Conservation Plan area or Habitat Conservation Plan area. Therefore, there would be **no impact**.

3.5 Cultural Resources

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

The following analysis is based on the Archaeological Resources Assessment Report prepared by Dudek in March 2023 (Appendix B) in support of the MND for the proposed project. The cultural assessment included a California Historical Resources Information System (CHRIS) records search conducted at the South Central Coastal Information Center (SCCIC); a review of the California Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search results; in-depth review of geotechnical, archival, academic, and ethnographic information; and an archaeological pedestrian survey, conducted on March 21, 2023. A brief summary of the assessment results is provided below.

The approximately 4.49-acre proposed project site is located at the northeast portion of the campus, west of Holder Street and north of the existing baseball field. The proposed housing development site is currently a paved parking lot (Lot 6) used for overflow student parking, accounting for approximately 60% of the proposed project site. The proposed new parking location associated with the proposed housing development is currently a landscape area (Lot G), immediately east of the existing baseball field and currently serving as a temporary parking lot, which accounts for approximately 35% of the proposed project site. Located south of the paved parking lot and west of Lot G is the southwestern extent of the proposed project site consisting of a triangular-shaped landscape area and paved roadway that runs from College Circle Drive to the paved parking lot, which accounts for approximately 5% of the proposed project site. The proposed project site is relatively flat, with elevation ranges between approximately 49 and 59 feet above mean sea level, sloping gently to the southwest of the proposed project site (Google Earth 2023). There are no substantial topographical features in the proposed project site. According to the Natural Resources Conservation Service Web Soil Survey, the proposed project site consists of two soil types: Metz loamy sand and Metz loamy sand, moderately fine substratum (USDA 2022).

According to a review of historical topographic maps and aerial photographs, the proposed project site is depicted as vacant and undeveloped as early as 1896. The proposed project site is shown to be used for agricultural purposes by 1963. In the years following, the proposed project site is subjected to substantial and consistent ground disturbance with the development and removal of structures. By 1988, the location of the proposed new parking lot east of the existing baseball field (Lot G) is devoid of structures and consistent with present-day site conditions. By 2012, the area for the proposed student housing (student overflow parking Lot 6) is devoid of all structures, paved, and used as a parking lot, consistent with present-day site conditions.

Results of the CHRIS records search indicate that four previous cultural resource studies have been conducted within 1 mile of the proposed project site between 1978 and 2011. None of these previous studies address the proposed project site, though one study is immediately adjacent to the west (Van Horn 1978). No archaeological resources were identified as a result of the archival records search or survey, and as such, Van Horn determined that no recommendations for mitigation were necessary. Additionally, there is one study that addresses the entirety (100%) of the proposed project site that has not yet been submitted to SCCIC (Murray 2016). The Murray report covers the entire Cypress College campus (Murray 2016) and was completed in support of the Cypress College Facilities Master Plan. Murray determined that all buildings and structures that were constructed as part of the original campus design plan in the 1960s and 1970s appear eligible as a historic district and individual property under California Register of Historical Resources (CRHR) Criterion 3. Recommendations provided for built environment resources that were determined eligible for the CRHR include preparation of Historic American Building Survey documentation. While no archaeological resources were identified as a result of the study, recommendations for the inadvertent discovery of intact subsurface archaeological deposits during construction activities were provided. Also provided were recommendations for the inadvertent discovery of human remains, consistent with existing regulatory requirements of such discoveries.

Review of the geotechnical report prepared for the project (Appendix C) indicated that non-native undocumented fill is present at the project site at depths between 1 and 3 feet below ground surface (bgs). Young alluvium or native soils characterized as loose to medium-dense silty fine sand, and loose to very dense sands, sands with silt, and silty sands were encountered underlying the fill soils to the maximum depths explored, which varied between 5 and 51.5 feet bgs.

Dudek archaeologist Linda Kry conducted an intensive-level archaeological pedestrian survey of the proposed project site on March 21, 2023. Due to present site conditions, which consist of a paved parking lot and landscaped areas, formal parallel transects, spaced no greater than 10 meters apart (approximately 32 feet), were employed and were primarily limited to the eastern half portion of the proposed project site where the landscape areas are located. In areas of development (i.e., paved parking lot) or areas where the ground surface was obscured by gravel and/or storage containers, a mixed approach (opportunistic survey) and reconnaissance survey (visual inspection) were utilized, selectively examining areas of exposed ground surfaces, where possible.

The survey of the approximately 4.49-acre proposed project site included all eight parcels. The ground surface was inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, ground stone tools, ceramics, fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions, features indicative of structures and/or buildings (e.g., standing exterior walls, post holes, foundations), and historical artifacts (e.g., metal, glass, ceramics, building materials). Ground disturbances such as rodent burrows, cut banks, landscaped areas, bases of trees, and drainages, if present, were also visually inspected for exposed subsurface materials. All field notes, photographs, and records related to the current study are on file at Dudek's office in Pasadena, California. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory.

The proposed project site's proposed new student housing location is currently approximately 95% paved and actively used as an overflow parking site, and exposed ground soils were limited to the sliver of landscaping along the eastern extent of this area (approximately 5%). The remainder of the proposed project site with exposed ground soils is present within the area of the proposed new parking lot, which is also currently landscaped, including a small landscape area within the southwestern extent of the proposed project site, where a roadway branches off College Circle Drive into paved parking Lot 6. Generally, ground surface visibility within the proposed project site was variable and ranged from non-existent to good (0% to 50%) and was limited to the bases of trees and patches of exposed sediment, which accounted for less than approximately 5% of the overall proposed project site. As

previously mentioned, the project site is predominately covered in fill soils from surface to between 1 and 3 feet bgs. As such, any exposed soils observed during the survey were likely fill soils and not a good representation of the native soils present prior to development/ground-disturbing activities. The presence of the fill soil is an indication that any potential cultural material from surface to between 1 and 3 feet bgs has been previously displaced from the primary depositional location, buried, or destroyed. Additionally, the presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in context was not observed during the survey. No cultural materials were observed within the proposed project site as a result of the survey; however, due to the presence of fill soils, observation of intact native soils was not possible.

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

No Impact. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is a resource that is listed in or eligible for listing in the National Register of Historic Places or CRHR, has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resource Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resource Code, Section 5024.1[q]), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resource Code, Section 21084.1; 14 CCR 15064.5[a]).

The term "historical resource" is often considered in the specific context of historic built environment resources (buildings, structures, and features over 45 years in age). This sub-category of cultural resources is also addressed here. As described above, a cultural resources study was conducted in 2016 for the entire Cypress College campus (Murray 2016), including the project site, in support of the Cypress College Facilities Master Plan. The study determined that all buildings and structures that were constructed as part of the original campus design plan in the 1960s and 1970s appear eligible as a historic district and individual property under CRHR Criterion 3. However, the project site does not contain any buildings, and the project would not involve impacts to any buildings or other historical resources pursuant to CEQA Guidelines Section 15064.5. Therefore, there would be **no impact.**

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

Less-than-Significant Impact with Mitigation Incorporated. The SCCIC records search conducted for the project indicates that no cultural resources have been previously recorded within the proposed project site or 1-mile records search buffer. Additionally, no prehistoric or historic period archaeological resources were identified within the proposed project site as a result of the Murray (2016) study described above. No cultural materials were observed within the proposed project site during the field survey conducted for the project; however, as the geotechnical report conducted for the project (Appendix C) indicates that the project site is predominantly covered in non-native fill soil, observation of intact native soils during the field survey was not possible.

The geotechnical report prepared for the proposed project site determined that fill soils were identified from surface to between 1 and 3 feet bgs within all subsurface exploratory locations (Appendix C). The minimum depth of ground disturbance for the proposed project is 5 feet bgs across the site with a maximum depth

of up to 25 feet bgs. The potential to encounter intact archaeological deposits within fill soils (from surface to between 1 and 3 feet bgs) is unlikely. However, the potential for intact archaeological deposits to exist within native soils (from surface to below 3 feet bgs) is unknown. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources could be significant. The following mitigation measures would ensure that impacts to unanticipated archaeological resources would be less than significant. With implementation of **MM-CUL-1** through **MM-CUL-5**, significant impacts to archaeological resources would be reduced to **less than significant with mitigation incorporated.**

MM-CUL-1 Workers Environmental Awareness Program Training. All construction personnel and monitors who are not trained archaeologists shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection and the immediate contact of the site supervisor and archaeological monitor.

MM-CUL-2 Retention of a Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified for the duration of construction activities. In addition, the North Orange County Community College District shall invite a Native American monitor from the Gabrieleño Band of Mission Indians – Kizh Nation to participate when initial ground-disturbing activity commences. Initial ground-disturbing activity is defined as initial construction-related earth moving of sediments from their place of deposition and includes grubbing, tree removal, excavation, and trenching. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current project-related construction.

A qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and will work with the tribal monitor to adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. If present, the archaeological monitor shall be responsible for maintaining daily monitoring logs for those days monitoring occurs. The tribal monitor, if present, will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the tribe. Tribal monitor logs will identify and describe any discovered Tribal Cultural Resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, and places of significance, as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the lead agency upon written request to the tribe. On-site tribal monitoring shall conclude upon the latter of the following

(1) written confirmation to the Gabrieleño Band of Mission Indians – Kizh Nation from a designated point of contact for the lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Gabrieleño Band of Mission Indians – Kizh Nation to the lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Gabrieleño Band of Mission Indians – Kizh Nation TCRs.

MM-CUL-3 Inadvertent Discovery Treatment and Protocol. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop, and a qualified archaeologist shall be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under the California Environmental Quality Act (CEQA), additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted. If monitoring is warranted, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the North Orange County Community College District for review. This report should document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the South Central Coastal Information Center (SCCIC).

MM-CUL-4 Unanticipated Discovery of Tribal Cultural Resources Objects (Non-Funerary/Non Ceremonial). Upon discovery of any potential Tribal Cultural Resources (TCRs), all construction activities within 50 feet of the discovery shall cease and shall not resume until the discovered TCR has been fully assessed by the Gabrieleño Band of Mission Indians – Kizh Nation monitor and/or archaeologist. The lead agency, working in consultation with the Gabrieleño Band of Mission Indians – Kizh Nation, shall have ultimate authority with regard to what resource may meet the definition of a TCR under the California Environmental Quality Act (CEQA). Pertinent regulations and policies allowing, the Gabrieleño Band of Mission Indians – Kizh Nation will recover and retain all discovered TCRs in the form and/or manner the tribe deems appropriate and as permitted by regulatory conditions, for any purpose the tribe deems appropriate, including for educational, cultural, and/or historic purposes.

MM-CUL-5 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects. Native American human remains are defined in Public Resource Code Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code Section 5097.9 and Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains

and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

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

Less-than-Significant Impact. No prehistoric or historic burials were identified within the proposed project site as a result of the CHRIS records search or pedestrian survey. Moreover, the proposed project site is not part of a dedicated cemetery, and as such, the likelihood of disturbing human remains is low. However, the possibility of encountering human remains within the proposed project site exists. In the event that human remains are inadvertently encountered during project construction activities, impacts to these resources would be potentially significant. However, in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the county coroner has determined the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall follow all required protocols according to California Public Resources Code Section 5097.98. Additionally, the 2016 Murray report provided recommendations for the inadvertent discovery of human remains consistent with existing regulatory requirements of such discoveries. Therefore, through adherence to applicable regulations pertaining to the discovery of human remains, impacts to human remains resulting from the proposed project would be **less than significant.**

3.6 Energy

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

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

Less-than-Significant Impact. Implementation of the project would result in energy use for construction and operation, including use of electricity, natural gas, and petroleum-based fuels. The electricity and natural gas used for construction of the project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Additionally, although natural gas and electricity usage would increase due to the implementation of the project, the project's energy efficiency would meet the current Building Energy

Efficiency Standards (Title 24). Further, while the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

The project's impacts on energy resources for construction and operation are discussed separately below. Energy consumption (electricity, natural gas, and petroleum consumption) was estimated using CalEEMod data from the air quality and greenhouse gas (GHG) assessment. For further detail on the assumptions and results of the energy analysis, please refer to the Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

Construction Energy Use

Electricity

Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities would require electricity, including the conveyance of water that would be used for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction. Southern California Edison is the electricity provider to the project site and provide approximately 81,129 gigawatt-hours of electricity in 2021 (CEC 2023a). Overall, construction activities associated with the project would require limited electricity consumption that would not be expected to have an adverse impact on available Southern California Edison electricity supplies and infrastructure. Therefore, the use of electricity during project construction would not be wasteful, inefficient, or unnecessary.

Petroleum-Based Fuels

Petroleum-based fuel usage represents most energy consumed during construction. Petroleum fuels would be used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and delivery and haul truck trips (e.g., hauling of material to disposal facilities).

Fuel consumption from construction equipment and vehicles was estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. All off-road equipment and hauling and vendor trucks are assumed to be diesel, while worker vehicles are assumed to be gasoline. Construction is estimated to occur from 2024 to 2026 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2022). The estimated diesel fuel usage from construction equipment for the project is shown in Table 5.

Table 5. Estimated Construction Fuel Use

Project	Fuel Use (gallons)			
	Off-Road Equipment (Diesel)	On-Road Haul Trucks (Diesel)	On-Road Vendor Trucks (Diesel)	On-Road Workers (Gasoline)
Total	63,173	3,415	8,919	26,962

Notes: Conversion factors from The Climate Registry (2021).
See Appendix A for complete results.

As shown in Table 5, construction of the project is anticipated to consume 75,507 gallons of diesel and 26,962 gallons of gasoline. The project would be required to comply with the CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes. Furthermore, the project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that requires the vehicle fleet to reduce emissions by retiring, replacing, repowering older engines, or installing Verified Diesel Emissions Control Strategies. Therefore, impacts associated with construction would be less than significant.

Operational Energy Use

Electricity

The project would require electricity for multiple purposes at buildout, including cooling, lighting, appliances, and lighting for the two buildings and associated surface parking lot and uses. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs presented in Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

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

Title 24 of the California Code of Regulations serves to enhance and regulate California building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023. According to these estimations, the project would consume approximately 486,890 kilowatt-hours per year during operation. For context, in 2020, California used approximately 280 billion kilowatt-hours of electricity. Locally, in 2021, residential electricity demand in Orange County was approximately 7 billion kilowatt-hours (CEC 2023a).

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs presented in Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

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

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2022 standards, became effective on January 1, 2023. According to these estimations, the project would consume approximately

1,243,966 kilo-British thermal units (kBtus) per year. For context, in 2020, California consumed approximately 1,233 billion kBtus of natural gas. Locally, in 2020, non-residential uses in Los Angeles County consumed about 170 billion kBtus of natural gas (CEC 2023b).

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of motor vehicles traveling to and from the project site by students and employees.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files, and as discussed in Section 3.3, Air Quality, and Section 3.8, Greenhouse Gas Emissions, the annual VMTs attributable to the project were estimated based on project-specific trip generation information and CalEEMod default values for the proposed land use. Similar to the construction worker and truck trips, fuel consumption from students and employees is estimated by converting the total CO_2 emissions from operation of the project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, approximately 95% of the fleet are assumed to run on gasoline, while the remaining 5% are assumed to run on diesel. In the first year of assumed operations (2026), the project would consume approximately 77,259 gallons of gasoline, and 2,612 gallons of diesel from vehicle travel. The project would also result in fuel consumption from landscaping equipment. This would result in approximately 1,936 gallons of diesel consumption per year.

Summary

Over the lifetime of the project, the fuel efficiency of the vehicles being used by students and employees is expected to increase. As such, the amount of gasoline consumed during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2017). Additionally, in response to SB 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the SCAG planning area. This reduction would occur by reducing VMT through the integration of land use planning and transportation. As such, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The project would create additional electricity and natural gas demand by adding facilities to the existing campus. New facilities associated with the project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of non-residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, implementation of the project would increase the demand for electricity and natural gas at the project site and petroleum consumption in the region during construction and operation. However, as the project would be consistent with current regulations and policies, the project would not be wasteful or inefficient and would not result in unnecessary energy resource consumption. The project's energy

consumption demands during construction and operation would conform to the State's Title 24 standards such that the project would not be expected to wastefully use gas and electricity. Since the project would comply with Title 24 conservation standards, the project would not directly require the construction of new energy generation or supply facilities or result in wasteful, inefficient, or unnecessary consumption of energy. Moreover, vehicle usage associated with the project would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts would be **less than significant**.

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

Less-than-Significant Impact. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. At a minimum, the project would be subject to and would comply with the 2022 California Building Code Title 24 (24 CCR, Part 6). The project would also not conflict with CARB's Climate Change Scoping Plan, which identifies several strategies to reduce GHG emissions through energy efficiency. As discussed in further detail in Section 3.8, the project would not be subject to these strategies, as many are state actions requiring no involvement at the project level. As such, implementation of the project would not conflict with applicable plans for energy efficiency, and the impacts during construction and operation would be **less than significant**.

3.7 Geology and Soils

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

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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

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

No Impact. The project site is not located within an Alquist-Priolo Earthquake Fault Zone or in proximity to a known earthquake fault. The closest fault to the site is the Los Alamitos Fault, located approximately 4.1 miles to the southwest. Other faults in proximity to the site include the Coyote Hills Fault, located approximately 5.6 miles to the northeast; the Newport-Inglewood Fault, located approximately 7 miles to the southwest, and the El Modeno Fault, located approximately 9 miles to the east (Appendix C). As a result, the project would not be subject fault rupture. In addition, the project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault. **No impact** would occur.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. Based on proximity to regional active faults, strong ground shaking can be expected at the project site during moderate to severe earthquakes in the general region. The proposed project would be required to comply with the 2022 California Building Code (CBC), which includes requirements to ensure that new development would not cause or exacerbate geological and soil hazards. The 2022 CBC design parameters are specifically tailored to minimize the risk of structure failure due to seismic hazards and include a requirement for a standard, site-specific geotechnical (also known as a soils investigation) report, as part of the building permit process (CBC Chapter 18 and 18A). In addition, project design and construction would be completed in compliance with California Geological Survey (CGS) Note 48, Checklist for the Review of Engineering Geology and Seismology Reports for California Public Schools, Hospitals, and Essential Services Buildings (CGS 2022).

In compliance with the CBC, project design and construction would be completed in accordance with the recommendations of the project-specific geotechnical report by Langan (Appendix C). This geotechnical report provides specific recommendations related to soils and seismic engineering, including recommendations for remedial grading, foundation design, and retaining walls, thus minimizing the potential for structural distress as a result of seismically induced ground shaking. The geotechnical report indicates that the seismic design of structures would be designed in accordance with the provisions of American Society of Civil Engineers/Structural Engineering Institute 7-16, which describes the means for determining seismic design loads, and CGS Note 48, pertaining to seismic design for California public schools. Design and construction to these standards would provide an acceptable level of earthquake safety for students, employees, and the public who occupy these building and facilities, to the extent feasible.

All new buildings would also be subject to review and plan approval by the Division of the State Architect (DSA), prior to and during construction. The DSA provides design and construction oversight for K–12 schools, community colleges, and various other state-owned and leased facilities. The DSA also develops accessibility, structural safety, fire and life safety, and historical building codes and standards utilized in various public and private buildings throughout California. Furthermore, the CGS serves as an advisor under contract with the DSA to review engineering geology and seismology reports for compliance with state geologic hazard regulations. For all facility construction and renovations, Cypress College will be required to send all engineering, geotechnical, and soils reports normally required to comply with the CBC to the CGS to ensure such reports also comply with applicable geologic hazard regulations (i.e., the Field Act and the Seismic Hazards Mapping Act). The CGS has outlined the required scope of geology, seismology, and geologic hazards evaluations under California Code of Regulations, Title 24. Among other things, the reports must be prepared by appropriately licensed professionals and must include adequate site characterization, estimates of earthquake ground motions, assessment of liquefaction/ settlement potential, slope stability analysis, identification of adverse soil conditions (e.g., expansive or corrosive soils), and mitigation recommendations for all identified issues. Final DSA approval of the individual facilities proposed will not occur unless DSA receives the final acceptance letter from CGS.

Cypress College also would review project plans to ensure compliance with the latest version of the CBC. Compliance with the CBC, DSA review and approval, and Cypress College review would help to offset potential risks to structures and people associated with a major earthquake event. In addition, constructing new housing within an earthquake-prone area would not, in and of itself, increase seismic risks to surrounding uses. As a result, the project would not directly or indirectly cause substantial adverse effects involving strong seismic ground shaking. Impacts would be **less than significant**, and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated granular and non-plastic, fine-grained soils lose their structure/strength when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater is present (within 40 feet of the ground surface); (2) low-density non-plastic soils are present; and (3) high-intensity ground motion occurs. In addition to mapping Alquist-Priolo Earthquake Fault Zones around select active faults, the CGS has mapped potential liquefaction zones. The project site is located within a CGS-mapped liquefaction zone, in part because historically highest groundwater is approximately 10 feet bgs. In the event liquefaction occurs at the project site, seismic induced ground deformations, including ground

surface settlement, differential settlement, and lateral spreading could occur. Liquefaction induced settlements up to 0.5 inch may occur at the site (Appendix C).

Based on the potential for liquefaction to occur at the project site, the project-specific geotechnical report by Langan (Appendix C) recommends ground improvements to depths up to 25 feet bgs to adequately reduce seismic induced ground settlement. Alternatives considered for ground improvement include drilled displacement columns, deep soil mixing, or rammed aggregate piers. Drilled displacement columns are constructed using a displacement auger to create a soil shaft that is filled with Controlled Low Strength Material injected under pressure as the displacement auger is withdrawn from the hole. Deep soil mixing involves advancing a hollow shaft with mixing paddles and/or a section of auger into the soil. As the hollow auger is advanced, cement grout is pumped through the hollow stem auger and discharged laterally at the lower portion of the auger, where it is mixed with the native soil. When the desired depth is reached, the auger is withdrawn, resulting in columns of native soil and cement grout. In addition, steel rebar can also be installed and connected to the foundations to provide additional support. Rammed aggregate piers are typically constructed by drilling a 30- to 36-inch diameter hole and backfilling the hole with aggregate. The aggregate for the piers is compacted in 12-inch lifts using a hydraulic tamper attached to an excavator. In addition, as an alternative to a shallow foundation system (i.e., spread or continuous footings) on ground improvement, as described above, the proposed student housing structures could be supported on deep foundations such as auger cast-in-place piles.

As discussed under Threshold (a(iii)), project design and construction would be completed in compliance with the 2022 CBC, American Society of Civil Engineers/Structural Engineering Institute 7-16, and CGS Note 48, pertaining to seismic design for California public schools. In compliance with the CBC, project design and construction would be completed in accordance with the recommendations of the project-specific geotechnical report by Langan (Appendix C), as described above for liquefaction and associated ground deformations. All new buildings would also be subject to review and plan approval by the DSA, prior to and during construction. Final DSA approval of the individual facilities proposed will not occur unless DSA receives the final acceptance letter from CGS. Cypress College would also review project plans to ensure compliance with the latest version of the CBC.

Compliance with the CBC, DSA review and approval, and Cypress College review would help to offset potential risks to structures and people associated with liquefaction during a major earthquake event. In addition, constructing new housing within a liquefaction-prone area would not, in and of itself, increase liquefaction risks to surrounding uses. As a result, the project would not directly or indirectly cause substantial adverse effects involving seismic related ground failure, including liquefaction. Impacts would be **less than significant**, and no mitigation is required.

iv) Landslides?

No Impact. The topography of the project site and surrounding area is relatively flat to gently sloping. No slopes susceptible to landslides are present in the vicinity of the site. As a result, the project would not directly or indirectly cause substantial adverse effects involving landslides. **No impacts** would occur.

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

Less-than-Significant Impact. project construction would initially include removal of existing vegetation and remnants of existing structures, soil overexcavation and recompaction in areas of proposed paving,

ground improvements (as described above), and vertical construction of proposed housing structures. Each of these activities would temporarily expose onsite soils to wind and water erosion, which in turn could result in sedimentation of downstream drainages. However, because project construction would involve ground disturbance in excess of 1 acre, grading and construction would be completed in accordance with the requirements outlined in the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit (2009-0009-DWQ), effective July 1, 2010 (NPDES Construction General Permit), which includes the development of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would identify potential water quality pollutants (including erosion-induced sedimentation), identify minimum best management practices (BMPs) to prevent off-site sedimentation, and develop a construction site monitoring plan for the project. After construction, the project site would be developed with impermeable surfaces and structures, aside from minimal landscaped areas. As a result, the project would not result in substantial soil erosion or the loss of topsoil. Impacts would be **less than significant**, and no mitigation is required.

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

Less-than-Significant Impact. As discussed above, the project site is potentially prone to liquefaction and associated ground deformations, which would be addressed through seismic engineering and ground improvements, as detailed in the project-specific geotechnical report (Appendix C). The project would not be susceptible to landslides due to the relatively flat topography of the site and surrounding area. Based on geotechnical borings, the site is underlain by 1 to 3 feet of artificial fill, which in turn is underlain by loose to medium dense silty fine sand and loose to very dense sands, sands with silt, and silty sands. Based on recommendations in the geotechnical report, any areas of loose, potentially collapsible soils would be addressed through 2 feet of overexcavation and recompaction of soils beneath proposed paved areas and deep ground improvements beneath proposed housing structures.

As discussed under Threshold (a(iii)), project design and construction would be completed in compliance with the 2022 CBC, American Society of Civil Engineers/Structural Engineering Institute 7-16, and CGS Note 48, pertaining to seismic design for California public schools. In compliance with the CBC, project design and construction would be completed in accordance with the recommendations of the project-specific geotechnical report by Langan (Appendix C). All new buildings would also be subject to review and plan approval by the DSA, prior to and during construction. Cypress College would also review project plans to ensure compliance with the 2022 CBC. Compliance with the CBC, DSA review and approval, and Cypress College review would help to offset potential risks to structures and people associated with liquefaction, lateral spreading, and collapsible soils. In addition, constructing new housing within a liquefaction-prone area would not, in and of itself, increase liquefaction risks to surrounding uses.

The project site is not located within an area of regional land subsidence due to oil, gas, or water withdrawal from oil wells (Appendix C), but is located in an area of regional land subsidence due to groundwater pumping (USGS 2023). As also discussed in Section 3.10, Hydrology and Water Quality, the project site is underlain by the Coastal Plain of Orange County Groundwater Basin (Basin), which is considered a medium-to high-priority basin with respect to the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins,

sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline (California DWR 2023).

In the Coastal Plain of Orange County Groundwater Basin, there is little potential for future widespread, permanent, irreversible subsidence given Orange County Water District's (OCWD's) statutory commitment to sustainable groundwater management and policy of maintaining groundwater storage levels within a specified operating range. Nevertheless, the OCWD annually reviews surveyor data to evaluate ground surface fluctuations within OCWD's service area. If irreversible subsidence was found to occur in a localized area in relation to groundwater pumping patterns or groundwater storage conditions, OCWD could coordinate with local officials to investigate and develop an approach to address the subsidence. OCWD also avoids exceeding the safe yield to reduce the chances of inelastic subsidence. Real time monitoring networks consisting of continuously operating GPS reference stations monitor horizontal and vertical movement throughout Orange County. GPS data collected by surveyors from 2002 to 2014 show that the ground surface fluctuations appear to be completely elastic, reversible, and well correlated with fluctuations in groundwater levels. The data indicate that there has not been any permanent, irreversible subsidence of the ground surface during that 12-year time span (California DWR 2023).

As a result, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be **less than significant**, and no mitigation is required.

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. The 1997 Uniform Building Code was the last edition published by the International Conference of Building Officials and was the base code for the 1998 and 2001 editions of the CBC. As a result, Table 18-1-B of the Uniform Building Code is no longer applicable. Section 1803.5.3 of the 2022 California Building Code (the most current version) provides criteria for determining the expansion potential of soil.

Expansive soils are soils that expand when water is added and shrink when dry. Swelling and shrinking soils can result in differential movement of structures including floor slabs and foundations, and site work including hardscape, utilities, and sidewalks. Based on a sample of near-surface soils from the project site, the soil has a very low expansive potential (Appendix C). project design and construction would occur in compliance with recommendations of the geotechnical report and the provisions of the 2022 CBC, which requires that grading, structural design, and construction be completed such that potentially expansive soils would not adversely affect foundations, piping, and related infrastructure. As a result, the project would not be located on expansive soil, creating substantial direct or indirect risks to life or property. Impacts would be **less than significant**, and no mitigation is required.

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

No Impact. The proposed student housing would be connected to existing sewers operated by the Orange County Sanitation District. As a result, septic tanks or alternative wastewater disposal systems would not be used in association with the project. **No impacts** would occur.

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

Less-than-Significant Impact with Mitigation Incorporated. Paleontological resources are the remains or traces of plants and animals that are preserved in earth's crust, and per the Society of Vertebrate Paleontology (SVP 2010) guidelines, are older than written history or older than approximately 5,000 years. They are limited, nonrenewable resources of scientific and educational value and are afforded protection under state laws and regulations.

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

According to surficial geological mapping by Saucedo et al. (2016) at a 1:100,000 scale, the project-specific geotechnical report by Langan (Appendix C), and the international chronostratigraphic chart of Cohen et al. (2022), the project site is underlain by undivided Holocene (<11,700 years ago) to late Pleistocene (11,700 years ago to 129,000 years ago) alluvial deposits (map unit Qya_2). In this area, these alluvial deposits are typically an unconsolidated to poorly consolidated mixture of clay, silt, and sand deposited as floodplain deposits from nearby Coyote and Carbon Creeks. The geotechnical report indicated the project site is underlain by up to 3 feet of artificial fill, which is in turn underlain by Holocene alluvial deposits (Appendix C).

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County (NHMLA) on November 4, 2022, and the results were received on November 20, 2022 (NHMLA 2022). The NHMLA reported no fossil localities from within the project site; however, they have nearby localities from Pleistocene (approximately 11,700 years ago to 2.6 million years ago) sediments that likely occur at an undetermined depth bgs and the Pleistocene La Habra and Lakewood (Palos Verdes Sand) Formations. The La Habra Formation crops out on the surface approximately 6 miles north-northwest of the project site, and the Lakewood Formation crops out approximately 7 miles south-southwest of the project site. These formations are not anticipated to be impacted by project construction. The closest NHMLA Pleistocene fossil locality, LACM VP (Los Angeles County Museum Vertebrate Paleontology), produced a fossil sheep (*Ovis*) from an unknown depth bgs during a housing construction project in Anaheim (NHMLA 2022). Fossil locality LACM VP 65113 yielded a fossil mammoth (*Mammuthus*), bison (*Bison*), and uncatalogued invertebrates from 6 to 20 feet bgs in northern Huntington Beach. Also in Huntington Beach, LACM VP 7657 to 7659, yielded a variety of cartilaginous and bony fishes from 150 to 350 feet bgs (NHMLA 2022). Finally, the NHMLA reported a fossil bison (*Bison*) from an unknown depth bgs in Long Beach.

Late Holocene alluvial deposits (approximately present day to 4,200 years ago) have not been shown to produce any fossil resources and therefore have low paleontological sensitivity, but the sensitivity becomes higher at depth as the sediments become older. Artificial fill also has low paleontological sensitivity.

No paleontological resources were identified within the project site as a result of the institutional records search or desktop geological and paleontological review. In addition, the project site is not anticipated to be underlain by unique geologic features. Late Holocene alluvial deposits are too young to preserve fossils and have low paleontological sensitivity; however, with depth bgs, they can become old enough to contain fossils. If intact paleontological resources are located onsite, ground-disturbing activities associated with construction of the project, such as large diameter drilling (greater than 2 feet diameter), grading during site preparation, and trenching for utilities, have the potential to destroy a unique paleontological resource or site. As such, the project site is considered to be potentially sensitive for paleontological resources at depth, and without mitigation, the potential damage to paleontological resources during construction associated with the project is considered a potentially significant impact. Given the proximity of past fossil discoveries in the surrounding area within Pleistocene deposits, the project site is highly sensitive for supporting paleontological resources below the depth of fill and late Holocene alluvial deposits. However, upon implementation of **MM-GEO-1**, impacts would be reduced to below a level of significance. Impacts of the proposed project are considered **less than significant with mitigation incorporated** during construction.

MM-GEO-1 Paleontological Monitoring. Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist pursuant to the Society of Vertebrate Paleontology (SVP 2010) guidelines, subject to the review and approval of the North Orange County Community College District's Facilities Manager, or designee. The qualified paleontologist or a qualified paleontological monitor shall attend the preconstruction meeting and be on-site during rough grading and other significant ground-disturbing activities in previously undisturbed middle Holocene or older alluvial deposits, if encountered. These deposits may be encountered at depths as shallow as ten feet below ground surface, underlying the artificial fill and late Holocene alluvial deposits. The qualified paleontologist shall determine the amount of monitoring necessary based on observed subsurface geology. Pursuant to the Society of Vertebrate Paleontology (2010) guidelines, if abundant plant debris, invertebrate shells, small bones or teeth, or fine-grained sediments conducive to fossil preservation are observed, sediment samples should be collected and screened to determine the presence of microvertebrate remains.

In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Paleontological specimens recovered from the Project site, if any, will be processed in the laboratory. Processing will include removal of any matrix so that the fossil(s) can be identified to the lowest possible taxonomic level. The specimen(s) will then be identified and cataloged into a paleontological database and accessioned into the John D. Cooper Center in Santa Ana. Any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent.

Following the paleontological monitoring program, a final monitoring report shall be submitted to the project proponent for review and approval. The report should summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the proposed project.

3.8 Greenhouse Gas Emissions

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

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

Less-than-Significant Impact. GHGs are gasses that absorb infrared radiation (i.e., trap heat) in the Earth's atmosphere. The trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere) is referred to as the "greenhouse effect" and is a natural process that contributes to the regulation of the Earth's temperature, creating a livable environment on Earth. The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. Human activities that generate and emit GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. This rise in temperature has led to large-scale changes to the Earth's system (e.g., temperature, precipitation, wind patterns, etc.), which are collectively referred to as climate change. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The primary GHGs that would be emitted by project-related construction and operations include CO_2, CH_4, and N_2O.[9]

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare each GHG's ability to trap heat in the atmosphere relative to another gas. The reference gas used

[9] Emissions of hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride are generally associated with industrial activities, including the manufacturing of electrical components and heavy-duty air conditioning units and the insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the Project would not include these activities or components and would not generate hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride in measurable quantities.

is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of carbon dioxide equivalent (CO_2e). Consistent with CalEEMod Version 2022.1, this GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, Air Quality, the project is located within the jurisdictional boundaries of the SCAQMD. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document—Interim CEQA GHG Significance Threshold (SCAQMD 2008b). This document, which builds on the California Air Pollution Control Officers Association's previous guidance, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_2e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2010). The 10,000 MT CO_2e per-year threshold, which was derived from GHG reduction targets established in Executive Order S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

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

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

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

Tier 3. Consider whether the Project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO2e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO2e per year), commercial projects (1,400 MT CO2e per year), and mixed-use projects (3,000 MT CO2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO2e per year would be used for all non-industrial projects. If the Project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4. Consider whether the Project generates GHG emissions in excess of applicable performance standards for the Project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are

4.8 MT CO2e per-service population for project-level analyses and 6.6 MT CO2e per-service population for plan-level analyses. If the Project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

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

Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, establish specific thresholds of significance, or mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance that are consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009).

To determine the project's potential to generate GHG emissions that would have a significant impact on the environment, its GHG emissions were compared to the SCAQMD 3,000 MT CO_2e per year screening threshold recommended for non-industrial projects.

Construction Greenhouse Gas Emissions

Construction of the project would result in GHG emissions, which are primarily associated with off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold (SCAQMD 2008b) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT CO_2e per year. Therefore, the determination of significance is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod Version 2022.1 was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3, Air Quality. The project is anticipated to commence in in July 2024[10] and is anticipated to last 24 months. On-site sources of GHG emissions include off-road equipment, and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 6 presents the GHG emissions resulting from construction of the project. For further detail on the assumptions and results of this analysis, please refer to Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

[10] The analysis assumes a construction start date of July 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

Table 6. Estimated Annual Construction GHG Emissions

Construction Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
2024	286.00	0.01	0.01	0.13	290.00
2025	545.00	0.02	0.02	0.31	550.00
2026	176.00	0.01	0.01	0.09	178.00
				Total Construction GHG Emissions	**1,018.00**
				Amortized Emissions (30-year Project Life)	*33.93*

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

Operational Greenhouse Gas Emissions

CalEEMod Version 2022.1 was used to estimate potential project-generated operational GHG emissions from mobile sources, area sources (landscape maintenance equipment, and fire trainings), water use and wastewater generation, and solid waste (i.e., CO_2e emissions associated with landfill off-gassing).

As explained in Section 3.3, Air Quality, mobile source emissions were estimated based on project-specific trip generation estimates and CalEEMod default values for trip characteristics, and area source emissions were estimated using CalEEMod default values. Regarding solid waste, to estimate potential GHG emissions associated with landfill off-gassing, CalEEMod default values were applied. Similarly, to estimate potential GHG emissions from supply, conveyance, treatment, and distribution of water and wastewater treatment, CalEEMod default values were applied. For additional details see Section 3.3, Air Quality, for a discussion of operational emission calculation methodology and assumptions, specifically for mobile sources, and Appendix A, Air Quality and Greenhouse Gas Emissions CalEEMod Output Files.

The project is assumed to begin operation by 2026 after completion of construction. Table 7 shows the estimated annual GHG emissions from operation of the project. As discussed above, total annual operational emissions were combined with amortized construction emissions and compared to SCAQMD's recommended threshold of 3,000 MT CO_2e per year for non-industrial projects.

Table 7. Estimated Annual Operational GHG Emissions

Emission Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
Mobile	548	0.03	0.02	0.84	556.00
Area	1.93	<0.005	<0.005	0	1.93
Energy	142	0.01	<0.005	0	143.00
Water	6.14	0.14	<0.005	0	10.60
Waste	6.91	0.69	0	0	24.20
Refrigerant	0	0	0	0.11	0.11
				Total Operational GHG Emissions	**735.84**
				Amortized 30-year Construction Emissions	*33.93*
				Project Operations + Amortized Construction Total	*769.77*

Table 7. Estimated Annual Operational GHG Emissions

Emission Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
				SCAQMD Threshold	*3,000*
				Threshold Exceeded?	**No**

Notes: GHG = greenhouse gas; CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
<0.005 = reported value less than 0.005.
The total values may not add up exactly due to rounding.
See Appendix A for complete results.

As shown in Table 7, estimated annual project-generated GHG emissions would be approximately 736 MT CO_2e per year due to project operation only. Estimated annual project-generated operational GHG emissions in 2026 plus amortized construction emissions (approximately 34 MT CO_2e per year) would be approximately 770 MT CO_2e per year. Therefore, the project would not exceed the SCAQMD threshold of 3,000 MT CO_2e per year, and the project's GHG contribution would not be cumulatively considerable and is **less than significant**.

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

Less-than-Significant Impact. The project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Applicable plans for the project site include the SCAG's 2020–2045 RTP/SCS and CARB's 2022 Scoping Plan. Each of these plans is described below along with an analysis of the project's potential to conflict with the related GHG emission reduction goals.

2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020–2045 RTP/SCS as a regional growth management strategy, which targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California Region pursuant to SB 375. In addition to demonstrating the region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands (SCAG 2020a). Thus, successful implementation of the 2020–2045 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.

The primary objective of the RTP/SCS is to provide guidance for future regional growth (i.e., the location of new residential and non-residential land uses) and transportation patterns throughout the region, as stipulated under SB 375. Given that the project involves development on an existing college campus that would not result in substantial population growth, the goals and strategies of the RTP/SCS are not directly applicable. As indicated in the traffic impact analysis (Section 3.17), the project would result in a minimal increase in daily trips that would have no measurable effect on the region's circulation system. As such, the project would not conflict with the goals and policies of the RTP/SCS.

2017 CARB Scoping Plan

The Climate Change Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs (CARB 2014, 2017). The Scoping Plan is not directly applicable to specific projects, and it is not intended to be used for project-level evaluations.[11] Under the Scoping Plan, however, several state regulatory measures aim to identify and reduce GHG emissions through measures focused on area-source emissions (e.g., energy usage and high-GWP GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others. Given that CARB and other state agencies have adopted many of the measures identified in the Scoping Plan, the project is subject to the state actions and project-related GHG emissions reductions would be achieved independently. As such, the project would not conflict with the applicable strategies of CARB's 2017 Scoping Plan.

2022 CARB Scoping Plan

CARB's 2022 Scoping Plan reflects the 2030 target of a 40% reduction below 1990 levels codified by SB 32, and the 2045 target of carbon neutrality established by Executive Order B-55-18 (AB 1279). Per the 2022 Scoping Plan, empirical evidence shows that residential development projects that are consistent with certain key project attributes to reduce GHG emissions will accommodate growth in a manner that aligns with the GHG and equity goals of SB 32. Absent a qualified GHG reduction plan, Appendix D of the CARB Scoping Plan provides recommendations for key attributes that residential and mixed-use projects should achieve that would align with the State's climate goals including electric vehicle charging infrastructure, infill location, no loss or conversion of natural and working lands, transit-supportive densities or proximity to transit stops, and no net loss of existing affordable units, among others (CARB 2023c).

Many of the measures and programs included in the Scoping Plan would result in the reduction of project-related GHG emissions with no action required at the project level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels, and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy).

The project is an affordable residential/student housing development located on an infill site that is surrounded by urban uses and is presently served by existing utilities and essential public services, including transit, streets, water, and sewer. The project site is currently built out with existing underutilized uses, and thus, would not result in the loss or conversion of the State's natural and working lands. As the project would provide student housing proximate to school (i.e., on campus), the project would facilitate reduced VMT and associated mobile emissions by siting housing on campus. Additionally, the project would greatly exceed the suggested minimum of 20% dwelling units as affordable housing, by providing 100% affordable housing units. The project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Less reliance on automobiles and support for multi-modal transportation would help reduce GHG emissions and improve air quality. The project would not result in a loss of affordable units and would provide 100% affordable units to a portion of the college campus that

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

currently does provide residential uses. Additionally, the project would provide approximately 27 dwelling units per acre, which exceeds the suggested minimum of 20 residential dwelling units per acre as detailed in the 2022 Scoping Plan. Overall, the project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law. As demonstrated above, the proposed project would not conflict with CARB's 2022 Scoping Plan updates o with the state's ability to achieve the GHG reduction and carbon neutrality goals. Further, the project's consistency with the applicable measures and programs would assist in meeting the City's contribution to GHG emission reduction targets in California. Based on the considerations previously outlined, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and this impact would be **less than significant**.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

Construction

Less-than-Significant Impact. Construction activities would likely require the use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacturer recommendations and would be transported to and from the project site. If not managed appropriately, the handling of these hazardous materials and wastes could result in adverse health effects to workers or the public.

Transportation of hazardous materials is regulated by the U.S. Department of Transportation and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the exposure of hazardous materials. In addition, businesses that use hazardous materials, including construction companies, are required to prepare and implement hazardous materials business plans (HMBPs) describing procedures for the handling, transportation, generation, and disposal of hazardous materials. Other applicable regulations include the Hazardous Waste Control Act, the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, and the California Accidental Release Prevention Program.

As discussed in Section 3.7, Geology and Soils, construction activities would be required to implement a SWPPP in accordance with the NPDES General Construction Permit that would include BMPs for the handling, storage, and disposal of hazardous materials during construction activities. Implementation of these BMPs would be effective in minimizing the potential for hazardous emissions to occur during construction.

Therefore, considering the comprehensive set of federal and State regulations that regulate the transportation, management, and disposal of hazardous materials and wastes, the potential for construction of the proposed project to result in a significant hazard due to exposure of the public or the environment to hazardous materials or wastes during construction would be considered **less than significant**.

Operation

Less-than-Significant Impact. Operation of the proposed project would be relatively consistent with existing conditions in terms of hazardous materials use and would not include any bulk storage or large quantities of hazardous materials. The proposed project would include the use, storage, and disposal of hazardous chemicals common in residential housing structures including paints, lubricants, solvents, cleaning supplies and relatively small quantities of fuels, oils, and other petroleum-based products that

would be associated with building maintenance. The majority of these hazardous materials that would be associated with the proposed project are typically handled and transported in small quantities, and because the health effects associated with them are generally not as serious as industrial uses, operation of a majority of the new uses at the site would not cause an adverse effect on the environment with respect to the routine transport, use, or disposal of general office and household hazardous materials.

As required by the California Division of Occupational Safety and Health and California Code of Regulations Title 22 Social Security, Division 4.5, any storage of hazardous materials and/or waste at the site would be required to submit business information and hazardous materials inventory forms contained in a Hazardous Materials Management Plan and/or HMBPs, similar to what is already required at the campus for other buildings under existing operations. The existing Hazardous Materials Management Plan or HMBP for the campus would be updated to reflect operation of the project but likely would not substantively change. All hazardous materials are required to be stored and handled according to manufacturer's directions and State and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code Section 25100 et seq.), which is implemented by regulations described in Title 22 of the California Code of Regulations (CCR). With adherence to existing regulatory requirements, the impact of the routine transport, use, or disposal of hazardous materials associated with operation of the project 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. As noted above in a), construction activities would require the use of limited quantities of hazardous materials that are normal requirements of the construction process, including fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These materials would be transported to and from the project site for use during construction activities. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials, thereby exposing the public or the environment to hazardous materials.

Construction activities would disturb more than 1 acre and, thus, would be required to implement requirements of the NPDES General Construction Permit. This permit requires implementation of BMPs that would include measures to address the safe handling of hazardous materials, and in the unlikely event of an inadvertent release, also requires spill response measures to contain any release of hazardous materials. The use of construction BMPs implemented as part of a SWPPP as required by the NPDES General Construction Permit would minimize the potential adverse effects from accidental release of hazardous materials or wastes. If a spill of hazardous materials on the construction site were to occur, the spilled materials would typically be relatively localized because of the relatively small quantities involved and would be cleaned up in a timely manner in accordance with identified BMPs. In addition, construction contractors would be required to adhere to their own HMBP and U.S. Department of Transportation and Caltrans regulations for the transport of hazardous materials.

Therefore, given the required protective measures (i.e., BMPs, HMBP, and transportation regulations) and the relatively small quantities of hazardous materials typically needed for construction projects such as the proposed project, the potential hazard or threat to the public or environment from upset and accident conditions during construction would be considered **less than significant**.

Operation

Less-than-Significant Impact. Use of hazardous materials during the operation of the proposed project would be similar to other campus facilities and conducted in accordance with existing regulatory requirements including CCR Title 22 and other applicable requirements. The storage of all hazardous materials onsite, including any fuels, oils, solvents, cleaning products, or landscaping pesticides or herbicides, would be required to adhere to facility-specific HMBPs. The preparation and implementation of facility-specific HMBPs would identify safe measures to store, handle, and dispose of hazardous materials such that accident and upset conditions are minimized. The HMBPs would also include spill response measures to ensure that in the unlikely event that a release does occur, protocols would be implemented to contain and control any accidental release in a manner that is protective of human health and the environment. Such protocols could include employee training, the location of absorbent materials to contain a release, and notification requirements to ensure that human health and the environment are protected from any exposure. Because a comprehensive set of enforced laws and regulations govern the management of hazardous materials to reduce the potential hazards to the public and environment, this impact would be **less than significant**.

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. The project is located within the boundaries of an existing community college. There are no K-12 schools located within 0.25 miles of the project site, although two childcare centers, the Buena Park Montessori Preschool and Childcare and the Our Tribe Our Village Childcare facilities, are located approximately 1,100 feet northwest and north of the project site boundary, respectively. However, as discussed in Sections 3.9 (a) and (b) above, the proposed project would not involve the use of significant amounts of hazardous materials during either construction or operation. Existing stringent regulatory requirements for the transport and disposal of any hazardous materials to the site would ensure that neither construction nor operation would result in any significant hazardous materials impacts to occupants of Cypress College, Buena Park Montessori, or Our Tribe Our Village. Therefore, the potential impact related to emissions or handling of hazardous materials, substances, or waste within 0.25 miles of a school is **less than significant**.

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

Less-than-Significant Impact. A search of federal, state, and local databases regarding hazardous material releases and site cleanup lists was conducted for this analysis. According to the State Water Resources Control Board's GeoTracker database, the campus was listed for a release of petroleum oils that could have included waste oil, motor oil, hydraulic oil, and/or lubricating oil. The case was reported in 1992 and is currently considered by the State Water Resources Control Board as a closed case as of October 2, 1992, indicating that no further threat to human health or the environment remains (SWRCB 2023a). In addition, numerous other cases were located around the intersection of Lincoln Avenue and Valley View Street; however, all were similarly closed (SWRCB 2023a). The Department of Toxic Substances Control maintains a database known as EnviroStor, which does not include the campus as a site with a known release (DTSC 2023). However, a case was identified approximately 0.25 miles north of the site known as the Buena Park Strawberry Field. The approximately 19-acre site is currently within a primarily residential area, but has

reportedly been occupied by a strawberry farm since the 1950s and was a citrus orchard prior to its conversion to a strawberry farm (DTSC 2023). The site has been the subject of investigation for the potential presence of contaminants associated with pesticides and herbicides, as well as petroleum compounds related to a former underground storage tank. Based on site conditions, the likelihood of pesticide and herbicide compounds having adversely affected soils at the project site is relatively low because they tend to be site-specific and are not likely to migrate. However, there have reportedly been past activities at the project site (e.g., high school laboratory and maintenance and operations building) currently used for overflow parking, which have included hazardous materials use that warranted further investigation in the form of a Phase II investigation to assess whether these past land uses could have adversely affected subsurface materials.

The Phase II Investigation included collection of soil samples from nine borings to be analyzed by a certified laboratory to determine the presence of potential contaminants including volatile organic compounds (VOCs), total petroleum hydrocarbons, and metals (Appendix D). In addition, the investigation included field observations and field testing for volatile compound emissions. The analytical results of the collected samples were compared to regulatory screening levels including Environmental Protection Agency Regional Screening Levels and Environmental Screening Levels that are set by the Regional Water Quality Control Board for commercial land uses. The findings of the Phase II investigation determined that contaminants were either not detected by the laboratory or were below applicable screening levels for VOCs, total petroleum hydrocarbons, and metals (Appendix D). In addition, a soil sample taken from the waste soils derived from the sampling investigation was also analyzed and results showed either non-detected concentrations or levels below the applicable screening levels (Appendix D).

Therefore, based on the findings of the database searches and analytical results of the Phase II investigation, the potential impacts to the public or the environment are **less than significant**.

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

Less-than-Significant Impact. The closest public airport to the project site is the Fullerton Municipal Airport, which is located approximately 3.4 miles northeast of the site. The project site is not located within that airport's Planning Area (City of Fullerton 2012). However, according to the Airport Environs Land Use Plan, the project site is located within the Notification Area for the Joint Forces Training Base Los Alamitos, which is approximately 2.5 miles southwest of the project site (Orange County ALUC 2017). As a result, the applicant will be required to adhere to the notification requirements pursuant to the Airport Environs Land Use Plan and all associated Federal Aviation Administration requirements including Federal Aviation Regulations Part 77 notification. Prior to issuance of a building permit, all proposed improvements would be reviewed by the Orange County Airport Land Use Commission for any applicable building height restrictions that will have as their ultimate limits the imaginary surfaces as applicable and as defined in Federal Aviation Administration Part 77. Even if the proposed building heights exceed the height limits established by Federal Aviation Regulations Part 77, a determination would be made by the Orange County Airport Land Use Commission on a case-by-case basis. As far as noise hazards are concerned, the project site is located approximately 0.9 miles outside of the airport's 60 A-weighted decibel scale (dBA) the community noise equivalent level (CNEL) noise contour (Orange County ALUC 2017). Air traffic noise associated with the airport would not expose construction workers, operational staff, students, or visitors to excessive noise levels. Therefore, even though the project site is located within an airport land use plan, adherence to the notification and ALUC

review process would ensure that the project does not introduce any safety hazards or excessive noise for workers or visitors to the project site and the impact would be **less than significant**.

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 proposed project would increase the number of people residing and visiting at the project site. However, no permanent road closures or other physical changes to access would occur under the project that could substantively interfere with applicable emergency response or evacuation plans. Project construction could require temporary road closures; however, these road closures would be coordinated with the City to ensure the project site and surrounding areas would remain accessible for emergency response personnel and vehicles. In addition, the proposed project would be designed in accordance with building code requirements, which include measures to ensure adequate emergency egress and access during emergency situations. Furthermore, existing emergency response and evacuation plans currently in place for the college would be updated and modified to include the proposed improvements. Therefore, impact would be **less than significant**.

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

Less-than-Significant Impact. The project site is located in an urban developed area surrounded by other development and while fire risks cannot be ruled out entirely, adherence to the California Fire Code, required as part of building permit and California Building Code process, would assist in minimizing risks onsite. The project site is not located within or near a state responsibility area (SRA) or very high fire hazard severity zone (VHFHSZ) (CAL FIRE 2023). As a result, the potential impact related to wildfire risks is considered **less than significant**.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☒	☐	☐

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 offsite;	☐	☒	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

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

Construction

Less-than-Significant Impact. The project would include construction of two residential buildings, a 164-space parking lot, and two recreational courts (Figure 3, Site Plan). Project construction activities, such as grading, excavation, and trenching, would result in disturbance of soils on the project site. Construction site runoff can contain soil particles and sediments from these activities. Dust from construction sites, in addition to spills or leaks from heavy equipment and machinery, staging areas, or building sites can also enter runoff and water bodies. Typical pollutants could include petroleum products and heavy metals from equipment, as well as products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of construction materials could result in water quality degradation if runoff containing the sediment entered receiving waters in sufficient quantities to exceed water quality objectives. However, contributions of sediment from construction and construction-related pollutants would be minor and not measurable in the context of the watershed as a whole.

The prevailing standard is nevertheless to reduce pollutant contributions to the maximum extent practicable regardless of how minor the sediment contribution might be. Regulations (Phase II Rule) that became final on December 8, 1999, expanded the existing NPDES Program to address stormwater discharges from construction sites that disturb land equal to or greater than 1.0 acre. The regulations also require that stormwater discharges from small municipal separate storm sewer systems be regulated by an NPDES General Permit for Storm Water Discharges Associated with Construction Activity (Order No. 2022-0057-DWQ, NPDES No. CAS000002), also known as the Construction General Permit.

The Construction General Permit requires the development and implementation of a SWPPP, which describes BMPs the discharger would use to reduce polluted stormwater runoff. The SWPPP would incorporate effective BMPs, such as silt fences installed along limits of work and the project construction site, stockpile containment (e.g., Visqueen, fiber rolls, gravel bags), exposed-soil stabilization structures (e.g., fiber matrix on slopes and construction access stabilization mechanisms), construction of temporary sedimentation basins, limitations on work periods during storm events, and street sweeping. A copy of the applicable SWPPP would be kept at the construction site. The SWPPP must contain a visual monitoring program, a chemical monitoring program for non-visible pollutants to be implemented if there is a failure of BMPs, and a sediment-monitoring plan, as the site discharges directly to water bodies listed on the 303(d) list, including Coyote Creek and the San Gabriel River (SWRCB 2020). Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, surface water pollution prevention would prevent seepage of contaminants into the underlying groundwater.

Non-stormwater discharges during construction would include periodic application of water for dust control purposes. Because dust control is necessary during windy and dry periods to prevent wind erosion and dust plumes, water would be applied in sufficient quantities to wet the soil but not so excessively as to produce runoff from the construction site. Water applied for dust control would either quickly evaporate or locally infiltrate into shallow surface soils. These stipulations are routine in SWPPPs and other construction contract documents, which normally state that water would only be applied in a manner that does not generate runoff. Therefore, water applied for dust control would not result in appreciable effects on groundwater or surface water features and thus would not cause or contribute to exceedances of water quality objectives contained in the Santa Ana Regional Water Quality Control Board (RWQCB), Water Quality Control Plan, Santa Ana River Basin (Basin Plan) (RWQCB 2019). As such, potential project impacts relating to violation of surface water- and groundwater-quality standards or waste discharge requirements during construction would be **less than significant**.

Operations

Less-than-Significant Impact with Mitigation Incorporated. The proposed housing development site is currently a paved parking lot (Lot 6) used for overflow student parking, accounting for approximately 60% of the proposed project site. The proposed new parking lot associated with the proposed housing development, which is currently a landscape area (Lot G), immediately east of the existing baseball field and which currently serves as a temporary parking lot, accounts for approximately 35% of the proposed project site. Located south of the paved parking lot and west of the Lot G is the southwestern extent of the proposed project site consisting of a triangular-shaped landscape area and paved roadway that runs from College Circle Drive to the paved parking lot, which accounts for approximately 5% of the proposed project site. In addition, landscaped courtyards would be constructed (Figure 3, Site Plan). Increased impervious areas and non-point source pollutants associated with the proposed project could alter the types and levels of pollutants that could be present in project site runoff. Runoff from building rooftops, driveways, and

landscaped areas can contain nonpoint source pollutants such as sediment, trash, oil, grease, heavy metals, pesticides, herbicides, and/or fertilizers. Concentrations of pollutants carried in urban runoff are extremely variable, depending on factors such as the volume of runoff reaching the storm drains, time since the last rainfall, and degree to which street cleaning occurs.

The City of Cypress is enrolled under RWQCB Order No. R8-2009-0030, NPDES No. CAS618030, Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Stormwater Runoff, Orange County. Consistent with the Clean Water Act, it is the RWQCB's intent that this order require the implementation of BMPs to reduce, to the maximum extent practicable, the discharge of pollutants in urban stormwater from small municipal separate storm sewer systems, in order to support attainment of water quality standards. This order, therefore, includes receiving water limitations based upon water quality objectives, and requires implementation of control measures to protect the beneficial uses. It also prohibits the creation of nuisance and requires the reduction of water quality impairment in receiving waters with an ultimate goal of achieving water quality objectives of the receiving waters. Although the proposed project design would include somewhat pervious, enhanced paving on portions of the project site (Figure 3), in the absence of more robust project design features to capture and treat stormwater runoff, the increase in the developed area could have potentially significant water quality impacts on downstream drainages, including Carbon Creek, Coyote Creek, and the San Gabriel River. As such, implementation of **MM-HYD-1** would require that Low Impact Development (LID) BMPs be constructed as part of the project. With implementation of **MM-HYD-1**, impacts would be **less than significant with mitigation incorporated.**

MM-HYD-1 Low Impact Development Best Management Practices

In conformance with the requirements of RWQCB Order No. R8-2009-0030, the Project shall include the construction of Low Impact Development (LID) BMPs, with an emphasis on removal of stormwater pollutants and reduction of runoff volume, such as through bio-retention/infiltration basins. Bio-retention features function as water quality, flood control, and groundwater recharge features, by filtering out surface water contaminants, slowing stormwater runoff prior to off-site stormwater discharge, and enhancing groundwater recharge. Other LID BMPs could include harvest/reuse and evapotranspiration. These LID BMPs shall be implemented at the Project site in a manner consistent with the maximum extent practicable standard.

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?

Groundwater Supplies

Less-than-Significant Impact. Water supply for the City of Cypress is provided by the West Orange County System of the Golden State Water Company (GSWC), a private water service provider. Water supply in the West Orange County System is sourced from a blend of groundwater from the Coastal Plain of Orange County Groundwater Basin (Basin 8-001), also known as the Orange County Groundwater Basin, and imported water via the Colorado River Aqueduct and State Water Project, which is distributed by the Metropolitan Water District of Southern California (Metropolitan). GSWC purchases this imported water from the Metropolitan Water District of Orange County and also purchases a small amount of water from the City of Seal Beach. GSWC owns 17 wells in the Orange County Groundwater Basin, which supply water

to the West Orange County System. Groundwater accounts for approximately 90% of the West Orange County System water supply.

As also discussed in Section 3.19, Utilities and Service Systems, CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Based on the CalEEMod generation rates, combined water and wastewater demand per year would be approximately 4,584,010 gallons or approximately 14 acre-feet (Appendix A). SGMA was passed by the State of California in 2014 to improve management of groundwater resources in California. The legislation requires that Groundwater Sustainability Agencies (GSAs) are established for groundwater basins ranked as medium- or high-priority, indicating that the basins are at risk of overdraft and/or a decline in water quality. Once GSAs are formed, Groundwater Sustainability Plans (GSPs) must be adopted, and the groundwater basin must achieve sustainability by 2042. The Orange County Groundwater Basin has a medium priority with respect to SGMA (SWRCB 2023b). With the exception of the La Habra GSA, which pertains to the northern portion of the Orange County Groundwater Basin, no other GSAs have been created for this groundwater basin (DWR 2023a, 2023b). In addition, no GSPs have been prepared for the Orange County Groundwater Basin (DWR 2023c).

Based on the 2020 Urban Water Management Plan for the GSWC (GSWC 2021), OCWD is the principal agency charged with managing the groundwater in the Orange County Groundwater Basin. The Basin is not adjudicated but operates under a management plan created in 2015 and updated in concert with SGMA. Because the Basin is not adjudicated, it was not exempted from SGMA. As such, OCWD submitted an alternative GSP in 2017, called the Basin 8-1 Alternative, to comply with SGMA. This alternative GSP, like previous groundwater management plans, will be updated every 5 years to ensure optimal management of the Basin.

Under the current groundwater management plan, OCWD sets groundwater production limits, regulates the storage of water, controls the underground storage space, and administers in-lieu contracts to preserve Basin conditions. OCWD also administers a Groundwater Replenishment System that augments native groundwater supplies in the Basin. The Groundwater Replenishment System produces up to 100 million gallons per day of highly treated wastewater to recharge the Basin and prevent seawater intrusion. In addition, OCWD captures surface water and recharges water through percolation basins and barrier wells to improve groundwater conditions. These strategies have recovered groundwater levels in the Basin and kept seawater intrusion at bay. OCWD strives to manage Basin production percentages so as not to fluctuate percentages by more than 5% per year. GSWC West Orange only uses a portion of the groundwater supply derived from GSWC systems, as much of the groundwater is used for seawater intrusion concerns (GSWC 2021).

Based on the 2021 urban water management plan, the GSWC West Orange County System has reliable supplies to meet its retail customer demands in normal, single-dry years, and five consecutive dry year conditions through 2045. Groundwater imported water from Metropolitan and other sources are all resilient during dry conditions and the GSWC West Orange County System is therefore not faced with shortages during normal or dry years. Because GSWC West Orange purchases water and extracts only as much groundwater as is necessary to meet customer demands, it is anticipated that GSWC has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single-dry year condition and a period of drought lasting five consecutive years (GSWC 2021). As a result, the project water demand of 14 acre-feet per year would not substantially decrease groundwater supplies such that the project may impede sustainable groundwater management of the Basin. Impacts would be **less than significant**.

Groundwater Recharge

Less-than-Significant Impact with Mitigation Incorporated. With respect to groundwater recharge, as discussed under Threshold (a), approximately 35% of the project site is currently unpaved, pervious, and available for potential groundwater recharge. As discussed in Section 3.7, Geology and Soils, based on geotechnical borings, the site is underlain by 1 to 3 feet of artificial fill, which in turn is underlain by loose to medium-dense silty fine sand and loose to very dense sands, sands with silt, and silty sands, to a depth of 51 feet. Groundwater is present at a depth of approximately 10 to 12 feet. Typically, a minimum of 5 feet should separate the base of groundwater recharge basins from underlying groundwater. Based on the pervious soils and assuming a recharge basin with a depth of 5 feet, the project site is suitable for groundwater recharge.

In addition, as discussed in Section 3.9, Hazards and Hazardous Materials, the findings of a Phase II investigation in the vicinity of the proposed parking lot determined that contaminants were either not detected by the laboratory or were below applicable screening levels for VOCs, total petroleum hydrocarbons, and metals. In addition, a soil sample taken from the waste soils derived from the sampling investigation were also analyzed and results showed either non-detected concentrations or levels below the applicable screening levels (Appendix D). In summary, based on the findings of an environmental database search and analytical results of the Phase II investigation, the potential impacts to the public or the environment are less than significant. As a result, based on a lack of subsurface contamination, the project site is suitable for groundwater recharge.

Paving for the proposed parking lot would reduce potential groundwater recharge onsite by approximately 35%. Although somewhat pervious, enhanced paving would be constructed on portions of the project site (Figure 3), in the absence of more robust project design features that enhance groundwater recharge, impacts would be potentially significant. As such, implementation of **MM-HYD-1** would require that a bio-retention/infiltration basin be constructed as part of the project. With implementation of **MM-HYD-1**, impacts related to groundwater recharge would be **less than significant with mitigation incorporated.**

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. The proposed project would involve additional improvements that would increase the impervious surface area; these include the proposed buildings, parking lot, recreational courts, walkways, and landscaping. Although the footprint of pervious and impervious areas would change in comparison to existing conditions, drainage from the site would occur at the same outfall locations as those that currently exist. The topography of the site is relatively flat to gently sloping and would not change appreciably as a result of project construction or operation. As a result, impacts relating to alteration of the existing drainage pattern of the site would not be significant. In addition, following construction and landscaping, soils potentially subject to erosion would not be present on site, as all areas would either be paved or landscaped. Similarly, stormwater drainage features in the surrounding area are paved with no soils potentially subject to erosion. As a result, the project would not substantially alter the existing drainage pattern and result in substantial erosion or siltation on or off site. Impacts 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 with Mitigation Incorporated. The proposed project would involve additional improvements that would increase the impervious surface area by approximately 35%. In the absence of adequate stormwater control features, increased paving could result in increased runoff in a manner which could result in flooding on or off site, including downstream Carbon Creek, Coyote Creek, and the San Gabriel River. Impacts are considered potentially significant. As such, implementation of **MM-HYD-2** would require that stormwater detention features be constructed as part of the project to reduce stormwater runoff rates to less than or equal to existing conditions. With implementation of **MM-HYD-2**, impacts would be **less than significant with mitigation incorporated.**

MM-HYD-2 Stormwater Detention Features

Stormwater detention features, which could include the bio-retention/infiltration features required in MM-HYD-1, other stormwater detention basins, or stormwater detention tanks (aboveground or belowground) shall be installed such that post-construction stormwater runoff rates are less than or equal to existing conditions.

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 with Mitigation Incorporated. As discussed under Threshold (c-ii), increased paving could result in increased runoff in a manner which could create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, including downstream Carbon Creek, Coyote Creek, and the San Gabriel River. Impacts are considered potentially significant. As such, implementation of **MM-HYD-2** would require that stormwater detention features be constructed as part of the project to reduce stormwater runoff rates to less than or equal to existing conditions. With implementation of **MM-HYD-2**, impacts would be **less than significant with mitigation incorporated.**

With respect to polluted runoff, the project would include residential buildings that would not involve potential upset of hazardous materials, such as at an industrial facility, and associated substantial additional sources of polluted runoff. However, as described under Threshold (a), runoff from building rooftops, driveways, and landscaped areas can contain nonpoint source pollutants such as sediment, trash, oil, grease, heavy metals, pesticides, herbicides, and/or fertilizers. Although the proposed project design would include somewhat pervious, enhanced paving on portions of the project site (Figure 3), in the absence of more robust project design features to capture and treat stormwater runoff, the increase in the developed area could have potentially significant water quality impacts on downstream drainages, including Carbon Creek, Coyote Creek, and the San Gabriel River. As such, implementation of **MM-HYD-1** would require that LID BMPs be constructed as part of the project. With implementation of **MM-HYD-1**, impacts would be **less than significant with mitigation incorporated.**

iv) Impede or redirect flood flows?

No Impact. The project site is not located in a flood hazard area. The closest 100-year flood zone is within Carbon Creek, located approximately 0.6 miles south of the project site (FEMA 2023). As a result, the

project would not substantially alter the existing drainage pattern of the site or impede or redirect flood flows. **No impact** would occur.

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

No Impact. As discussed under Threshold (c-iv), the project site is not located in a flood hazard area. Similarly, the project site is not located in proximity to the Pacific Ocean and would not be subject to flooding as a result of a tsunami. A seiche is an oscillation in an enclosed body of water, typically due to strong seismically induced ground shaking. The project site is not located adjacent to a body of water and would therefore not be subject to flooding as a result of a seiche. **No impact** would occur.

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

Less-than-Significant Impact with Mitigation Incorporated. As discussed under Threshold (a), although the proposed project design would include somewhat pervious, enhanced paving on portions of the project site (Figure 3), in the absence of more robust project design features to capture and treat stormwater runoff, the increase in the developed area could have potentially significant water quality impacts on downstream drainages, including Carbon Creek, Coyote Creek, and the San Gabriel River. Such water quality impacts would potentially conflict with or obstruct implementation of water quality objectives established in the Santa Ana RWQCB Basin Plan, resulting in potentially significant impacts. However, implementation of **MM-HYD-1** would require that LID BMPs be constructed as part of the project. With implementation of **MM-HYD-1**, impacts would be **less than significant with mitigation incorporated.**

As discussed under Threshold (b), because GSWC West Orange purchases water and extracts only as much groundwater as is necessary to meet customer demands, it is anticipated that GSWC has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a single-dry year condition and a period of drought lasting five consecutive years (GSWC 2021). As a result, the project would not substantially decrease groundwater supplies such that the project may conflict with or obstruct implementation of the alternative GSP for the Orange County Groundwater Basin, called the Basin 8-1 Alternative, which complies with SGMA. As such, impacts would be **less than significant** with respect to groundwater supplies.

With respect to groundwater recharge, based on the on-site pervious soils, shallow groundwater, and lack of subsurface contamination, the project site is suitable for groundwater recharge. Paving for the proposed parking lot would reduce potential groundwater recharge onsite by approximately 35%. Although somewhat pervious, enhanced paving would be constructed on portions of the project site (Figure 3), in the absence of more robust project design features that enhance groundwater recharge, water quality impacts would be potentially significant. As a result, the project may conflict with or obstruct implementation of the alternative GSP for the Orange County Groundwater Basin, called the Basin 8-1 Alternative, which complies with SGMA. As such, implementation of MM-HYD-2 would require that stormwater detention features be constructed as part of the project in order to enhance groundwater recharge. With implementation of **MM-HYD-2**, impacts would be **less than significant with mitigation incorporated.**

3.11 Land Use and Planning

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

a) Would the project physically divide an established community?

No Impact. The project would be located on the Cypress College campus, which is located in an urban area and is in close proximity to a range of existing infrastructure and development including campus facilities, single and multifamily residential, and commercial uses. The project would not incorporate new roads or require removal of roads within the public right-of-way. Because the site is located within the existing Cypress College campus and not within the community, the project would not divide an established community. Additionally, because the project site is surrounded by existing infrastructure that already serves the campus, no separation or disruption of surrounding uses would occur as a result of the development of the project. As such, the proposed project would not divide an established community, and there would be **no 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?

No Impact. The project site has a land use designation of Educational Facilities and a zoning designation of Public and Semi-Public Zone/Civic Center Combining Zone (PS-CC). The site is currently developed with a parking lot and landscaping features. The proposed project would involve the development of a student housing facility and associated improvements including a surface parking lot, recreational courts, and landscaped courtyards. According to the Cypress College Facilities Master Plan, Cypress College has considered multiple locations on and near campus to develop a student housing facility (NOCCCD 2020). The proposed project would help to meet the college's need for further student housing. Additionally, the project would not conflict with the project site's land use and zoning designations. As such, there would be **no impact.**

3.12 Mineral Resources

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

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

No Impact. According to the City's General Plan Conservation/Open Space/Recreation Element, the City does not contain any mineral resources (City of Cypress 2001). As such, the proposed project site does not contain any mineral resource that would be of value to the region and the residents of the state. Therefore, there would be **no impact**.

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

No Impact. As discussed in 3.12 (a), the project site does not contain any mineral resources. In addition, the project site is not delineated on the City's General Plan, or any other land use plan, as a mineral resource recovery site. As such, there would be **no impact.**

3.13 Noise

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

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

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the dB. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The dBA performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day–night average noise level (L_{dn}), and the CNEL. Each of these descriptors uses units of dBA. Table 8 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable; a change of 5 dB is clearly noticeable; and a change of 10 dB is perceived as doubling or halving of the sound level.

Table 8. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
N/A	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	N/A
Gas lawn mower at 1 meter (3 feet)	90	N/A
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
N/A	10	Broadcast/recording studio

Table 8. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013.

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

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

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

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

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

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. The nearest sensitive receptors to the project site include residential uses to the north, east, and south and the Cypress College central core campus to the west. These sensitive receptors represent the nearest land uses with the potential to be impacted by construction and operation of the proposed project.

Existing Noise Conditions

Noise measurements were conducted near the project site on February 10, 2023, to characterize the existing noise levels (Figure 5, Noise Measurement Locations). Table 9 provides the location, date, and time the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo II sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 9. Measured Noise Levels

Receptors	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	North of proposed project site, south side of Peppertree Apartments	2/10/23	12:19 p.m.–12:34 p.m.	55.7	68
ST2	East of proposed project site, east of Holder Street adjacent to single-family residences	2/10/23	1:12 p.m.–1:27 p.m.	63.8	75.4
ST3	West of proposed project site, adjacent to Cypress College parking lots and central campus	2/10/23	2:05 p.m.–2:20 p.m.	59.4	77.9
ST4	North/northeast of proposed project site, adjacent to intersection of Holder Street and Lincoln Avenue and single-family residences	2/10/23	12:44 p.m.–12:50 p.m.	69.1	82.9
ST5	Southeast of proposed project site, on campus, adjacent to intersection of Holder Street and Orange Avenue, north of multifamily residences.	2/10/23	1:39 p.m.–1:54 p.m.	65.1	82

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

Five short-term noise measurement locations (ST1–ST5) were conducted adjacent to nearby noise-sensitive land uses. The measured L_{eq} and maximum noise levels are provided in Table 9. The field noise measurement data sheets are provided in Appendix E. The primary noise sources consisted of traffic on the local roadways; secondary

noise sources included distant aircraft overflights, distant conversations, distant sports activities, and birds. As shown in Table 9, the measured sound levels ranged from approximately 56 to 69 dBA L_{eq}.

Regulatory Setting

City of Cypress

The project site is located within the City of Cypress, as are the nearest existing residences and other noise-sensitive land uses in the surrounding area. The City of Cypress outlines its noise regulations and standards as they pertain to this project in its General Plan (City of Cypress 2001) and Municipal Code (City of Cypress 2013). As a state-funded agency, the District is not regulated by City noise standards; although the District will make every effort to adhere to the Municipal Code regulations, it is not bound by them. The information provided below is presented for informational purposes.

City of Cypress General Plan

The City's General Plan Noise Element (City of Cypress 2001) is written to ensure compliance with federal and state requirements through a comprehensive, long-range program of achieving acceptable noise levels throughout the City. The Noise Element identifies noise-generating uses and activities within City limits, the most dominant of which are major and minor arterial roadways, aircraft overflights from the Joint Forces Training Center Los Alamitos, and trains from the Southern Pacific rail line. The Noise Element also presents existing and future noise environments so that the City can include noise impact considerations in development programs. Relevant elements of the general plan that could pertain to the proposed project include the following (City of Cypress 2001):

Noise Element

- N-2: Incorporate noise considerations into land use planning decisions.
  - N-2.2: Ensure acceptable noise levels near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas, in accordance with Table N-1.
  - N-2.3: Establish standards for all types of noise not already governed by local ordinances or preempted by State or federal law.
  - N-2.4: Require noise-reduction techniques in site planning, architectural design, and construction where noise reduction is necessary.
  - N-2.5: Discourage and, if necessary, prohibit the exposure of noise-sensitive land uses to noisy environments.
- N-5: Develop measures to control non-transportation noise impacts.
  - N-5.2: Continue to enforce the Noise Ordinance and make the public more aware of its utility.
  - N-5.3: Where possible, resolve existing and potential conflicts between various noise sources and other human activities.
  - N-5.4: Reduce noise generated by building activities by requiring sound attenuation devices on construction equipment.

City of Cypress Municipal Code

The City of Cypress Municipal Code, Noise Control Ordinance

The City's Municipal Code establishes allowable hours for construction and exterior and interior noise standards. With the exception of emergency machinery or work, construction activities are allowable only Monday through Friday, 7:00 a.m. to 8:00 p.m., and Saturday, 9:00 a.m. to 8:00 p.m. Construction activities are prohibited on Sunday and on specified federal holidays. Construction equipment, vehicles, and work are exempt from the following interior and exterior noise level standards, provided that construction activities take place within the allowable time period (City of Cypress 1976). The City's Municipal Code does not specify quantitative noise limits for construction activity.

Pursuant to Municipal Code Section 13-68 (Exterior Noise Standards), the exterior noise standard for Noise Zone 2 land uses (residential property not zoned RS-15000 or RS-6000) is 60 dBA between the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA between the hours of 10:00 p.m. and 7:00 a.m. (City of Cypress 1976). The nearest noise-sensitive land use (residences to the north) is in Noise Zone 2.

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

Construction

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

Equipment that would be in operation during proposed construction would include, in part, excavators, concrete saws, compressors, welders, and paving equipment. Table 10 presents typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet (note that these are maximum noise levels). Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level presented in Table 10. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time. Construction noise in a well-defined area typically attenuates at approximately 6 dB per doubling of distance.

Table 10. Typical Construction Equipment Noise Emission Levels

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Air compressor	81
Backhoe	80
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85

Table 10. Typical Construction Equipment Noise Emission Levels

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Generator	81
Grader	85
Impact wrench	85
Jackhammer	88
Loader	85
Paver	89
Pneumatic tool	85
Pump	76
Roller	74
Saw	76
Truck	88

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

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels for the proposed project, each of which are addressed separately below. Although the model was funded and promulgated by the Federal Highway Administration, the RCNM is often used for non-roadway projects because the same types of construction equipment used for roadway projects are often used for other types of construction. Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis. Construction scenario assumptions, including phasing and equipment mix, were based on information from the District and the CalEEMod default values developed for the projects' air quality and GHG emissions impacts analyses.

Project construction would take place within approximately 50 feet of the nearest off-site noise-sensitive land uses (the apartment complex to the north). Project construction would also take place within approximately 100 feet of residences to the east, and approximately 300 feet from the Cypress College campus core. Table 11 summarizes the estimated construction noise levels from the project by construction phase. The RCNM inputs and outputs are provided in Appendix E.

Table 11. Construction Noise Model Results Summary

Land Use	Off-site Receptor Location	Distance from Construction Activity to Noise Receptor (feet)	Estimated Construction Noise Levels (dBA $L_{eq\ 1\text{-}hr}$)					
			Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
Residential (Apartments)	North of the Proposed Project	Nearest Construction Activity/Receiver Distance (50ft)	84	80	81	77	77	67
Residential (Apartments)	East of the Proposed Project	Nearest Construction Activity/Receiver Distance (100ft)	78	75	76	66	71	59
Educational (Campus Core)	West of the Proposed Project	Nearest Construction Activity/Receiver Distance (300ft)	70	67	69	66	65	56

Source: Appendix E.

As shown in Table 11, the construction noise levels during the construction work at the nearest off-site noise-sensitive receivers (the apartments to the north) are predicted to range from approximately 67 dBA L_{eq} (during the architectural coating phase) to approximately 84 dBA L_{eq} (during the demolition phase). On campus, construction noise levels are predicted to range from approximately 56 dBA L_{eq} to approximately 70 dBA L_{eq}. Compared to the ambient noise levels measured in the project vicinity, noise levels from construction would (during the louder phases) result in substantial temporary noise level increases at the adjacent noise-sensitive land uses. With implementation of MM-NOI-1, noise levels from construction activities would be reduced to a level of less than significant. As such, impacts would **be less than significant with mitigation incorporated**.

Operation

Less-than-Significant Impact. Long-term operational noise associated with the project includes noise from project-generated traffic and from HVAC equipment associated with the proposed student housing.

Off-Site Traffic Noise Levels

As further discussed in the project's Transportation section (Section 3.17), the project is expected to generate an estimated 557 daily trips, 19 AM peak hour trips, and 37 PM peak hour trips. Under the existing conditions, Holder Street in the project vicinity carries approximately 11,000 vehicles on a daily basis, while Lincoln Avenue and Orange Avenue each carry approximately 23,000 and 14,000 vehicles daily (OCTA 2021). Thus, the project-related vehicle trips would represent a nominal incremental increase (approximately 0.5 % or less) in traffic volumes in the project area.

Typically, a doubling of the energy of a noise source, such as a doubling of traffic volume, would increase noise levels by 3 dBA.[12] Given that it would result in a very small increase in traffic volumes on local roadways, the project would not result in an increase of 3 dBA or greater on roadways in the study area. The change in noise levels due to the project would not be audible. Therefore, impacts associated with project-generated traffic noise would be **less than significant**.

On-Site Mechanical Noise Levels

HVAC equipment would have the potential to create noise impacts. Because the project's building details have not yet been developed, specifics regarding the HVAC system are not currently available. With implementation of MM-NOI-2, noise levels from on-site mechanical noise would be reduced to a level of **less than significant**.

Mitigation Measure(s)

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

MM-NOI-1 Prior to commencement of demolition and construction activities, the North Orange County Community College District shall ensure the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.
- Construction noise-reduction methods, such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive noise receivers.
- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors.
- Construction activities should be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Friday, and 9:00 a.m. to 8:00 p.m. on Saturday.

MM-NOI-2 Heating, Ventilation, and Air Conditioning Noise. Prior to final plan approval, the North Orange County Community College District shall ensure that heating, ventilation, and air conditioning (HVAC) noise levels comply with City of Cypress standards for stationary noise sources, as follows:

- At the nearest off-site residential properties, project-related HVAC noise shall not exceed the City of Cypress Municipal Code Section 13-68 exterior noise standard of

[12] Under normal circumstances (non-laboratory settings), a 3-dBA increase in noise levels is considered to be the smallest increase that is audible to the human ear; whereas a less than 3-dBA increase in noise levels is considered to be a barely or non-audible increase.

60 dBA between the hours of 7:00 a.m. and 10:00 p.m. and 55 dBA between the hours of 10:00 p.m. and 7:00 a.m.

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

Less-than-Significant Impact. Construction activities have the potential to expose persons to excessive groundborne vibration or groundborne noise. Caltrans has collected groundborne vibration information related to construction activities indicating that continuous vibrations with a PPV of approximately 0.1 inches/second begin to annoy people (Caltrans 2020). The heavier pieces of construction equipment, such as an excavator, would have PPVs of approximately 0.089 inches/second or less at a distance of 25 feet (FTA 2018). Groundborne vibration is typically attenuated over short distances. At the distance from the project site to the nearest noise/vibration-sensitive receptor (approximately 50 feet), and with the anticipated construction equipment, the PPV vibration level would be approximately 0.032 inches/second. This vibration level would be well below the vibration threshold of potential annoyance of 0.1 inches/second.

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

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

No Impact. No private airstrips are located in the vicinity of the project (AirNav 2023). The closest airport to the project is Joint Forces Training Base Los Alamitos, located approximately 2.5 miles southwest of the project site. According to the Orange County Airport Land Use Commission's Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (Orange County ALUC 2017), the project site is located approximately 0.9 miles outside of the airport's 60 dBA CNEL noise contour. Air traffic noise associated with the airport would not expose construction workers, operational staff, students or visitors to excessive noise levels. Therefore, **no impact** associated with public airport and associated air traffic noise would occur.

3.14 Population and Housing

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

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

Less-than-Significant Impact. The proposed project would result in the development of two new student housing buildings, associated parking, and new recreational courts on site. Under existing conditions, the site consists of a paved parking lot (Lot 6) used for overflow student parking, a landscape area (Lot G) that currently serves as a temporary parking lot, and another landscaped area and paved roadway area. Implementation of the project would address a need for on-campus affordable housing for Cypress College's student population, as further detailed in Section 2.2 of this IS/MND, project Background and Objectives. Locally, the project would be growth accommodating for the existing and prospective students and not result in direct adverse impacts related to substantial unplanned population growth on the campus.

However, the project would have the potential to result in indirect impacts to the local vicinity with the introduction of an on-campus residential population. The City has an estimated population of 49,926 people, according to 2021 estimates (U.S. Census 2023). The project has the potential to result in approximately 312 residents, based on the assumptions made in Section 2.4 of this IS/MND.[13] As such, the potential population growth would represent less than 1% (0.62%)[14] of the surrounding City's current estimated population. The number of housing units in the City are not available on the U.S. Census QuickFacts. Instead, for the purposes of this analysis, SCAG's 2018 estimates are used. Approximately 16,372 housing units were in the City in 2018 (SCAG 2019). Thus, the 121-unit project would represent less than 1% (0.74%)[15] of the City's housing stock. Using SCAG's projections in Connect SoCal, the City is estimated to have a population of 51,300 and 16,660 households by 2045 (SCAG 2020b). Thus, the City is projected to experience population growth of 1,374 new residents by 2045. Similarly, the City is projected to build 288 new housing units by 2045.

13 Two-bed units (99 units) + Seven-bed + Two-bedroom, one bed per bedroom (2 units) = [(2×105)+(7×14)+(2×2)] = 312 residents
14 312/49,926 = 0.006249 × 100 = 0.6249 or 0.62%
15 121/16,372 = 0.00739 × 100 = 0.739 or 0.74%

Assuming that all new residents of the proposed project would relocate to the City, the project would represent approximately 23%[16] of the estimated population growth and 42%[17] of the estimated housing growth within the City through 2045. Therefore, an increase in the on-campus population and housing units as a result of the project would be within growth projections for the City.

The project would be limited to serving the existing and prospective students at Cypress College, which has a current student population of 16,000 students per semester (Cypress College 2023). As such, the project would provide the opportunity to house 1.95% of the student population.[18] Given this, the proposed population growth is considered minor and not substantial.

Additionally, construction of the proposed project would result in temporary increases of employment opportunities on the project site. Employment increases have the potential to cause population growth, as they may draw additional people and their households to the City. However, given the relatively common nature of the construction anticipated, the demand for construction employment would likely be met within the existing and future labor market in the City and in Orange County. If construction workers live outside of the City, these workers would likely commute during the temporary construction period. During operation, the proposed project would not result in a substantial increase in employment given that only on-site student resident advisors and maintenance staff would be anticipated. For the reasons described above, the proposed project would result in a **Less-than-Significant Impact** relative to population growth. No mitigation is required.

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

No Impact. The proposed housing site is located in the northeast corner of campus, north of the baseball field. The site is currently a paved parking lot (Lot 6) used for overflow student parking. Off-site multifamily residential housing is located directly to the north, Holder Street is to the east, the baseball field is to the south, and the Cypress College Maintenance and Operations Facility is located to the west. The project site does not currently support housing or employment that could be displaced by development of the proposed project. As such, the project would not displace substantial numbers of people necessitating construction of housing elsewhere. **No impact** would occur.

3.15 Public Services

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

16 312/1,374 = 0.227 × 100 = 22.7 or 23.0%
17 121/288 = 0.4201 × 100 = 42.01 or 42.0%
18 312/16,000 = 0.0195 × 100 = 1.95 or 1.95%

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

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

Fire protection?

Less-than-Significant Impact. According to the Cypress College Facilities Master Plan Program EIR, the Campus Safety Authority is the first responder to emergency calls made on campus (Cypress College 2016). Fire protection and emergency medical services are coordinated with the Orange County Fire Authority and Cypress Police Department. All campus safety officers are non-sworn and work within the limits of the authority granted by the Board of Trustees of the District. Campus safety officers receive a variety of professional training to maintain their competencies (including certification of completion of Penal Code 832 course, and First Aid/CPR certification), as well as training designed to meet the needs of the campus community. Officers patrol the campus 24 hours a day, 365 days a year. Campus safety officers will respond to and address all criminal activity and emergencies on campus. Duties also include proactive high-visibility patrol techniques and criminal and traffic investigations (Cypress College 2016). Orange County Fire Authority Operations Division 7 serves the Cypress College campus and the cities of Buena Park, Cypress, La Palma, and Stanton, with Fire Station 63 (located at 9120 Holder Street in Buena Park), Fire Station 17 (located at 4991 Cerritos Avenue in Cypress) and Fire Station 13 (located at 7822 Walker Street in La Palma) as the closest serving fire stations to the campus (Cypress College 2016). In addition, an on-campus student health center provides basic first aid as needed Monday through Friday, serving only students attending Cypress College (Cypress College 2016).

For urban areas, Orange County Fire Authority has a response time goal of 7 minutes and 30 seconds for 90% of core incidents (including fire, emergency medical services, and rescue services), 10 minutes for advanced life support, 12 minutes and 30 seconds for moderate risk structure fires, and 12 minutes and 30 seconds for moderate risk rescue incidents. As of February 2014, actual response times for urban areas averaged 8 minutes and 46 seconds for core incident calls, 9 minutes and 54 seconds for advanced life support, 15 minutes and 53 seconds for moderate risk structure fires, and 16 minutes and 32 seconds for moderate risk rescue incidents (Cypress College 2016).

As discussed in Section 3.14, the proposed project would increase the land use intensity of the project site, resulting in approximately 312 new residents on the site, which would be minor and not substantial unplanned population growth when compared to the student population. Under existing conditions, the

project site does not support any employees or residents. The increase in residents would represent an incremental increase in demand for fire services within the City on the already-served Cypress College. In addition, the proposed project would be subject to current Orange County Fire Authority requirements for fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as applicable fire code requirements. Compliance with the fire code standards would be ensured through the Division of the State Architect, which has jurisdiction over the construction of public schools for grades K-12 and community colleges (Cypress College 2016). Due to the limited increase in demand that would be attributable to the proposed project, the availability of fire services within proximity to the project site, and required compliance with fire code standards, the construction or expansion of existing fire facilities would not be required as a result of developing the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Impacts resulting from the proposed project would be **less than significant**. No mitigation is required.

Police protection?

Less-than-Significant Impact. Police protection services on the project site and Cypress College are provided by campus safety officers and the Cypress Police Department. The Campus Safety Authority is the primary law enforcement agency on campus, which provides on-site patrol on campus. The Cypress Police Department provides additional support, if required, and has a response time of approximately 3 minutes for emergency calls and 6 minutes for non-emergency calls (Cypress College 2016). The Cypress Police Department is located at 5275 Orange Avenue in Cypress, approximately 0.7 miles southwest of the campus. According to the Cypress College Facilities Master Plan, the Cypress Police Department has 1 operations division commander, 6 patrol sergeants, 25 patrol officers, 4 police service officers, 1 traffic unit sergeant, 1 traffic unit officer, 1 traffic police aide, 2 canine officers, and 2 academy trainees (Cypress College 2016).

As discussed in Section 3.14, the proposed project would increase the land use intensity of the project site, resulting in approximately 312 new residents on the site, which would be minor and not substantial unplanned population growth when compared to the student population. The increased land use intensity at the project site could increase the frequency of emergency and non-emergency calls to the Cypress Police Department from the project site, as compared with existing conditions. However, the proposed project would employ defensible design, lighting, and landscaping, and site design would minimize dead spaces hidden from public view to prevent loitering and crime. Additionally, the project site is currently served by existing police protection services on the greater Cypress College. Thus, the project is not anticipated to substantially increase the demand for police protection services at the project site. Furthermore, police units are continuously mobile, and service calls are responded to by the nearest available mobile unit. Emergency calls typically have a response time of several minutes, and the proposed project site is located within close proximity of the Campus Safety Authority and Cypress Police Department. As such, the proposed project would not require the construction or expansion of police facilities and would not, therefore, result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities. Impacts resulting from the proposed project would be **less than significant**. No mitigation is required.

Schools?

No Impact. The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. As described in

Section 3.14, the proposed project would involve construction of 121 new residential units. However, the project is proposed to support existing and prospective students at Cypress College and is not designed to accommodate families with elementary school and secondary school-aged children (see Section 2.2 of this IS/MND). As such, the project would not directly generate significant additional student enrollment within the surrounding area. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for schools. **No impact** would occur.

Parks?

Less-than-Significant Impact. While the proposed project would incrementally increase the population on campus, the amount of growth would be minor relative to Cypress College's student population (see Section 3.14 of this IS/MND). As mentioned previously, the need for new or expanded public services, such as parks, is typically associated with substantial population growth, such that existing park facilities cannot meet the increased demand for open space. The City operates 19 park sites encompassing approximately 82 acres, with Rosen/Acacia Park, Oak Knoll Park, and Pinewood Park all with 1 mile of the project site (City of Cypress 2001). According to the General Plan, the City designates three different park types (i.e., community, neighborhood, and mini). Rosen/Acacia Park and Pinewood Park are both neighborhood parks with a standard service area of a 0.5-mile radius. Oak Knoll Park is a community park with a standard service area of a 1-to-1.5-mile radius. Given this, the project site is adequately served by the existing parks surrounding the site. Furthermore, as discussed in Section 3.14 of this IS/MND, the 121-unit project would generate approximately 312 new residents on campus, thus providing housing for current and prospective students at Cypress College. Therefore, the project would not significantly exacerbate the need for new or expanded park facilities. In addition, the project would include site amenities such as recreational courts and landscaped courtyards. Given this, the minor increase in population on site would be supported by new park and recreational facilities and open space to support the new development. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for parks. Impacts would be **less than significant** and no mitigation is required.

Other public facilities?

Less-than-Significant Impact. For the purposes of this analysis, libraries are considered to be other public facilities. The need for new or expanded public facilities, such as libraries, is typically associated with substantial unplanned population growth, such that existing facilities cannot meet the increased demand for public/government services. As stated in Section 3.14 of this IS/MND, the proposed population growth is considered minor and not substantial. Implementation of the proposed project would result in new residences and on-campus residents at Cypress College. The proposed residents would be current students at Cypress College, and, thus would have access to existing campus amenities, such as the on-campus library. Given this, the project would be adequately served by existing on-campus facilities. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for public facilities. Impacts would be **less than significant** and no mitigation is required.

3.16 Recreation

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

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

Less-than-Significant Impact. The project site is located on the Cypress College campus and currently supported by on-campus open space and recreational facilities, in addition to proposed amenities with the implementation of the proposed project. The physical deterioration of neighborhood and regional parks or other recreational facilities occurs when the number of residents utilizing the facilities surpasses the parks' capacity, and when the local parks and recreational services cannot keep up with the maintenance demands of over-utilized park facilities. While the proposed project would incrementally increase the population on campus, the amount of growth would be minor relative to Cypress College's student population (see Section 3.14 of this IS/MND). As such, the proposed project would not induce substantial population growth such that physical deterioration of parks and recreational facilities would occur. Impacts would be **less than significant** and no mitigation is required.

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

Less-than-Significant Impact. The project would include on-site amenities to support the proposed student housing development, including appropriate basic needs support spaces for the residential food pantry, academic counseling, mental wellness counseling, healthcare examination/treatment, and tutoring/study space. Residential support spaces would include community kitchens, student lounges, laundry rooms, mail services, administrative offices, workrooms and storage, building maintenance shop, staff breakroom, and resident advisor resource rooms. Site amenities would include a parking lot for residents, recreational courts, and landscaped courtyards. The effects of constructing these open space areas are included as part of the project and have therefore been analyzed for their potential environmental effects in this IS/MND. As substantiated throughout this document, no significant adverse environmental effects would occur as a result of the proposed project. As described above in Section 3.16(a), the proposed

project would not require construction or expansion of recreational facilities. As such, **less-than-significant impacts** impact would occur. No mitigation is required.

3.17 Transportation

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 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)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

This section analyzes the potential impacts of the project based on CEQA Guidelines Section 15064.3(b), which focuses on adopted criteria of VMT for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis changed from level of service or vehicle delay to VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. This methodology was required to be used statewide beginning July 1, 2020. For the purposes of this section, the VMT analysis methodology and thresholds identified within the County of Orange Transportation Implementation Manual, updated September 2021, have been used since the City of Cypress and the North Orange County Community College District do not have their own specific VMT analysis guidelines.

The proposed project would construct affordable student housing for Cypress College students. The affordable housing would be offered to students of families that are of very low or low income, and it is anticipated that there would a low car ownership rate among students. Therefore, the project's trip generation is anticipated to be low, and the project would not require a detailed traffic or transportation analysis since its nominal increase in traffic volumes would not be measurable on the adjacent street network. It should be noted that most of the published trip rates for student housing are not for affordable student housing. Therefore, to provide a conservative estimate for the project's air quality and noise analyses, the project's trip generation has been estimated using the available trip generation rates for off-campus apartment (low-rise) housing adjacent to campus obtained from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11th Edition (2021).

Table 12. Project Trip Generation

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates[1]								
Off-Campus Student Apartment (low-rise) Adjacent to Campus	Bedrooms	3.57	0.05	0.07	0.12	0.12	0.12	0.24
Trip Generation								
Cypress College Affordable Housing	156 Bedrooms[2]	557	7	12	19	19	18	37

Notes:
1 Daily trip rates from ITE Trip Generation Manual, 11th Edition 2021.
2 The project comprises 121 units, of which 107 units would have two beds and 14 units would have 7 beds. There would be a total of 312 beds. The ITE trip rate is per bedroom; therefore, conservatively assuming each bedroom would have two beds, the trip generation has been estimated for 156 bedrooms (312 beds ÷ 2 beds per bedroom).

As shown in project's trip generation estimate (Table 12) because the project is conservatively estimated to generate 557 average daily trips, 19 AM peak hour trips and 37 PM peak hour trips, the proposed project would not result in a measurable effect on the circulation system and therefore an operational traffic analysis would not be required.

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

City of Cypress General Plan Circulation Element

Less-than-Significant Impact. The Circulation Element of the City's General Plan (City of Cypress 2001) is a general guide for the planning, development, and enhancement of the City of Cypress circulation system, based on existing and anticipated land uses. The goals and policies included in the Circulation Element define the City's vision for a balanced, efficient circulation system that incorporates many modes of travel and that allows for the safe movement of people and goods in and around Cypress. The following goals are included in the City's Circulation Element:

CIR-1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Cypress.

CIR-2: To facilitate alternative modes of transportation, including public transportation, bicycles, ridesharing, and pedestrians, to support the land use plans and related transportation needs.

The project would not preclude implementation of these goals. Additionally, it would provide students easy accessibility to the college campus and reduce the need for vehicular trips. It will help in efficiency of the transportation system and promote use of alternative modes such as walking and biking.

Transit, Bicycle, and Pedestrian Facilities

The City of Cypress is currently served by five Orange County Transportation Association (OCTA) bus lines (Routes 21, 25, 42, 46, and 50). Near the proposed project, Route 42/A serves the Lincoln Avenue corridor

and Route 25 provides north–south service along Knott Avenue. Route 42/A operates along Seal Beach Boulevard, Los Alamitos Boulevard, and Lincoln Avenue. Route 25 connects Fullerton Park-and-Ride to Huntington Beach and operates on weekdays and weekends. Service frequencies and times are reviewed and modified by OCTA from time to time. OCTA routes connect with other transit providers from other cities, including Long Beach Transit and Long Angeles Metropolitan Transportation Authority. OCTA also provides the ACCESS Service, which is a shared-ride service for people with functional limitations caused by a disability. The nearest bus stops (for Route 42/42A) are located along Lincoln Avenue approximately 0.2 miles from the project site.

There are existing sidewalks along both sides of Holder Street. There are no marked bike facilities along roadways near the proposed project. The project would be using existing driveways along Holder Street and College Circle Drive and would not impede any existing transportation facilities.

The project would not preclude implementation of any plans or policies regarding existing or proposed bicycle or pedestrian facilities in the area. As such, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be **less than significant**.

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

Less-than-Significant Impact. CEQA Guidelines Section 15064.3(b) focuses on VMT for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The Updated CEQA Guidelines state that "generally, VMT is the most appropriate measure of transportation impacts," and define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. The Governor's Office of Planning and Research has clarified in its Technical Advisory (OPR 2018) that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. Other relevant considerations may include the effects of a project on transit and non-motorized traveled.

The proposed project would be categorized under CEQA Guidelines Section 15064.3(b)(1) as a land use project for the purpose of VMT analysis. The project's VMT analysis uses the guidelines contained within the County's Transportation Implementation Manual, which provides the screening criteria and methodology for VMT analysis. Projects that pass at least one screening criteria are generally expected to cause a Less-than-Significant Impact without conducting a detailed VMT analysis. This is consistent with OPR's Technical Advisory which states that projects that meet the screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact (OPR 2018). Following is the screening criteria from the County's Transportation Implementation Manual for an affordable housing project:

Affordable Housing Project

If a project is 100 percent affordable-housing units, then no further VMT analysis is required. Because the project would provide 100 percent affordable student housing, a less than significant transportation impact determination can be made.

Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts 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. Vehicular access to the project site would be via existing inbound (right turn in only) and outbound (right turn out only) driveways along Holder Street and internally from College Circle Drive and Lakeshore Drive. The proposed project would involve construction of new buildings (by removing most of the existing parking spaces) and use the existing internal roadways for access and circulation. The rectangular grass lawn along Holder Street between the outbound driveway from the project site and the Holder Street/Lakeshore Drive intersection would be converted into a new parking lot. There is an exit shown on the site plan (Figure 3) from this parking lot onto Lakeshore Drive. It is recommended that this exit be used only for right turn out or emergency purposes due to its proximity to the Holder Street/Lakeshore Drive intersection. During construction, no lane closures, sidewalk closures, or changes in campus vehicular and pedestrian circulation are anticipated. Therefore, the proposed project would not increase hazards due to a geometric design feature or incompatible use and impact would be **less than significant**.

d) Would the project result in inadequate emergency access?

Less-than-Significant Impact. Construction of the proposed project is not anticipated to require road closures in public rights-of-way; construction staging would be within the project site, which is an existing parking lot. Some of the existing parking spaces would be relocated to the new parking lot proposed on the existing grass lawn east of the baseball field. The project would be designed and constructed to local standards and comply with emergency access requirements of the fire department. Upon completion, the project site would continue to be accessible via existing driveways along Holder Street and internally from College Circle Drive and Lakeshore Drive. Therefore, the construction or operation of the proposed project would not result in inadequate emergency access and impacts would be **less than significant**.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
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.	☐	☒	☐	☐

The evaluation of potential impacts to Tribal Cultural Resources (TCRs) is based on the findings resulting from tribal consultation conducted by the District as the lead agency, and the findings of the Phase I Archaeological Resources Assessment Report prepared by Dudek in March 2023 (Appendix B) in support of the MND for the proposed project. Background research conducted to inform this analysis included CHRIS records search conducted at SCCIC; a review of the NAHC SLF search results; in-depth review of geotechnical, archival, academic, and ethnographic information; an archaeological pedestrian survey; and the results of formal tribal consultation completed by the lead agency, the District, pursuant to California AB 52. The NAHC SLF search results and tribal consultation results are briefly summarized in this section. Other background research is summarized in Section 3.5, Cultural Resources.

3.18.1 Regulatory Context

California State Assembly Bill 52

AB 52 of 2014 amended Public Resource Code Section 5097.94 and added Public Resource Code Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. Public Resource Code Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American tribe. A TCR is considered one of the following:

- On the CRHR or a local historic register
- Eligible for the CRHR or a local historic register
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in division C of Public Resource Code Section 5024.1

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the Public Resource Code, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (Public Resource Code, Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (Public Resource Code, Section 21082.3[a]).

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Health and Safety Code Section 7050.5[b]). Public Resource Code Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the county coroner determines or has reason to believe the remains are those of a Native American, the county coroner must contact the NAHC within 24 hours (Health and Safety Code Section 7050.5[c]). The NAHC will notify the most likely descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

3.18.2 NAHC Sacred Lands File Search

A search of the NAHC SLF database for the proposed project was requested on November 9, 2022. The NAHC's SLF search result (received December 8, 2022) was negative for known Native American heritage resources within the proposed project site. It is important to note that the SLF maintained by the NAHC represents a curation of "sacred lands" or TCRs provided by tribal entities and Native American representatives. For various reasons, tribal entities and Native American representatives do no not always report sacred lands or TCRs to the NAHC. As such, the NAHC's SLF is not a comprehensive list, and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of Native American sacred sites or resources documented to be of specific Native American origin.

3.18.3 Assembly Bill 52 Consultation

The proposed project is subject to compliance with AB 52 (Public Resource Code, Section 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. The District notified the Gabrieleño Band of Mission Indians – Kizh Nation of the project because the tribe had requested notification under AB 52. A letter was sent by the District on March 16, 2023, via United States Postal Service certified mailing and email. The notification letters contained a

project description, outline of AB 52 timing, an invitation to consult, a project site plan, and contact information for the appropriate lead agency representative. On March 20, 2023, the District received a response from Mr. Andrew Salas, Chairman, as a result of the notification letter. Table 13 summarizes the results of the AB 52 process for the proposed project. The confidential AB 52 consultation results are on file with the District.

Table 13. Assembly Bill 52 Native American Consultation Correspondence

Notification	Response Received
North Orange County Community College District (District) sent a formal notification letter to Mr. Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation, pursuant to Assembly Bill (AB) 52, informing the tribe about the Cypress College Student Housing Project on March 16, 2023.	Letter sent via certified mail and email.
Mr. Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation.	Response received on March 20, 2023; request to consult.
District sent email to the tribe on March 30, 2023, to set up a consultation meeting.	No response from tribe.
District sent email on April 10, 2023, to follow up with the tribe on setting up a consultation meeting.	Tribe responded on April 11, 2023, proposing a consultation meeting date in July.
District sent a follow-up email on April 12, 2023, requesting an earlier meeting date than July.	Tribe responded on May 1, 2023 that they would be available on June 20, 2023.
Consultation meeting held on June 20, 2023, between the District and tribe.	Mr. Salas requested to review the proposed mitigation measures and expressed the desire to have a tribal monitor on site during construction.
District sent proposed mitigation measures to Mr. Salas via email on July 24, 2023.	The tribe reviewed the proposed mitigation measures and provided revised mitigation measures on July 24, 2023.
District reviewed the tribe's proposed changes to the mitigation measures and sent changes to the mitigation measures on August 16, 2023.	The tribe disagreed with the District's proposed revisions to the changes on August 17, 2023.
District sent an email on September 6, 2023, to confirm that consultation was concluded after agreement on revised mitigation measure wording with tribe could not be reached.	District sent final notification letter to tribe on September 13, 2023, that they consider consultation to be concluded.

Dudek cultural resources specialists reviewed sources commonly identified though tribal consultation, notably the 1938 Kirkman-Harriman Historical Map (see Appendix B). Based on this map, the proposed project site is

approximately 0.4 miles south of an unnamed west/east-trending road, approximately 1.8 miles southeast of an unnamed north/south-trending road, approximately 4 miles northwest of the confluence of "Anaheim Landing Road" and "Wilmington Road," and approximately 7 miles west of the confluence of the unnamed west/east-trending road, Anaheim Landing Road, and Wilmington Road, a road labeled as "San Diego," and "Camino Real (Nuevo) Real." Waterways mapped in the general vicinity of the proposed project site include two unnamed tributaries approximately 1 and 1.8 miles to the southeast; Coyote Creek approximately 1.5 miles to the west; "(New) San Gabriel River" approximately 2 miles to the west; and the Santa Ana River approximately 10 miles to the east. The nearest mapped Native American village is over 5 miles north of the proposed project site and is labeled on the map as "Tesquisquite."

It should be noted that this map is highly generalized due to scale and age and may be somewhat inaccurate with regards to distance and location of mapped features. Additionally, this map was prepared based on review of historic documents and notes more than 100 years following secularization of the missions (in 1833). Although the map contains no specific primary references, it matches with the details documented by the Portolá expedition (circa 1769–1770). The map is a valuable representation of post-colonization mission history; however, it is limited to a specific period of Native American history, and substantiation of the specific location and uses of the represented individual features should be verified by archaeological records and/or other primary documentation.

No archaeological evidence of the nearest village on the 1938 Kirkman-Harriman map was provided in the available SCCIC records or as the result of a review of other archaeological information for the proposed project site and surrounding area. This may suggest that the village is likely no nearer than 0.5 miles from the proposed project site.

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

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

Less-than-Significant Impact. A search of the NAHC SLF database for the proposed project was requested on November 9, 2022. The NAHC's SLF search result was negative for known Native American heritage resources within the proposed project site. No prehistoric or historic period archaeological resources were identified as a result of the CHRIS records search. Therefore, there are no listed resources or resources eligible for listing in the CRHR or in a local register of historic resources as defined in Public Resources Code Section 5020.1 (k) on the project site. The impact is considered to be less than significant.

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.***

Less-than-Significant Impact with Mitigation Incorporated. An appropriate approach to potential impacts to TCRs is developed in response to the identified presence of a TCR by California Native American tribes through the process of consultation. Government-to-government consultation initiated by the District, acting in good faith and after a reasonable effort, has not resulted in the identification of a TCR within or near the project.

Nonetheless, representatives of the Gabrieleño Band of Mission Indians – Kizh Nation have expressed concern regarding the potential to encounter unanticipated buried cultural deposits. The potential for yet-identified TCRs to be present is considered low, as based on subsurface soil information. As previously mentioned, in general, subsurface exploratory investigations identified fill soils at depths from surface to between 1 and 3 feet bgs, depending on the location investigated. However, of note, two subsurface exploratory boring locations encountered fill soils to depths of 5 and 6 feet bgs, LB-3 and LB-4, respectively. The presence of the fill soil is an indication that any potential cultural material from surface to between 1 and 6 feet bgs, has been previously displaced from the primary depositional location, buried, or destroyed. Additionally, the presence of fill soils demonstrates that the native soils upon and within which cultural deposits would exist in context was not observed during the survey. No cultural materials were observed within the proposed project site as a result of the survey; however, due to the presence of fill soils, observation of intact native soils was not possible. Recommendations within the geotechnical report indicate that the minimum depth of ground disturbance is likely 5 feet bgs with a maximum depth of up to 25 feet bgs. In consideration of all these factors, the potential to encounter intact archaeological deposits, including those likely to meet definitions of a TCR within fill soils (from surface to between 1 and 6 feet bgs) is unlikely. The potential for intact archaeological deposits to exist within native soils (from surface to below 1 between 6 feet bgs) is unknown. In the event that unanticipated archaeological resources (or TCRs) are encountered during project implementation, impacts to these resources would be significant.

While no known geographically defined resources meeting the definition of a potential TCR have been identified within areas that may be affected by the project, in consideration of the expressed concern by the tribe, management strategies have been developed to address the potential for the inadvertent discovery of TCRs. The mitigation measures identified in Section 3.5, Cultural Resources, MM-CUL-1 through MM-CUL-5, would apply to reduce the impacts to buried TCRs. With implementation of these measures, the impact would be less than significant.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, waste water 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less-than-Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
c) 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?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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

Less-than-Significant Impact. As the project site is partially developed, the proposed improvements would have existing connections to water, electricity, natural gas, and telecommunication infrastructure.

Water

Water supply for the City of Cypress is provided by the West Orange County System of the Golden State Water Company (GSWC), a private water service provider. Water supply in the West Orange County System is sourced from a blend of groundwater from the Orange County Groundwater Basin and imported water via the Colorado River Aqueduct and State Water project, which is distributed by the Metropolitan Water District of Southern California. GSWC purchases this imported water from the Metropolitan Water District of Orange County and also purchases a small amount of water from the City of Seal Beach. GSWC owns 17 wells in the Orange County Groundwater Basin that supply water to the System. Groundwater accounts for approximately 90% of the System's water supply. See also Section 3.10, Threshold (b) for further discussion of groundwater supply.

CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Based on the CalEEMod generation rates, combined water and wastewater demand per year would be approximately 4,584,010 gallons or approximately 14 acre-feet (Appendix A). As discussed in GSWC's Urban Water Management Plan for West Orange County, adopted in 2021, GSWC has two primary water supply sources, including groundwater supplies derived from the Central Plain of Orange County Groundwater Basin and supplies from the Municipal Water District of Orange County. OCWD also administers a Groundwater Replenishment System that augments native groundwater supplies in the basin. In addition, OCWD captures surface water and recharges water through percolation basins and

barrier wells to improve groundwater conditions. In 2025, the GSWC is projected to supply a total of 14,137 acre-feet to its service area. As such, the proposed project's anticipated demand of 4,584,010 gallons (14 acre-feet) per year would be negligible compared to the GSWC's supplies.

Wastewater

Wastewater in the City of Cypress is collected, treated, and disposed of by the Orange County Sanitation District (OCSD). The OCSD provides wastewater collection, treatment, and recycling for approximately 2.6 million people living within a 479-square-mile area of central and northwestern Orange County (OCSD 2020). OCSD operates and maintains two treatment plants known as Reclamation Plant No. 1 and Treatment Plant No. 2, 389 miles of sewers, and 15 outlying pump stations. In fiscal year 2020, OCSD treated an average flow of 188 million gallons per day (OCSD 2020). The system is structured to divert excess wastewater from any of the six trunk sewer tributaries to Plant No. 1 to Plant No. 2 so that Plant No. 1 is not overloaded. Reclamation Plant No. 1 has a treatment capacity of 204 million gallons per day.

CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Wastewater use was derived using indoor water use. Based on the CalEEMod generation rates, combined water and wastewater generation would be approximately 4,202,873 gallons per year (Appendix A). As such, wastewater generated by the proposed project would be within the existing capacities of the existing facilities. Impacts would be **less than significant**.

Stormwater Drainage

The proposed project site is already nearly entirely covered by impervious surfaces. The proposed improvements would include drainage control features in accordance with City requirements, which include LID requirements (e.g., detention/retention basins and landscaping) that minimize the amount of stormwater runoff that would need to be discharged off site. Stormwater runoff from the impervious surfaces would be directed to these LID features that would provide stormwater attenuation prior to conveyance to the municipal storm drain network. Thus, the project would be served by sufficient drainage facilities and relocation or construction of new or expanded facilities would not be required. Impacts would be **less than significant**.

Electric Power and Natural Gas

The project site is within the service areas of Southern California Edison for electricity and the Southern California Gas Company for natural gas. Extensions of existing infrastructure into the project site would be obtained from existing lines and connections within the area. Upgrades would be confined to on-site connections and would likely be completed by either trenchless technology or completion of open trenching, to the depth of the existing underground infrastructure. The extension of off-site infrastructure onto the project site would not require any construction activities that are not already addressed throughout this document. As a result of complying with current regulations, impacts associated with electric and natural gas infrastructure would be less than significant, and no mitigation is required.

Telecommunications

Telecommunication providers in the area include AT&T, Verizon, Frontier, and Charter Spectrum, which have facilities in the vicinity of the project site. No specific systems upgrades are proposed with this

proposed project, and the location and extent of future facilities is not known at this time but is assumed to tie into existing infrastructure. Thus, the proposed project would not result in physical impacts associated with the construction of communications systems. Impacts would be **less than significant**.

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. Water supply for the City of Cypress is provided by the West Orange County System of the Golden State Water Company (GSWC), a private water service provider. Water supply in the West Orange County System is sourced from a blend of groundwater from the Orange County Groundwater Basin and imported water via the Colorado River Aqueduct and State Water Project, which is distributed by the Metropolitan Water District of Southern California. GSWC purchases this imported water from the Metropolitan Water District of Orange County and also purchases a small amount of water from the City of Seal Beach. GSWC owns 17 wells in the Orange County Groundwater Basin that supply water to the System. Groundwater accounts for approximately 90 % of the System's water supply. According to the GSWC's Urban Water Management Plan for the West Orange County System, there is sufficient water to meet its customers' needs through 2045 in normal precipitation, single-dry year, and multiple-dry year scenarios (GSWC 2021). Further, the site would be developed in compliance with the California Green Building Code (which implements water efficiency standards for appliances and fixtures), which would further reduce proposed project water usage. As such, because the proposed project would result in a negligible increase in the City's normal, single-dry year, and multiple-dry year demand, and because the proposed project would be designed with water efficiently standards, the City would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development. Therefore, existing water supplies are anticipated to adequately serve operational needs of the proposed project and impacts would be **less than significant**.

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?

Less-than-Significant Impact. The proposed project would be served by OCSD's Reclamation Plant No. 1 and potentially also Treatment Plant No. 2. Plant No. 1 has a treatment capacity of 204 million gallons per day and during the 2020 year averaged 188 million gallons per day (OCSD 2020). CalEEMod default water usage rates were used to estimate the anticipated water demand of the proposed project. Wastewater use was derived using indoor water use. Based on the CalEEMod generation rates, wastewater generation, according to the modeled indoor water use, would be approximately 4,202,873 gallons per year (Appendix A). As such, wastewater generated by the proposed project would be negligible compared to the total capacity. The proposed project would not result in a substantial increase in sewage generation, and other than connection to existing infrastructure, no off-site sewer improvements would be needed to provide sewer service to the proposed project. The minimal increase in sewage generated would not require a determination by the wastewater treatment provider and impacts would be **less than significant**.

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

Less-than-Significant Impact. As with the rest of the City, solid waste services for the proposed project would be provided by Valley Vista Waste and Recycling Services of Orange County. The solid waste collected

from the City is disposed of at one of the Class III landfills operated and maintained by Orange County Waste & Recycling. Orange County Waste & Recycling owns and operates three active landfills (i.e., the Olinda Alpha Landfill in Brea, the Frank R. Bowerman Landfill in Irvine, and the Prima Deshecha Landfill in San Juan Capistrano). All three landfills are permitted as Class III landfills, which only accept non-hazardous municipal solid waste for disposal; no hazardous or liquid waste is accepted. The closest active landfill to the City is the Olinda Alpha Landfill. The Olinda Alpha Landfill, which is currently permitted by the California Department of Resources, Recycling, and Recovery (CalRecycle) to receive a maximum of 8,000 tons per day of waste, currently receives an average of approximately 7,000 tons per day (Orange County 2023). Therefore, the Olinda Alpha Landfill is currently operating at approximately 87.5% of its daily capacity. As of November 2014, the Olinda Alpha Landfill had an estimated remaining disposal capacity of 34,200,000 cubic yards (CalRecycle 2023). Therefore, given that the Olinda Alpha Landfill has sufficient remaining capacity to serve the project and other land uses, and because the project would comply with the recycling and/or salvage requirements of the California Building Code, impacts would be **less than significant**.

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

Less-than-Significant Impact. The proposed project would be subject to the City's new organic waste recycling program (Proposition 218) administered through Valley Vista of Orange County and all other federal and state requirements on the regulatory requirements for solid waste. During both construction and operation, the proposed project would comply with the City's Solid Waste Management Code (Chapter 12 of the City's Municipal Code) by separating recyclables from solid waste. The proposed project would also be required to comply with mandatory solid waste and recycling measures as provided in the California Green Building Code (CCR Title 24, Part 11 (CALGreen). Therefore, impacts would be **less than significant**.

3.20 Wildfire

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

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

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

No Impact. The project site is not located within or near an SRA or VHFHSZ (CAL FIRE 2023). Additionally, as discussed in Section 3.9 (f), Hazards and Hazardous Materials, although the proposed project would increase the number of people residing and visiting at the project site, no permanent road closures or other physical changes to access would occur under the project that could substantively interfere with applicable emergency response or evacuation plans. Temporary road closures required during construction would be coordinated with the City, to ensure the project site and surrounding areas are still accessible for emergency response personnel and vehicles. In addition, the proposed project would be designed in accordance with building code requirements that include measures to ensure adequate emergency egress and access during emergency situations. Furthermore, existing emergency response and evacuation plans currently in place for the college would be updated and modified to include the proposed improvements. As such, there would be **no impact.**

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

No Impact. The project site is not located within or near an SRA or VHFHSZ (CAL FIRE 2023). Additionally, the project site is flat and surrounded by urban development and does not have any physical attributes that would exacerbate wildfire risk. As such, it would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. There would be **no impact.**

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

No Impact. As discussed in Section 3.20 (a) and (b) above, the project site is not located within or near an SRA or VHFHSZ (CAL FIRE 2023). It is flat and surrounded by urban development. The project would involve construction and operation of a student housing development. As discussed in Section 3.15(a), Public Services, the proposed project would be subject to current Orange County Fire Authority requirements for

fire sprinkler systems, fire alarm systems, fire flow, and equipment and firefighter access, as well as applicable fire code requirements. Compliance with the fire code standards would be ensured through the Division of the State Architect, which has jurisdiction over the construction of public schools for grades K–12 and community colleges (Cypress College 2016). As such, the project would not require the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. There would be **no impact.**

*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?***

No Impact. The project site is not located within or near an SRA or VHFHSZ (CAL FIRE 2023). Additionally, as described in Section 3.20(b), the project site is flat and is surrounded by urban development. There are no waterways or hillsides in the vicinity of the project site that could experience post-fire flooding or landslides. There would be **no impact.**

3.21 Mandatory Findings of Significance

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

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

Less-than-Significant Impact with Mitigation Incorporated. As discussed in Section 3.4, Biological Resources, through compliance with **MM-BIO-1,** project impacts to biological resources would be less than significant. As discussed in Section 3.5, Cultural Resources, through compliance with **MM-CUL-1** through **MM-CUL-5**, project impacts to cultural resources and TCRs would be less than significant. As discussed in Section 3.7, Geology and Soils, through compliance with **MM-GEO-1**, impacts to paleontological resources would be less than significant. Additionally, as discussed in Section 3.20, the project would have no impacts associated with wildfire. Therefore, with the implementation of mitigation measures, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or reduce the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be **less than significant with mitigation incorporated.**

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

Less-than-Significant Impact with Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project's incremental effects, though individually limited, are cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine a project's incremental contribution to a cumulative effect is not cumulatively considerable, through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The project would potentially result in project-related impacts to biological resources, cultural resources, geology and soils, hydrology and water quality, and noise that could be potentially significant without the incorporation of mitigation. Thus, when coupled with potential impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts were left unmitigated.

However, with the incorporation of mitigation identified throughout this MND, the project's impacts to biological resources (**MM-BIO-1**), cultural resources (**MM-CUL-1** through **MM-CUL-5**), geology and soils (**MM-GEO-1**), hydrology and water quality (**MM-HYD-1** and **MM-HYD-2**), and noise (**MM-NOI-1**) would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, other nearby projects would presumably be bound by their applicable

lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

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

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

Less-than-Significant Impact with Mitigation Incorporated. As evaluated throughout this IS/MND, with incorporation of the mitigation measures identified herein, all environmental impacts associated with the project would be less than significant. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be **less the significant with mitigation incorporated**.

INTENTIONALLY LEFT BLANK

4 References and Preparers

4.1 References Cited

Airnav.com. 2023. Airport Information. Accessed March 22, 2023. https://www.airnav.com/airports/get.

CAL FIRE (California Department of Forestry and Fire Protection). 2023. Fire Hazard Severity Zone Viewer. Accessed February 24, 2023. https://egis.fire.ca.gov/FHSZ/.

California DWR (Department of Water Resources). 2023. SGMA Basin Prioritization Dashboard. Accessed February 26, 2023. https://gis.water.ca.gov/app/bp-dashboard/final/.

CalRecycle. 2023. SWIS Facility/Site Summary, Olinda Alpha Landfill (30-AB-0035). Accessed March 31, 2023. https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2093.

Caltrans (California Department of Transportation). 2013. *Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol*. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, California: Caltrans. September 2013.

Caltrans. 2020. *Transportation and Construction Vibration Guidance Manual*. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. April 2020. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

Caltrans. 2023. California State Scenic Highway System Map. Accessed February 24, 2023. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

CAPCOA (California Air Pollution Control Officers Association). 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008. Accessed October 2021. http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf.

CARB (California Air Resources Board). 2014. *First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32* – The California Global Warming Solutions Act of 2006. May 2014. Accessed November 2022. http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CARB. 2017. "California's Greenhouse Gas Vehicle Emission Standards under Assembly Bill 1493 of 2002 (Pavley)." Accessed November 2021. https://www.arb.ca.gov/cc/ccms/ccms.htm.

CARB. 2023a. "Maps of State and Federal Area Designations." Accessed March 30, 2023. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

CARB. 2023b. "Common Air Pollutants." Accessed March 30, 2023. https://ww2.arb.ca.gov/resources/common-air-pollutants.

CARB. 2023c. "California Air Resources Board 2022 Scoping Plan—Appendix D, Local Actions." November 2022. Accessed January 2023. https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf.

CDOC (California Department of Conservation). 2022. California Important Farmland Finder. Accessed February 21, 2023. https://maps.conservation.ca.gov/DLRP/CIFF/.

CEC (California Energy Commission). 2023a. Electricity Consumption by Entity; Southern California Edison; 2021; All Sectors. Accessed March 14, 2023. http://www.ecdms.energy.ca.gov/elecbyutil.aspx.

CEC (California Energy Commission). 2023b. Gas Consumption by County. Accessed March 2023. http://www.ecdms.energy.ca.gov/gasbycounty.aspx.

CGS (California Geological Survey). 2002. "California Geomorphic Provinces: Note 36." California Department of Conservation. Accessed March 30, 2023. https://www.conservation.ca.gov/cgs/Documents/Publications/CGS-Notes/CGS-Note-36.pdf.

CGS. 2022. "Checklist for the Review of Engineering Geology and Seismology Reports for California Public Schools, Hospitals, and Essential Services Buildings: Note 48." November 2022. Accessed February 25, 2023. https://www.conservation.ca.gov/cgs/Documents/Publications/CGS-Notes/CGS-Note-48-a11y.pdf.

City of Cypress. 2001. *City of Cypress General Plan*. Adopted September 10, 2001. Accessed March 30, 2023. https://www.cypressca.org/home/showpublisheddocument/11369/638061699910600000.

City of Cypress. 2013. City of Cypress Municipal Code. Accessed March 17, 2023. https://library.qcode.us/lib/cypress_ca/pub/city_code.

City of Fullerton. 2012. "Land Use and Planning." In *The Fullerton Plan,* 5.1-1–5.1-60. May 2012. Accessed February 23, 2023. https://www.cityoffullerton.com/home/showpublisheddocument/3684/637470826608630000.

CNRA (California Natural Resources Agency). 2009. *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97.* December 2009. Accessed October 2021. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf.

Cohen, K.M., S.C. Finney, P.L. Gibbard, and J.-X. Fan. 2022. "The ICS International Chronostratigraphic Chart." Episodes 36: 199–204. 2013; updated. https://stratigraphy.org/ICSchart/ChronostratChart2022-02.pdf.

Cypress College. 2016. Cypress College Facilities Master Plan. Draft Program Environmental Impact Report. Public Review Draft. September 2016.

Cypress College. 2023. "Fact Sheet." Accessed February 2023. https://www.cypresscollege.edu/fact-sheet/.

DTSC (Department of Toxic Substances Control). 2023. EnviroStor Database Search. Accessed February 3, 2023. https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=9200+Valley+View%2C+Cypress+CA

Dudek. 2016. *Biological Constraints Analysis for the Cypress College Facilities Master Plan Project*. Encinitas, California: Dudek. March 2016.

DWR (California Department of Water Resources). 2023a. SGMA Portal. Accessed March 18, 2023. https://sgma.water.ca.gov/portal/gsa/all.

DWR. 2023b. GSA Map Viewer. Accessed March 18, 2023. https://sgma.water.ca.gov/webgis/index.jsp?jsonfile=https%3a%2f%2fsgma.water.ca.gov%2fportal%2fresources%2fjs%2fmapconfigs%2fGsaMaster.js

DWR. 2023c. GSP Map Viewer. Accessed March 18, 2023. https://sgma.water.ca.gov/webgis/?jsonfile=https%3a%2f%2fsgma.water.ca.gov%2fportal%2fresources%2fjs%2fmapconfigs%2fGspSubmittalsConfig.js&_dc=0.8544105469842326.

EPA. (U.S. Environmental Protection Agency). 2021. "EPA Region 9 Air Quality Maps and Geographic Information." Accessed October 2021. https://www3.epa.gov/region9/air/maps/index.html#cal.

FEMA (Federal Emergency Management Agency). 2023. FEMA Flood Map Service Center: Search By Address. Accessed March 19, 2023. https://msc.fema.gov/portal/search#searchresultsanchor.

FHWA (Federal Highway Administration). 2008. *Roadway Construction Noise Model (RCNM), Software Version 1.1.* U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center, Environmental Measurement and Modeling Division. Washington, D.C. December 8, 2008.

FTA (Federal Transit Administration). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

Google Earth. 2023. "Footprint of the project site." Mountainview, California: Google Earth Mapping Service. Accessed March 2023. https://www.google.com/earth/.

GSWC (Golden State Water Company). 2021. *West Orange Service Area, 2020 Urban Water Management Plan*. Adopted July 15, 2021. Accessed March 18, 2023. https://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F1441205680%2FGSWC-West%20Orange%202020%20UWMP%20Final.pdf.

Guaranteed Rate. 2022. "Cypress, California." Accessed March 29, 2023. https://www.rate.com/research/cypress-ca#population.

IPCC (Intergovernmental Panel on Climate Change). 2007. *IPCC Fourth Assessment Synthesis of Scientific-Technical Information Relevant to Interpreting Article 2 of the U.N. Framework Convention on Climate Change*. Geneva, Switzerland: Intergovernmental Panel on Climate Change. Accessed March 2023. https://www.ipcc.ch/pdf/assessment-report/ar4/syr/ar4_syr.pdf.

Jahns, R.H., 1954. "Geology of the Peninsular Range Province, Southern California, and Baja California." *Geology of Southern California. California Division of Mines and Geology Bulletin*. 1(170): 29–52.

Murray, S. 2016. *Cultural Resources Study for the Cypress College Facilities Master Plan Program EIR, City of Cypress, Orange County, California*. Submitted to North Orange County Community College District. On file at Dudek.

NHMLA (Natural History Museum of Los Angeles County). 2022. "Paleontological resources for the Cypress College Affordable Housing Project." Unpublished records search results letter provided by Alyssa Bell (Natural History Museum of Los Angeles County, Los Angeles, California), on November 20, 2022.

NOCCCD (North Orange County Community College District). 2020. Cypress College Facilities Master Plan. Adopted July 2020. Accessed March 30, 2023. https://www.nocccd.edu/files/nocccd_cypress_booklet_76158.pdf.

Norris, R.M., and R.W. Webb. 1990. *Geology of California*, 2nd ed. New York, NY: John Wiley and Sons.

OCSD (Orange County Sanitation District). 2020. *2019–2020 Annual Report*. Resource Protection Division. October 31, 2020. Accessed March 30, 2023. https://www.ocsan.gov/home/showpublisheddocument/30137/637400823456670000.

OCTA (Orange County Transportation Agency). 2021. 2021 Traffic Flow Map. Accessed March 8, 2023. https://www.octa.net/pdf/2021-ADT.pdf.

OPR (Governor's Office of Planning and Research) 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA.

OEHHA (Office of Environmental Health Hazard Assessment). 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments*. Air, Community, and Environmental Research Branch, Office of Environmental Health Hazard Assessment, California Environmental Protection Agency. February 2015. Accessed November 2021. https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

Orange County. 2022. "Everyone Counts: 2022 Point in Time Summary." May 2022. Accessed March 29, 2023. https://www.ochealthinfo.com/sites/hca/files/2022-05/2022%20PIT%20Data%20Infographic%20-%205.10.2022%20Final.pdf.

Orange County ALUC (Airport Land Use Commission). 2017. Airport Land Use Commission for Orange County. *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos*. Amended August 17, 2017. Accessed March 22, 2023. https://files.ocair.com/media/2021-02/JFTB,LosAlamitos-AELUP2017.pdf.

Orange County (Orange County Waste & Recycling), 2023. "Waste Disposal at Olinda Alpha Landfill." Orange County Gov.com. Accessed February 17, 2023. https://www.oclandfills.com/landfills/olinda-landfill.

RWQCB (Regional Water Quality Control Board, Santa Ana Region). 2019. "Water Quality Control Plan, Santa Ana River Basin (8)." January 1995, updated June 2019. Accessed March 18, 2023. https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/docs/2019/New/Basin_Plan_Table_of_Contents_June_2019.pdf.

Saucedo, G.J., Greene, G.H., Kennedy, M.P., and S.P. Bezore. 2016. "Geologic Map of the Long Beach 30' X 60' Quadrangle, California." California Geological Survey.

SCAG (Southern California Association of Governments). 2016. *2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life*. Adopted April 2016. Accessed October 2021. https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557.

SCAG. 2019. *Local Profiles Report 2019. Profile of the City of Cypress*. May 2019. Accessed February 2023. https://scag.ca.gov/sites/main/files/file-attachments/cypress_localprofile.pdf?1606012727.

SCAG. 2020a. Connect SoCal: *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*. Adopted September 3, 2020. Accessed March 3, 2023. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176.

SCAG. 2020b. *Connect SoCal. Technical Report: Current Context, Demographics and Growth Forecast*. Adopted September 3, 2020. Accessed February 2023. https://scag.ca.gov/sites/main/files/file-attachments/ 0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

SCAQMD (South Coast Air Quality Management District). 1993. CEQA Air Quality Handbook.

SCAQMD. 2003a. *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. August 2003. Accessed December 2021. http://www.aqmd.gov/docs/default-source/Agendas/ Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2.

SCAQMD. 2003b. *Final 2003 AQMP Appendix V Modeling and Attainment Demonstrations*. August 2003. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/ 2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=2.

SCAQMD. 2008a. *Final Localized Significance Threshold Methodology*. Revised July 2008. Accessed January 21, 2021. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

SCAQMD. 2008b. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. December 5. Accessed October 2021. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2.

SCAQMD. 2010. "Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting No. 15." PowerPoint. Diamond Bar, California, September 28, 2010. Accessed October 2021. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2.

SCAQMD. 2017. *Final 2016 Air Quality Management Plan*. March 2017. Accessed October 2021. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

SCAQMD. 2019. "SCAQMD Air Quality Significance Thresholds." Originally published in CEQA Air Quality Handbook, Table A9-11-A. Revised April 2019. Accessed October 2021. http://www.aqmd.gov/ docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.

SCAQMD. 2022. *2022 Air Quality Management Plan*. Adopted December 2, 2022. Accessed March 2023. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16.

SVP (Society of Vertebrate Paleontology). 2010. "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources." Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee. https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf.

SWRCB (State Water Resources Control Board). 2020. "Final 2018 California Integrated Report – Approved by U.S. EPA." Clean Water Act Section 303(d) List and 305 (b) Report. California Water Boards. Accessed March 28, 2023. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2018_integrated_report.html.

SWRCB. 2023a. GeoTracker Database Search. Accessed February 3, 2023. https://geotracker.waterboards.ca.gov/profile_report?global_id=T0605901537.

SWRCB. 2023b. SGMA Basin Prioritization Dashboard. Accessed March 18, 2023. https://gis.water.ca.gov/app/bp-dashboard/final/.

The Climate Registry. 2022. 2022 Default Emission Factors. May 2022. Accessed March 2023. https://theclimateregistry.org/wp-content/uploads/2022/11/2022-Default-Emission-Factors-Final.pdf.

U.S. Census Bureau. 2021a. Quick Facts, Cypress City, California. Accessed February 24, 2023. https://www.census.gov/quickfacts/cypresscitycalifornia.

U.S. Census Bureau. 2021b. Quick Facts, Long Beach City, California. Accessed February 24, 2023. https://www.census.gov/quickfacts/longbeachcitycalifornia.

U.S. Census (United States Census Bureau). 2023. QuickFacts: Cypress city, California. Accessed February 2023. https://www.census.gov/quickfacts/fact/table/cypresscitycalifornia/PST045221.

USDA (United States Department of Agriculture). 2022. Web Soil Survey. USDA, National Resources Conservation Service, Soil Survey Staff. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx.

USGS (U.S. Geological Survey). 2023. Areas of Land Subsidence in California. Accessed February 26, 2023. https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html.

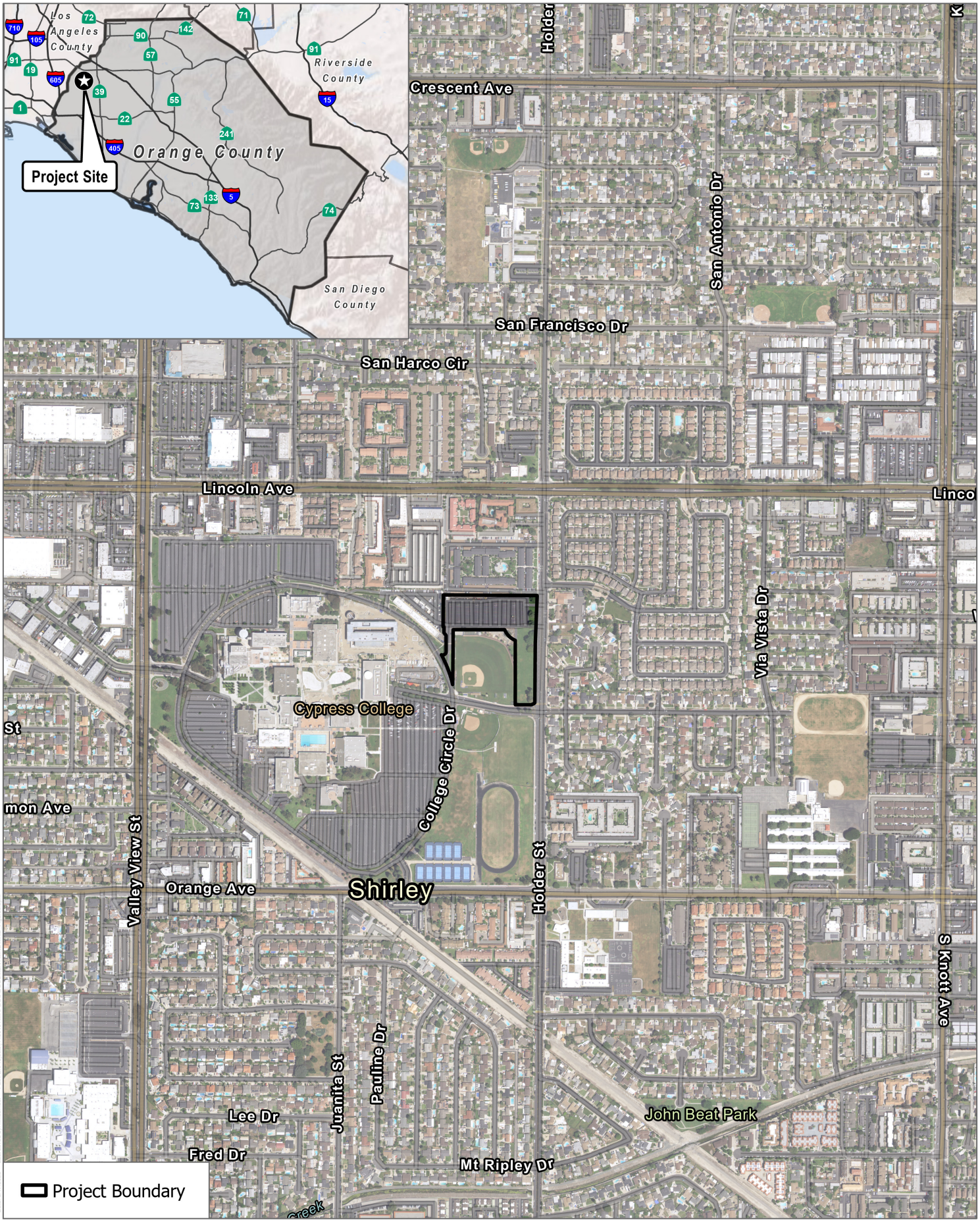
Van Horn, D.M. 1978. *Archaeological Survey Report: The Site of Proposed Parking Lot Number 9 at Cypress College in Cypress, California*. On File at South Central Coast Information Center, California State University, Fullerton. Accessed November 2022.

4.2 List of Preparers

Dudek

Rachel Struglia, PhD, AICP – Project Manager
Laura Masterson – Environmental Planner
Armando Gonzales – Environmental Planner
Brandon Whalen-Castellanos – Environmental Planner
Joshua Saunders – Environmental Planner
Perry Russell – Environmental Geologist
Eric Schniewind – Environmental Geologist
Daria Sarraf – Air Resources Specialist
Linda Kry – Archaeologist
Michael Williams – Paleontologist
Michael Green – Environmental Acoustician
Dennis Pascua – Transportation Specialist
Sabita Tewani – Transportation Specialist
Jennifer Farned – Technical Editor

INTENTIONALLY LEFT BLANK



SOURCE: NAIP 2020

DUDEK

0 500 1,000 Feet

FIGURE 1

Regional Location

Cypress College Student Housing Project

INTENTIONALLY LEFT BLANK

SOURCE: NAIP 2020

DUDEK

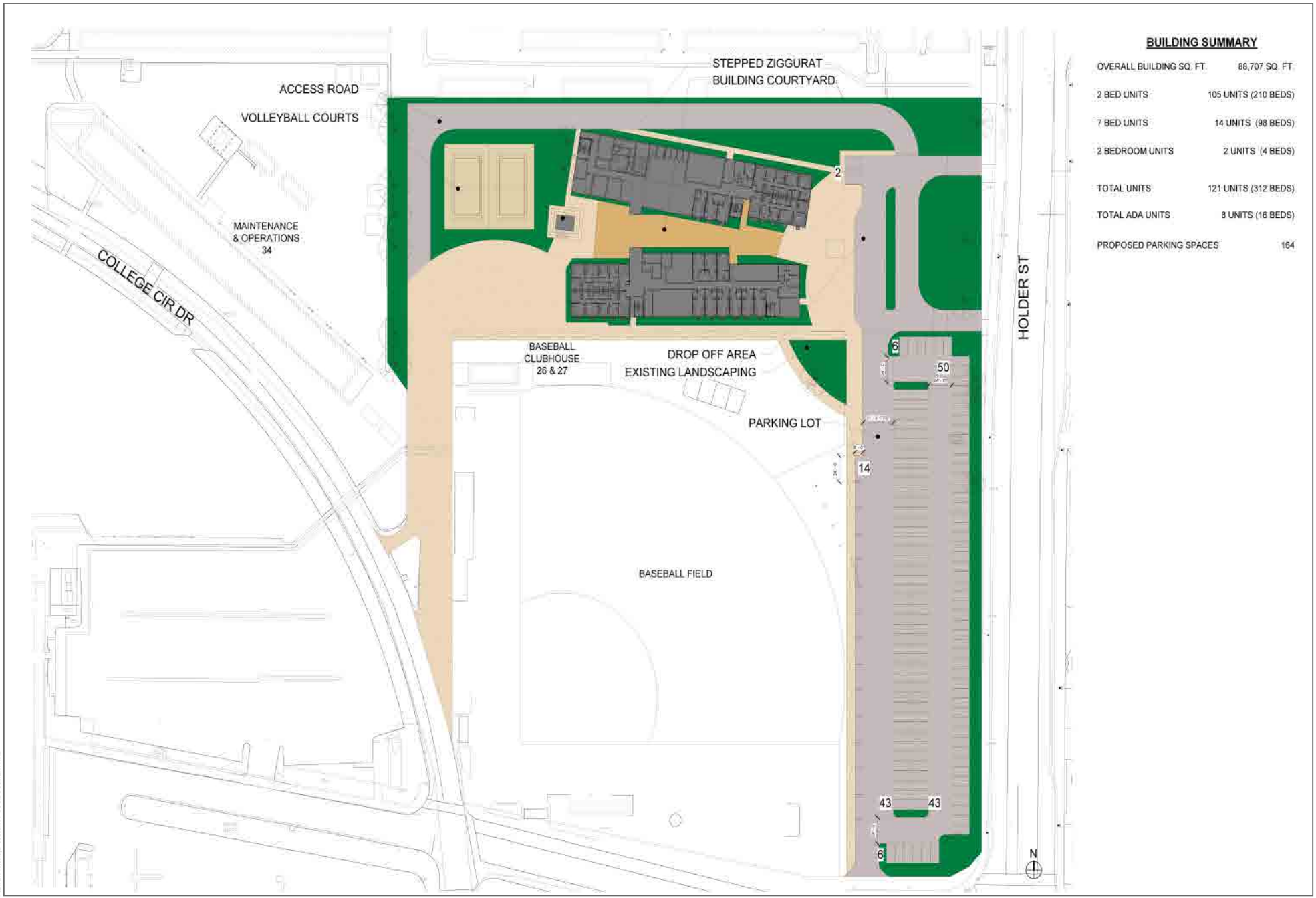
0 100 200 Feet

FIGURE 2

Local Vicinity

Cypress College Student Housing Project

INTENTIONALLY LEFT BLANK

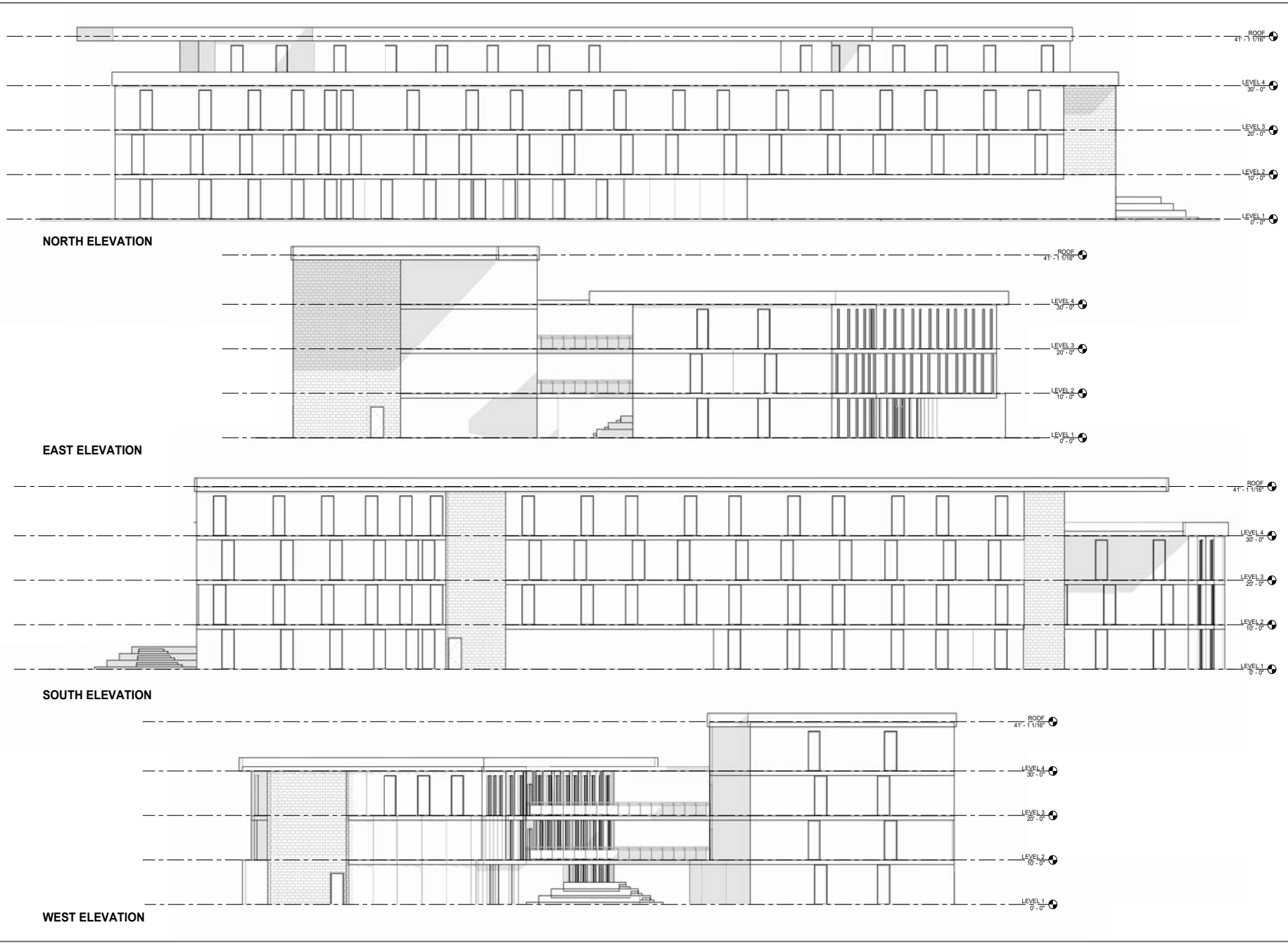


Source: SVA, 2023

FIGURE 3
Site Plan
Cypress College Student Housing Project

DUDEK

INTENTIONALLY LEFT BLANK



Source: SVA, 2022

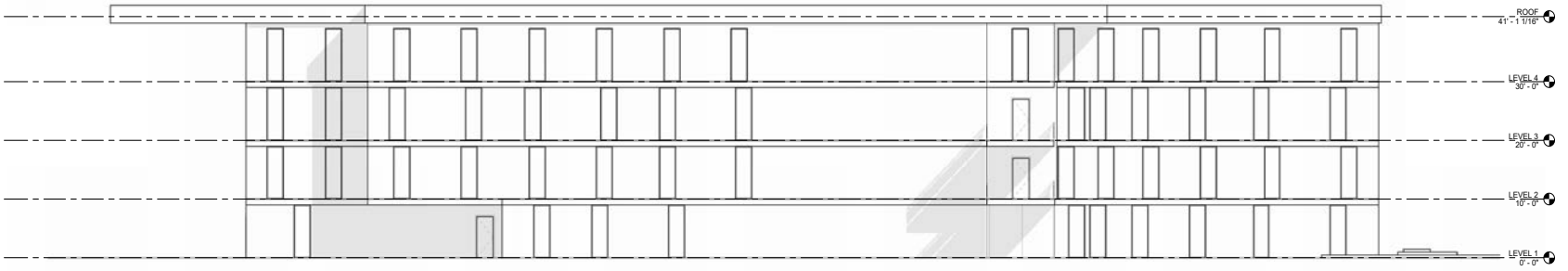
FIGURE 4a

Elevations

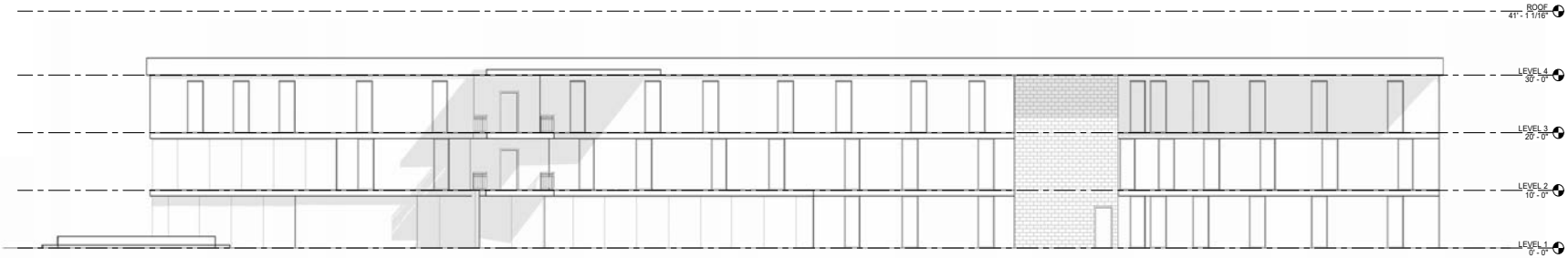
Cypress College Student Housing Project

DUDEK

INTENTIONALLY LEFT BLANK



NORTH COURTYARD ELEVATION



SOUTH COURTYARD ELEVATION

Source: SVA, 2022

FIGURE 4b

Elevations

Cypress College Student Housing Project

DUDEK

INTENTIONALLY LEFT BLANK

SOURCE: NAIP 2020

DUDEK

0 100 200 Feet

FIGURE 5

Noise Measurement Locations

Cypress College Student Housing Project

INTENTIONALLY LEFT BLANK