4.5 ENERGY

4.5.1 Introduction

The purpose of this section is to describe the existing setting as it relates to energy conservation, identifies associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. Energy calculations for the Project are included in Appendix F.

4.5.2 Environmental Setting

Existing Electricity and Natural Gas Supplies

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into electricity. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are provided to the area by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.[1] SCE produces and purchases their energy from a mix of conventional and renewable generating sources. **Table 4.5-1, Energy Resources Used to Generate Electricity for SCE (2019)** shows the SCE electric power mix in 2019 compared to the statewide 2019 power mix. In 2020, electricity use attributable to the County of Riverside was approximately 16,878 GWh from residential and non-residential sectors.[2]

[1] SCE. (2020). *By the Numbers: Who We Serve*. Retrieved from SEC Website: https://www.sce.com/about-us/who-we-are. Accessed March 17, 2020.
[2] California Energy Commission (CEC). (2020). *Electricity Consumption by County*. Retrieved from CEC Website: http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed July 16, 2021.

Table 4.5-1: Energy Resources Used to Generate Electricity for SCE (2019)

Energy Resources	2019 SCE Power Mix	2019 CA Power Mix
Eligible Renewable:	35.1%:	31.7%:
Biomass and Biowaste	0.6%	2.4%
Geothermal	5.9%	4.8%
Eligible Hydroelectric	1%	2%
Solar	16%	12.3%
Wind	11.5%	10.2%
Coal	0%	3%
Large Hydroelectric	7.9%	14.6%
Natural Gas	16.1%	34.2%
Nuclear	8.2%	9%
Other	0.1%	0.2%
Unspecified Sources of Power[1]	32.6%	7.3%
Total	**100%**	**100%**

Electricity from transactions that are not traceable to specific generation sources.
Source: SCE. (2020). *2019 Power Content Label, Southern California Edison*. Retrieved from SCE Website: https://www.sce.com/sites/default/files/inline-files/SCE_2019PowerContentLabel.pdf. Accessed November 17, 2021

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for Project area, services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields; Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the CEC, natural gas demand in the SoCalGas service area was 5,156 million therms in 2018.[3]

SoCalGas projects that total demand for natural gas will decline at an annual rate of 0.74 percent from 2018 to 2035.[4] The decline in demand is due to modest economic growth, California Public Utilities Commission mandated energy efficiency standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.

Energy Use

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,881 trillion BTU in 2017[5] (the most recent year for which this specific data is available), which equates to an average of approximately 200 million BTU per capita. Of California's total energy use, the breakdown by sector is approximately 40 percent transportation, 23 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally used by stationary sources such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally

[3] California Energy Commission (CEC). (2020). *Gas Consumption by Southern California Gas*. Retrieved from CEC Website: http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed March 17, 2020.
[4] *California Gas and Electric Utilities (2018). 2018 California Gas Report https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf*. Accessed March 17, 2020.
[5] US Energy Information Administration (2020). *California Energy Consumption Estimates*. Retrieved from EIA Website: https://www.eia.gov/state/print.php?sid=CA. Accessed March 17, 2020.

accounted for by transportation-related energy use. In 2019, taxable gasoline sales (including aviation gasoline) in California accounted for 15,338,758,756 gallons of gasoline.[6]

4.5.3 Regulatory Setting

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) was signed into law by President George W. Bush on December 19, 2007. The Act's goal is to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the RFS program (RFS2) was expanded in several key ways:

- Expanded the RFS program to include diesel, in addition to gasoline;
- Increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Established new categories of renewable fuel and set separate volume requirements for each; and
- Required the U.S. Environmental Protection Agency (EPA) to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

RFS2 lays the foundation for achieving significant reductions of GHG emissions from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of our nation's renewable fuels sector.

The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers.

State

Assembly Bill 32 and Senate Bill 32

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Reductions in overall energy consumption

[6] California Department of Tax and Fee Administration (CDTFA). (2020). *Net Taxable Gasoline Gallons*. Retrieved from CDTFA Website: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm accessed March 17, 2020.

have been implemented to reduce emissions. See **Section 4.7, Greenhouse Gas Emissions** for a further discussion of AB 32.

In September 2016, the Governor signed into legislation SB 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. CARB has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 greenhouse gas (GHG) reduction goal of reducing statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see **Section 4.7, Greenhouse Gas Emissions**, for a discussion of AB 32 and SB 32). Part of the effort in meeting California's long-term reduction goals include reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California's electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24", California's energy efficiency standards for residential and non-residential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. The 2016 Title 24 standards became effective on January 1, 2017. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2016 Title 24 standards are 28 percent more efficient than previous standards for residential development. The standards offer developers better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards, which took effect on January 1, 2020, promote photovoltaic systems in newly constructed residential buildings and additional lighting standards. With rooftop solar electricity generation, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards. With the new lighting standards, nonresidential buildings would use 30 percent less energy than buildings built under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

The Title 24, Part 6 was created as part of the California Building Standards Code by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. These standards include provisions applicable to all buildings, residential and

non-residential, which describe requirements for documentation and certificates that the building meets the standards. These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers
- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Pool and Spa Heaters and Equipment
- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices
- Solar Photovoltaic Systems

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. Mandatory requirements for low-rise residential buildings cover indoor and outdoor lighting, fireplaces, space cooling and heating equipment (including ducts and fans), and insulation of the structure, foundation, and water piping. The standards require solar photovoltaic systems for new homes. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting system design requirements. These requirements vary depending on the building's location in the state's 16 climate zones.

California's Building Energy Efficiency Standards (CBEES) are updated on an approximately three-year cycle as technology and methods have evolved. As a result of new law under Assembly Bill (AB) 970, passed in the fall of 2000 in response to the state's electricity crisis, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The 2013 Standards went into effect July 1, 2014. The 2016 CBEES went into effect on January 1, 2017 and improve upon the 2013 CBEES for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 CBEES were adopted on May 9, 2018 and took effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The 2019 California Green Building Standards Code became effective January 1, 2020.

2008 California Energy Action Plan Update

The 2008 Energy Action Plan Update provides a status update to the 2005 Energy Action Plan II, which is the State of California's principal energy planning and policy document (CPUC and CEC, 2008). The plan continues the goals of the original Energy Action Plan, describes a coordinated implementation plan for State energy policies, and identifies specific action areas to ensure that California's energy is adequate, affordable, technologically advanced, and environmentally sound. First-priority actions to address California's increasing energy demands are energy efficiency, demand response (i.e., reduction of customer energy usage during peak periods in order to address system reliability and support the best use of energy infrastructure), and the use of renewable sources of power. If these actions are unable to satisfy the increasing energy and capacity needs, the plan supports clean and efficient fossil-fired generation.

2006 Appliance Efficiency Regulations

The California Energy Commission adopted Appliance Efficiency Regulations (Title 20, California Code of Regulations §§ 1601 through 1608) on October 11, 2006. The regulations were approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. While these regulations are now often

viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Senate Bill 1078 and 107; Executive Order S-14-08, S-21-09, and SB 2X

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, then-Governor Schwarzenegger signed Executive Order S-14-08, which expands the State's Renewable Portfolio Standard to 33 percent renewable power by 2020. In September 2009, then-Governor Schwarzenegger continued California's commitment to the Renewable Portfolio Standard by signing Executive Order S-21-09, which directs the CARB under its AB 32 authority to enact regulations to help the state meet its Renewable Portfolio Standard goal of 33 percent renewable energy by 2020. In April 2011, Governor Brown signed SB 2X, which legislated the prior Executive Order S-14-08 renewable standard.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, the Governor issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (CPUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Appendix F to CEQA Guidelines

Public Resources Code §21100(b)(3) and *CEQA Guidelines* §15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary use of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California State Legislature adopted AB 1575, which created the CEC. The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct State responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code §21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary use of energy caused by a project. In addition, *CEQA Guidelines* §15126.4 was adopted in 1998 which requires that an EIR describe feasible mitigation measures which would minimize the inefficient and unnecessary use of energy. Thereafter, the State Resources Agency created *CEQA Guidelines,* Appendix F.

Pursuant to Appendix F, an EIR must include a "discussion of the potential energy impacts of proposed projects… ." However, because lead agencies have not consistently included such analysis in their EIRs, California's Natural Resources Agency amended Appendix F to the *CEQA Guidelines* in 2009 "to ensure

that lead agencies comply with the substantive directive in §21100(b)(3)." *CEQA Guidelines,* Appendix F lists environmental impacts and mitigation measures that an EIR may include. What is required is a "discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy." Potential impacts that may be discussed include:

- The Project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Project including construction, operation, maintenance, or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the Project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the Project on peak and base period demands for electricity and other forms of energy.
- The degree to which the Project complies with existing energy standards.
- The effects of the Project on energy resources.
- The Project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

State CEQA Guidelines, Appendix F assists EIR preparers in determining whether a Project will result in the inefficient, wasteful, and unnecessary use of energy. The discussion below analyzes the Project's effect on energy resources.

Local

Sustainable Beaumont

In 2015, the City of Beaumont developed and approved Sustainable Beaumont: The City's Roadmap to Greenhouse Gas Reductions, a plan for reducing greenhouse gas emissions. The City committed to providing a more livable, equitable, and economically vibrant community through the incorporation of energy efficient features and the reduction of GHG emissions. (Beaumont 2040 Plan, p. 198.)

The Sustainable Beaumont Plan details a variety of goals, policies, and actions at the community and municipal levels aimed at conserving energy and reducing emissions in order to meet its GHG reduction targets. By implementing Statewide and local reduction measures, the City would achieve its reductions targets for 2020 and 2030. (SB 2015, p. 64.)

Beaumont Municipal Code

The following chapter of the Beaumont Municipal Code address energy conservation topics:

Title 15 – Building and Construction, Chapter 15.19 – Energy Code

Chapter 15.19 of the City of Beaumont Municipal Code (Beaumont MC) adopted the California Energy Code, Title 24, California Code of Regulations, Part 6, including any and all amendments thereto that may hereafter be made and adopted by the State of California through the approval of ordinance no. 1079 § 14, 12-6-2016.

City of Beaumont 2040 General Plan and Revised Zoning Ordinance

This section presents those features of the proposed Project that reduce potential energy impacts.

The Beaumont 2040 Plan goals, policies, and implementation actions that reduce potential energy impacts include:

Land Use and Community Design Element

Goal 3.1: **A City structure that enhances the quality of life of residents, meets the community's vision for the future, and connects new growth areas together with established Beaumont neighborhoods.**

Policy 3.1.3 Establish or preserve areas for mixed-use districts that contain a mix of retail, service, office, and residential uses in a compact, walkable setting along SR-79 (between I-10 and SR-60).

Policy 3.1.8 Require new major centers and larger residential developments to be accessible to major transportation facilities, a well-connected street network, and safe and efficient access to transit.

Policy 3.1.11 Strive to create development patterns such that most residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, cafes, dry cleaners, laundromats, banks, hair salons, pharmacies, religious institutions, and similar uses.

Goal 3.3: **A City that preserves its existing residential neighborhoods and promotes development of new housing choices.**

Policy 3.3.7 Require well-connected walkable neighborhoods with quality access to transit, pedestrian and bicycle facilities.

Goal 3.7: **A City with a high-quality pedestrian environment for people, fostering interaction, activity, and safety.**

Policy 3.7.1 Require that all new neighborhoods be designed and constructed to be pedestrian friendly and include features such as short blocks, wide sidewalks, tree-shaded streets, buildings oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets that are designed for pedestrians, cyclists and vehicles.

Policy 3.7.2 Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal 3.8: **A City that encourages a healthy lifestyle for people of all ages, income levels, and cultural backgrounds.**

Policy 3.8.1 Design neighborhoods to emphasize connectivity and promote physical activity, including increased pedestrian access by promoting high-density, mixed use

development, access to existing and proposed transit, and the use of bicycles and walking as alternatives to driving.

Policy 3.8.3 Ensure the design of context-specific streetscaping that promotes safe travel for all users, including signs, curbs, trees and landscaping to provide a more pleasant environment for drivers, cyclists, and pedestrians.

Policy 3.8.6 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transportation and carpool to and from school.

Implementation LUCD10 Development Monitoring. Establish a monitoring and reporting system for land use development within the City. Key metrics may include housing by type and income level, commercial floor area, jobs, vehicle miles traveled, and greenhouse gas emissions. Report annual changes to the Planning Commission and City Council.

Implementation LUCD22 Tree Planting Program. Partner with local non-profit organizations to implement a tree planting program (planting of trees on City-owned and private property).

Mobility Element

Goal 4.1: **Promote smooth traffic flows and balance operational efficiency, technological, and economic feasibility.**

Policy 4.1.4 Strengthen partnerships with transit management organizations to develop citywide demand management programs and incentives to encourage non-automotive transportation options.

Policy 4.1.5 Require residential and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Goal 4.2: Support the development of a comprehensive network of complete streets throughout the City that provides safe, efficient, and accessible connectivity for users of all ages and abilities.

Policy 4.2.3 Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, cyclists, and pedestrians.

Goal 4.3: **A healthy transportation system that promotes and improves pedestrian, bicycle, and vehicle safety in Beaumont.**

Policy 4.3.3 Support Safe Routes to School partnerships that increase the number of school children who walk, bicycle, use public transit, and carpool to and from school.

Policy 4.3.5 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and a connected system of sidewalks, bikeways, greenways, and transit.

Goal 4.4: **A balanced transportation system that provides adequate facilities for people in the City to bicycle, walk, or take transit to their destinations.**

Policy 4.4.1 Ensure connectivity of pedestrian and cyclist facilities to key destinations, such as downtown, commercial centers, and employment centers, and link these facilities to each other by providing trails along key utility corridors.

Policy 4.4.4 Develop a comprehensive trails network to connect neighborhoods and key attraction areas.

Policy 4.4.5 Promote policies and programs that encourage the use of transit and increased transit service.

Goal 4.5: **Work collaboratively with regional transit agencies to enhance existing transit facilities and promote the implementation of future transit opportunities.**

Policy 4.5.1 Collaborate with transit agencies and RCTC to ensure the development of transit facilities in Beaumont can accommodate future rail service between the Coachella Valley and City of Riverside.

Policy 4.5.3 Work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends and develop strategies to make a more efficient transit system.

Goal 4.7: **Manage and provide an adequate parking supply that meets the needs of people who live, work, and visit Beaumont.**

Policy 4.7.2 Encourage developers to meet their minimum parking requirements via shared parking between uses, payment of in-lieu fees, joint parking districts, or off-site parking within a reasonable walking time of 10 minutes or less.

Implementation M3 TDM Plan Requirements. Update the City's development processing requirements to require that TDM plans and strategies are developed for residential and employment land uses that reduce vehicle trips or vehicle trip lengths.

Implementation M4 Bicycle and Pedestrian Plan. Update the City's Bicycle and Pedestrian Connectivity Plan with a focus on connectivity to transit, neighborhood centers, and schools while identifying state-of-the-practice techniques for improving safety.

Implementation M29 Zoning Code Update. Update the City's parking Standards to:

- Provide a reduction in parking standards if comprehensive TDM programs are provided.
- Increase the number of electric vehicle charging stations in parking areas.

Economic Development and Fiscal Element

Goal 5.1: **A dynamic local economy that attracts diverse business and investment.**

Policy 5.1.4 Encourage growth and expansion of businesses and employment centers near public transit to increase transportation options for employees and limit traffic congestion.

Health and Environmental Justice Element

Goal 6.5: **A City that builds neighborhoods that enhance the safety and welfare of all people of all ages, income levels, and cultural backgrounds.**

Policy 6.5.1 Design neighborhoods that promote pedestrian and bicycle activity as alternatives to driving. This policy is implemented through the Land Use and Community Design Element.

Policy 6.5.3 Integrate land use and transportation infrastructure to support higher-density development, a balanced mix of residential and commercial uses, and connected system of sidewalks, bikeways, greenways, and transit.

Policy 6.5.4 Prioritize transportation system improvements that encourage walking, biking and transit use in the areas with the highest need. This policy is implemented through the Mobility Element.

Community Facilities and Infrastructure Element

Goal 7.1: **City-wide infrastructure to support existing development and future growth.**

Policy 7.1.7 Promote the design of infrastructure projects that use sustainable materials and minimize use of natural resources during construction.

Policy 7.1.8 As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, water availability, and wildfire, during infrastructure planning and design to adapt to those changes. This policy is implemented through the Safety Element.

Goal 7.3: **Buildings and landscapes promote water conservation, efficiency, and the increased use of recycled water.**

Policy 7.3.1 Partner with BCVWD to promote and implement water conservation measures and reuse practices, including water efficient fixtures, leak detection, water recycling, grey water reuse and rainwater harvesting.

Policy 7.3.2 When feasible, augment regional conservation programs with City resources to encourage reduced water use in homes and businesses.

Policy 7.3.3 Support and engage in educational and outreach programs that promote water conservation and wide-spread use of water-efficient technologies to the public, homebuilders, business owners, and landscape installers.

Policy 7.3.4 Support and implement third-party programs and financing sources, such as the PACE program, to improve water efficiency of existing buildings.

Policy 7.3.5 Expand the supply of recycled water and distribution facilities in the City for irrigation at city facilities/parks/sports fields. When such supply is available, require new developments to utilize for their common irrigation needs.

Policy 7.3.6 Encourage innovative water recycling techniques, such as rainwater capture, use of cisterns, and installation of greywater systems.

Policy 7.3.7 Update and improve water conservation and landscaping requirements for new development.

Policy 7.3.8 Require the use of recycled water for irrigation of parks and golf courses in Beaumont.

Goal 7.4: Incorporate sustainable and improved stormwater management practices.

Policy 7.4.2 Explore opportunities for "green streets" that use natural processes to manage stormwater runoff, when feasible.

Policy 7.4.3 Require new development and redevelopment projects to reuse stormwater on-site to the maximum extent practical and provide adequate stormwater infrastructure for flood control.

Goal 7.6: A zero-waste program that increases recycling and reduces waste sent to the landfill.

Policy 7.6.2 Expand programs to collect food waste and green waste from commercial and residential uses.

Policy 7.6.3 Promote green purchasing options across all City departments. Consider the lifecycle effects from purchases.

Policy 7.6.5 Ensure construction demolition achieves the state's 65 percent target for material salvage and recycling of non-hazardous construction materials.

Policy 7.6.6 Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.

Goal 7.7: Provide for a clean and healthy community through an effective solid waste collection and disposal system.

Policy 7.7.1 Implement source reduction, recycling, composting, and other appropriate measures to reduce the volume of waste materials entering regional landfills. Establish a goal to achieve 100% recycling citywide for both residential and nonresidential development.

Policy 7.7.2 Implement a commercial solid waste recycling program that consists of education, outreach, and monitoring of businesses in order to divert commercial solid waste and report progress in the annual report to CalRecycle.

Policy 7.7.3 Require businesses (including public entities) that generate four cubic yards or more of commercial solid waste per week, or a multifamily residential dwelling of five units or more, to arrange for recycling services.

Policy 7.7.4 Offer economic incentives to businesses within the City which are "zero waste."

Policy 7.7.5 Develop City programs and/or advertise County-wide programs that encourage residents to donate or dispose of surplus furniture, old electronics, clothing, oils/ grease, household hazardous materials and other household items rather than disposing of such materials in landfills.

Goal 7.9: High-quality community facilities and services that meet the needs and preferences of all residents in the City.

Policy 7.9.2 Provide community facilities and services throughout the City close to or on accessible transit corridors and priority bikeways. Ensure connecting sidewalks are well maintained for accessibility.

Implementation CFI2 Zoning and Implementation Ordinances. Update zoning and building codes to enable innovative sustainability measures such as:

- Greywater capture and reuse systems
- On-site bioretention-based stormwater facilities
- Coordinated below grade installation/repair between various providers and agencies
- Wind generation on residential and commercial buildings
- Electric vehicle infrastructure requirements
- Green building performance standards

Implementation CFI6 Water Education. Develop a water conservation and stewardship strategy with local partners and water providers to reduce water consumption, raise awareness of stormwater pollution, and encourage conservation behaviors.

Implementation CFI7 Educational materials. Produce a City resource guide for commercial and residential water recycling techniques, including conservation strategies landscaping, rainwater capture, greywater systems, and use of cisterns.

Implementation CFI20 Green Streets. Implement best practices for Green Streets on transportation corridors associated with new and existing redevelopment projects.

Implementation CFI26 Zero Waste. Work with regional partners, such as the Riverside County Department of Waste Resources, and community partners to foster a zero waste culture, including outreach, marketing, and local grant program to support efforts.

Implementation CFI27 Public Stewards of Zero Waste. Commit all City departments to zero waste, including provision of technical support and diversion at City facilities.

Implementation CFI28 Technical Assistance. Partner closely with commercial and owners of multifamily properties to start or expand recycling and waste reduction practices.

Implementation CFI29 Debris Recycling Ordinance. Create a construction and demolition debris recycling ordinance to support the diversion of recyclable and recoverable materials. Work with local partners to conduct outreach targeting waste generators.

Implementation CFI30 Composting Program. Expand existing recycling programs to include composting yard and garden waste.

Conservation and Open Space Element

Goal 8.1: **A City with green buildings and developments that promote energy efficiency.**

Policy 8.1.1 Promote, and incentivize when possible, energy efficiency upgrades, such as weatherization and lighting retrofits for qualified households.

Policy 8.1.2 Increase educational and outreach efforts to residential, commercial, and institutional building owners to increase awareness of Southern California Edison programs and incentives to improve energy efficiency in existing buildings.

Policy 8.1.3 Support and implement third party programs and financing sources, such as PACE or HERO programs, to install energy efficiency upgrades in existing buildings. Provide incentives for households to improve resource efficiency, such as rebate programs, and giveaways of items such as low-flow showerheads and electrical outlet insulation.

Policy 8.1.4 Partner with local residential and business associations to create a policy requiring energy disclosure, audits, and/or upgrades at time of sale of residential and commercial properties.

Policy 8.1.5 Encourage new development to reduce building energy use by adopting passive solar techniques and heat island reduction strategies:

- Maximizing interior daylighting.
- Using cool exterior siding, cool roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.
- Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.
- Installing water efficient vegetative cover and planting, substantial tree canopy coverage.

Policy 8.1.6 When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

Policy 8.1.7 Encourage new buildings and buildings undergoing major retrofits to exceed Title 24 energy efficiency standards.

Policy 8.1.8 Require design of new development and renovations to not impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

Policy 8.1.9 Require that any new building constructed in whole or in part with City funds incorporate passive solar design features, where feasible.

Policy 8.1.10 Strive for high levels of energy efficiency in municipal facilities.

Policy 8.1.11 Whenever possible, use energy-efficient models and technology when replacing or providing new city facilities and infrastructure, such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.

Goal 8.2: **A City which encourages energy from renewable sources.**

Policy 8.2.1 Promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

Policy 8.2.2 Establish clear guidance for new solar residential mandate established by the California Energy Commission as part of the 2019 California Building Code update.

Policy 8.2.3 Establish an expedited and streamlined permit process for small photovoltaic systems (10-15 kW maximum power output).

Goal 8.3: **A City that reduces citywide greenhouse gas emissions.**

Policy 8.3.1 Establish greenhouse gas emission reduction targets in line with State requirements that call for reducing greenhouse gas emissions as follows:

- 1990 levels by 2020
- 40 percent below 1990 levels by 2030
- 60 percent below 1990 levels by 2040

Policy 8.3.2 Implement greenhouse gas reduction measures to achieve greenhouse gas reduction targets by updating the Climate Action Plan or similar.

Policy 8.3.4 Use the emissions inventory and monitoring tools to identify, prioritize, and update programs that effectively contribute to greenhouse gas reductions.

Policy 8.3.5 Prioritize municipal policies and programs that reduce the City's carbon footprint such as purchasing alternative fuel vehicles, pursuing solar installations, implementing green purchasing policies, and retrofitting existing buildings.

Policy 8.3.6 Promote greenhouse gas reduction measures that support local job training and placement in green industries focused on environmental sustainability, renewable energy, renewable-related technologies, and bioremediation.

Policy 8.3.7 Collaborate with regional and state partners to implement the Sustainable Communities Strategy to reduce greenhouse gas emissions, balance jobs and housing, and develop transportation systems that support all modes of circulation.

Goal 8.11: **A City where archaeological, cultural resources, tribal cultural resources, and historical places are identified, recognized, and preserved.**

Implementation C1 Energy Efficiency Programs. Develop and advertise energy efficiency programs that improve energy efficiency in existing buildings. Coordinate with WRCOG on regional initiatives.

Implementation C2 Energy Disclosure Policy. Develop a policy requiring energy disclosure, audits, and/or upgrades at time of sale for all residential and commercial buildings.

Implementation C3 Passive Solar Techniques. Review proposed developments for solar access, site design techniques, and use of landscaping that can increase energy efficiency and

reduce lifetime energy costs without significantly increasing housing production costs.

Implementation C4 Green Affordable Housing. Develop incentives for affordable housing projects that integrate sustainable and long-term green building design.

Implementation C5 Green Building Design. Update the Municipal Code to identify and prioritize green building design features that mitigate the impacts of climate change.

Implementation C6 Shade Assessment. Partner with local and regional agencies to identify and prioritize areas for shade in public places.

Implementation C8 Greenhouse gas inventory. Prepare a revised greenhouse gas inventory on regular 3-year cycles.

Implementation C9 Climate Adaptation Plan. Develop a Climate Adaptation Plan to identify Beaumont's most significant potential climate change risks and vulnerabilities in order to create a framework for decision makers to build a more resilient and sustainable community. The Climate Adaptation Plan shall include a vulnerability assessment, adaptation strategy, and plan maintenance. Special focus should be provided related to drought, extreme heat, and wildfire risk.

Implementation C10 Advanced and Green Industry Workforce Training. Coordinate with local, regional, and state entities to identify or create training and placement programs in advances and green industries, including advanced manufacturing, green building, and sustainable industries (e.g., renewable energy industries, water treatment, and wastewater management).

Implementation C11 Sustainable Communities Strategy. Coordinate with state and regional agencies to implement the Sustainable Communities Strategy.

Implementation C12 Energy Education. Promote awareness and incorporation of energy efficiency best practices for new development, including incorporation of alternative energy generation and energy efficient retrofits.

Implementation C13 Solar Access. Update municipal code to require design of new development and renovations to not impair adjacent buildings' solar access, unless shading benefits substantially offset the impacts of solar energy generation potential.

Safety Element

Goal 9.10: A City that is prepared for the potential impacts of climate change.

Policy 9.10.1 Establish partnerships with Federal, State, regional, and local agencies to cooperate and better understand regional impacts of climate change and develop multijurisdictional solutions.

Policy 9.10.2 Encourage new development and redesign of existing buildings to take steps to reduce the impacts of extreme heat events, including:

- Design buildings to use less mechanical heating and cooling through use of passive solar techniques.
- Support and incentivize, as feasible, energy efficiency and weatherization programs.
- Protect and expand the City's urban tree canopy to provide shade, increase carbon sequestration, and purify the air.
- Provide shade structures in public parks, outdoor playgrounds, and bus shelters.

Policy 9.10.3 Require enhanced water conservation measures in new development and redesign of existing buildings to address the possibility of constrained future water supplies, including:

- Compliance with existing landscape water conservation ordinance (Chapter 17.06 of the Municipal Code).
- Use of water conservation measures in new development beyond current requirements.
- Installation of recycled water use and graywater systems.

Policy 9.10.4 Continue to work with the Riverside University Health Services Department and County of Riverside Emergency Management Department to establish public outreach programs (through social media and websites) to distribute information on climate change impacts on vulnerable populations including actions they can take to reduce exposure to unhealthy conditions.

Policy 9.10.5 Prioritize programs that ensure the benefits of climate action programs are fairly distributed and prioritized to those most in need, particularly populations most likely to be impacted by climate change.

Policy 9.10.6 Pursue climate change grant funding opportunities for expanding education programs and funding necessary retrofits.

Implementation S8 Climate Change Risk Assessment. Conduct a climate change risk assessment to identify potential risks and vulnerable populations. Prioritize programs and funding for populations most likely to be impacted by climate change, in accordance with SB379.

Implementation S28 Water Conservation. Review Chapter 17.06 of the Municipal Code to consider adding additional water conservation measures.

Goal 11.8: Create a circulation system that provides a strong emphasis on "Complete Streets," safe and efficient pedestrian pathways and alternative modes of travel while facilitating movement of vehicles.

Policy 11.8.2 Adopt traffic calming measures to improve the pedestrian environment.

Policy 11.8.3 Implement the concepts of Complete Streets, balancing the needs of automobiles, cyclist, pedestrians, and transit as appropriate.

Policy 11.8.4 Implement road diet on Sixth Street to reduce traffic speeds and thus create a safer, more pedestrian oriented streetscape.

Policy 11.8.5 Install bulb-outs to "choke" down street widths at key intersections and street segments to slow traffic and enhance pedestrian safety.

Policy 11.8.6 Ensure sidewalks are provided on both sides of all streets, with wider sidewalks in retail areas, and replace and repair missing sidewalks.

Policy 11.8.7 Provide better and more frequent pedestrian crosswalks, with special priority treatments such as bulb-outs, elevated crosswalks, in-pavement markers or texture, or high-visibility crosswalks in areas with high levels of pedestrian activity.

Policy 11.8.9 Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system.

Policy 11.8.11 Implement a safe, complete, and well-connected bicycle network.

Policy 11.8.14 Establish standards for bicycle parking for all development.

Goal 11.12: **Encourage development to be efficient in the use of non-renewable resources, including water, energy, and air quality.**

Policy 11.12.1 Promote the use of energy and water conservation technologies and practices.

Policy 11.12.2 Adopt new guidelines, ordinances, and incentive programs that encourage sustainable development practices and green building design.

Policy 11.12.3 Consider sustainable development practices that reduce energy and water demand.

Policy 11.12.4 Ensure that new development does not result in wind and solar access impacts.

Policy 11.12.5 Avoid creating a "canyon effect" through sensitive design and attention to the massing and orientation of new buildings.

Policy 11.12.6 Improve air quality through improved walkability, reduced vehicular use and enhanced non-vehicular travel.

Policy 11.12.7 Consider changes to the building code that will increase energy efficiency.

Zoning Ordinance

The Beaumont Municipal Code includes § 17.11.140 that establishes regulations for the establishment, maintenance and operation of wind energy conversion systems (WECS) in the City, which reduces potential energy impacts.

4.5.4 Impact Thresholds and Significance Criteria

Thresholds of Significance

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning energy. The questions presented in the Environmental Checklist Form have been utilized as significance criteria in this section. Accordingly, the Project would have a significant effect on the environment if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Methodology

This section analyzes energy use on three sources of energy that are relevant to the proposed Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of the Project's electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in Appendix A (Air Quality Assessment) and Appendix F (Greenhouse Gas Assessment) of this EIR. Modeling related to Project energy use was based primarily on the default settings in CalEEMod. The amount of operational fuel use was estimated using CalEEMod outputs for the Project and CARB Emissions Factor (EMFAC) 2017 computer program for typical daily fuel use in Riverside County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Project Design Features

The Project applicant proposes the following Project Design Features (PDFs) that would be incorporated into the Project design and constructed or implemented as part of the Project.

PDF AQ-1 The Project does not include cold storage.

PDF AQ-2 All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) shall be powered by electricity. Each building shall include the necessary charging stations for cargo handling equipment.

PDF AQ-3 Tenant lease agreements shall include contractual language restricting trucks and support equipment from idling longer than 5 minutes while on site.

PDF AQ-4 All heavy-duty vehicles entering or operated on the project site shall be model year 2010 or later. Tenants shall maintain records on its fleet equipment and ensure that all heavy-duty trucks accessing the project site use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County.

PDF AQ-5 Facility operators shall be required to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

PDF AQ-6 Tenants shall train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Facility operators shall maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

PDF AQ-7 Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications.

PDF AQ-8 The facility operator shall ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and

technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512).

PDF AQ-9 Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program (PSIP), and the Statewide Truck and Bus Regulation.

PDF AQ-10 Install at least 30 electric light-duty vehicle charging stations and install conduit for 59 future electric light-duty vehicle charging stations. Spaces with conduit for future charging stations shall have properly sized and listed raceways/conduits, dedicated branch circuits, service panel or subpanel(s). Both the service panel or subpanel(s) and the raceway termination location shall be visibly marked as "EV CAPABLE."

PDF AQ-11 Install conduit for future electric truck charging capabilities at each loading dock door.

PDF AQ-12 Designate 119 parking spaces for clean air/electric vehicle/vanpool parking.

PDF AQ-13 Tenants shall enroll in the United States Environmental Protection Agency's SmartWay program and tenants shall use carriers that are SmartWay carriers.

PDF AQ-14 The facility operator shall provide tenants with an information packet that:

- Provides information on incentive programs, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) and Voucher Incentive Program, and other similar funding opportunities to upgrade their fleets. The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
- Recommends the use of electric or alternatively fueled sweepers with high efficiency particulate air (HEPA) filters;
- Recommends the use of water-based or low VOC cleaning; and
- For occupants with more than 250 employees, information related to SCAQMD Rule 2202, which requires the establishment of a transportation demand management program to reduce employee commute vehicle emissions.

PDF AQ-15 Signs shall be installed at each exit driveway, providing directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal Code.

PDF AQ-16 The site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility. Vehicles can access the building using paved roads and parking lots. Further, the applicant shall provide signage to ensure that no trucks are queuing outside the facility.

PDF AQ-17 The Project shall provide funding for 30 grants for the purchase of electric vehicle passenger cars for on-site employees. The program shall prioritize applicants who live in the City of Beaumont and the surrounding area.

PDF AQ-18 The Project shall install photocatalytic pavements or pavement coatings (such as PURETi Coat or PlusTi) that lessens pavement-related radiative forcing by reducing heat absorption and the convective re-release (pavement emissivity) from solar radiation, as well as naturally decomposing surrounding atmospheric NO2 when exposed to ultraviolet (UV) light.

4.5.5 Impacts and Mitigation Measures

Impact 4.5-1 ***Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

Level of Significance: Less than Significant Impact

Construction

The Project would be constructed in phases. Phase 1 consists of warehouses and industrial uses and would begin construction in 2023 and be completed in 2024. Phase 2 consists of retail uses and is anticipated to begin construction in 2026 and be completed in 2027. The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Because construction activities typically do not require natural gas, it is not included in the following discussion. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics, as stated in **Section 4.2, Air Quality** and **Section 4.7, Greenhouse Gas Emissions**. Quantifications of construction energy are provided for the Phase 1 of the Project below. Demand for Phase 1 is shown in **Table 4.5-2, Phase 1 Energy Use During Construction**.

Table 4.5-2: Phase 1 Energy Use During Construction

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.0074	16,878	0.00004%
Diesel Use		**Gallons**	
On-Road Construction Trips[2]	362,167	258,604,804	0.1400%
Off-Road Construction Equipment[3]	59,734		0.0231%
Construction Diesel Total	421,901		0.1631%
Gasoline		**Gallons**	
On-Road Construction Trips	405,607	711,897,828	0.0570%

[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
[2] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2024.
[3] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
Source: Refer to energy calculations in Appendix F.

Energy demand for the construction of Phase 2 is shown in **Table 4.5-3, Phase 2 Energy Use During Construction**.

Table 4.5-3: Phase 2 Energy Use During Construction

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.0054	16,878	0.00003%
Diesel Use		**Gallons**	
On-Road Construction Trips[2]	22,069	259,691,567	0.0085%
Off-Road Construction Equipment[3]	49,754		0.0192%
Construction Diesel Total	71,823		0.0277%
Gasoline		**Gallons**	
On-Road Construction Trips	31,136	683,180,406	0.0046%

[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
[2] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2027.
[3] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
Source: Refer to energy calculations in Appendix F.

Electricity

Water for Construction Dust Control. Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: http://www.caleemod.com/.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for Riverside County. As summarized in **Table 4.5-2** and **Table 4.5-3**, the total electricity demand associated with water use for Phase 1 construction dust control would be approximately 0.0074 GWh over the duration of construction and 0.0054 GWh over the duration of construction of Phase 2.

Petroleum Fuel

On-Road Diesel Construction Trips. The diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (MPG). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. Total diesel fuel consumption associated with on-road construction trips for Phase 1 would be approximately 362,167 gallons (**Table 4.5-2**). Total diesel fuel

consumption associated with on-road construction trips for Phase 2 would be approximately 22,069 gallons (**Table 4.5-3**).

Off-Road Diesel Construction Equipment. Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. The total diesel fuel associated with Phase 1 off-road construction equipment is approximately 59,734 gallons (**Table 4.5-2**) and 49,754 gallons associated with off-road construction equipment for Phase 2 (**Table 4.5-3**).

On-Road Gasoline Construction Trips. The gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. The total gasoline fuel associated with Phase 1 on-road construction trips would be approximately 405,607 gallons over the duration of Phase 1 (**Table 4.5-2**) and 31,136 gallons associated with on-road construction trips for Phase 2 (**Table 4.5-3**).

Construction Energy Use Analysis

Total Energy Consumption During Construction (Phase 1 plus Phase 2)

Total energy demand for the construction of both Phase 1 and Phase 2 is shown in **Table 4.5-4, Total Project Energy Use During Construction (Phase 1 Plus Phase 2)**.

Table 4.5-4: Total Project Energy Use During Construction (Phase 1 Plus Phase 2)

Project Source	Total Construction Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.0128	16,878	0.00008%
Diesel Use		**Gallons**	
On-Road Construction Trips[2]	384,236	259,691,567	0.148%
Off-Road Construction Equipment[3]	109,488		0.0422%
Construction Diesel Total	493,724		0.1901%
Gasoline		**Gallons**	
On-Road Construction Trips	436,743	683,180,406	0.0639%

[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
[2] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in Riverside County for construction year 2027.
[3] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
Source: Refer to energy calculations in Appendix F.

In total, construction of the Project would use approximately 0.0128 GWh of electricity, 436,743 gallons of gasoline, and 493,724 gallons of diesel. Californians used 279,510 GWh of electricity in 2020, of which Riverside County used 16,878 GWh. Project construction electricity use would represent approximately 0.000005 percent of current electricity use in the state, and 0.00008 percent of the current electricity use in Riverside County.

In 2027, Californians are anticipated to use approximately 13,444,727,500 gallons of gasoline and approximately 3,161,755,973 gallons of diesel fuel.[7] Riverside County annual gasoline fuel use in 2027 is anticipated to be 683,180,406 gallons and diesel use was 259,691,567 gallons. Total Project construction gasoline fuel would represent 0.06 percent of annual gasoline used in the County, and total Project construction diesel fuel would represent 0.19 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual State and County use, the Project would not substantially affect existing energy fuel supplies or resources. New capacity or additional sources of construction fuel are not anticipated to be required.

SCE's total energy sales are projected to be 94,270 GWh of electricity in 2021.[8] The Project's construction-related net annual electricity consumption of 0.0128 GWh would represent approximately 0.00001 percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.[9] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would have construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce diesel PM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is

[7] California Air Resources Board (CARB), EMFAC. (2021). *Emissions Inventory*. Retrieved from CARB Website: https://arb.ca.gov/emfac/emissions-inventory/3df7a1fd7db76cac78c90b83da9e4334d4f52823 . Accessed August 26, 2021.
[8] California Energy Commission, *CED 2019 Baseline Forecast – LSE and BA Tables High Demand Case*, February 2020.
[9] BP Global, *Statistical Review of World Energy*, 2021.

growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The Project will be constructed in phases. Phase 1 of the Project is expected to be operational in 2024 and will consist of warehouses and industrial uses. Phase 2 of the Project is anticipated to be operational in 2027 and is expected to include retail uses such as a hotel, shopping, and restaurants. The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below. Quantifications of operational energy use are provided for the Phase 1 and Phase 2.

Annual energy use during Phase 1 operations is shown in **Table 4.5-5, Phase 1 Annual Energy Use During Operations**.

Table 4.5-5: Phase 1 Annual Energy Use During Operations

Project Source	Annual Operational Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Area[1]	6.57	16,878	0.04 %
Water[1]	0.38		0.00 %
Total Electricity	6.95		0.04 %
Natural Gas Use		**Therms**	
Area[1]	34,138	436,941,555	0.01 %
Diesel Use		**Gallons**	
Mobile[2]	842,144	258,604,804	0.33 %
Gasoline Use		**Gallons**	
Mobile[2]	848,454	711,897,828	0.12 %

[1] The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
[2] Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2024.
Source: Refer to energy calculations in Appendix F.

Annual energy use during Phase 2 operations is shown in **Table 4.5-6, Phase 2 Annual Energy Use During Operations**.

Table 4.5-6: Phase 2 Annual Energy Use During Operations

Project Source	Annual Operational Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Area[1]	3.01	16,878	0.02 %
Water[1]	0.36		0.00 %
Total Electricity	3.37		0.02 %
Natural Gas Use		**Therms**	
Area[1]	102,171	436,941,555	0.02 %
Diesel Use		**Gallons**	
Mobile[2]	176,291	259,691,567	0.07%
Gasoline Use		**Gallons**	
Mobile[2]	1,294,026	683,180,406	0.19 %

[1] The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
[2] Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2024.
Source: Refer to energy calculations in Appendix F.

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within **Section 4.2, Air Quality**, and **Section 4.7, Greenhouse Gas Emissions**, and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the

Pavley Clean Car Standards and the Advanced Clean Cars Program.[10] As summarized in **Table 4.5-5, Phase 1 Annual Energy Use During Operations**, the total gasoline and diesel fuel associated with on-road trips would be approximately 848,454 gallons per year and 842,144 gallons per year, respectively. Phase 2 fuel consumption is summarized in **Table 4.5-6, Phase 2 Annual Energy Use During Operations**. Total gasoline and diesel fuel associated with Phase 2 would be 1,294,026 gallons of gasoline and 176,291 gallons of diesel fuel.

Electricity

The electricity use during Project operations is based on CalEEMod defaults. The Phase 1 of the Project would use approximately 6.95 GWh of electricity per year (**Table 4.5-5**). Phase 2 of the Project would use approximately 3.37 GWh of electricity per year (**Table 4.5-6**).

The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for Riverside County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 545 million gallons annually of water annually which would require approximately 6.77 GWh per year for conveyance and treatment.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. Phase 1 would use 34,138 therms of natural gas per year (**Table 4.5-5**) and Phase 2 would use 102,171 therms of natural gas per year (**Table 4.5-6**).

Operational Energy Use Analysis

Total Energy Consumption During Construction (Phase 1 plus Phase 2)

Annual energy use for Project Buildout (Phase 1 Plus Phase 2) operations is shown in **Table 4.5-7, Project Buildout Annual Energy Use During Operations**.

[10] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO2 emissions from EMFAC's tailpipe emission estimates.

Table 4.5-7: Project Buildout Annual Energy Use During Operations

Project Source	Annual Operational Energy	Riverside County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Area[1]	3.01	16,878	0.02 %
Water[1]	0.36		0.00 %
Total Electricity	3.37		0.02 %
Natural Gas Use		**Therms**	
Area[1]	136,309	436,941,555	0.03 %
Diesel Use		**Gallons**	
Mobile[2]	1,018,435	259,691,567	0.40 %
Gasoline Use		**Gallons**	
Mobile[2]	2,142,480	683,180,406	0.31 %

[1] The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
[2] Calculated based on the mobile source fuel use based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2017 for operational year 2024.
Source: Refer to energy calculations in Appendix F.

Section 4.7 Greenhouse Gas includes mitigation measures that will reduce energy consumption. **MM GHG-1** requires the Project to install solar photovoltaic (PV) panels or other source of renewable energy generation that would provide 100 percent of the expected on-site energy demands for the warehouses in Phase 1. Therefore, Table 4.5-7 area electricity only includes the electricity from Phase 2. In addition, **MM GHG-2** requires the Project to meet CalGreen Tier 2 standards which reduce energy consumption by approximately 35 percent.

Operation of the Project would annually use approximately 3.37 GWh of electricity, 136,309 therms of natural gas, 2,142,480 gallons of gasoline, and 1,018,435 gallons of diesel.

Californians used 277,704 GWh of electricity in 2020, of which Riverside County used 16,878 GWh. The Project's operational electricity use would represent 0.001 percent of electricity used in the state, and 0.02 percent of the energy use in Riverside County. The Project's electricity consumption estimated above includes reductions associated with compliance with the 2019 Title 24 building code, PV panels to generate electricity for portion of the Project, and compliance the CalGreen Tier 2 standards. Regarding natural gas, Californians used 12,332 million therms of natural gas and 437 million therms of natural gas in Riverside County in 2019. Therefore, the Project's operational natural gas use would represent 0.001 percent of the natural gas use in the state and 0.03 percent of the natural gas use in the County.

In 2027, Californians are anticipated to use approximately 13,444,727,500 gallons of gasoline and approximately 3,161,755,973 gallons of diesel fuel. Riverside County annual gasoline fuel use in 2027 is anticipated to be 683,180,406 gallons and diesel fuel is anticipated to be 259,691,567 gallons. Expected Project operational use of gasoline and diesel would represent 0.02 percent of the projected gasoline use and 0.07 percent of the projected diesel use in the state. Project operational use of gasoline and diesel would represent 0.31 percent of gasoline use and 0.40 percent of diesel use in the County.

Based on the California Energy Demand 2019 Baseline Forecast (February 2020),[11] SCE's total energy sales in 2030 will be 84,873 GWh of electricity. As such, the Project-related net annual electricity consumption of 3.37 GWh would represent approximately 0.004 percent of SCE's projected sales in 2030. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. Based on these factors, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's electricity demand.

Based on the 2020 California Gas Report[12], the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,597 million cf per day in 2021.[1] Accordingly, the Project's 136,609 therms (13.6 million cubic feet) of annual natural gas consumption would account for approximately 0.52 percent of the forecasted natural gas consumption in the SoCalGas planning area. In addition, the 2020 California Gas Report estimates that there will be an additional supply available within SoCalGas' planning area of 1,187 million cf per day in 2030. Accordingly, the Project would account for approximately 0.48 percent of forecasted surplus of natural gas in the SoCalGas planning area. As such, the Project's consumption of natural gas is expected to fall within SoCalGas' projected consumption and supplies for the area. According to the United States Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2018 consumption.[13]

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.[14] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's demand.

None of the Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant.

Energy Efficiency Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

[11] California Energy Commission, *CED 2019 Baseline Forecast – LSE and BA Tables High Demand Case*, February 2020.
[12] California Gas and Electric Utilities, *2020 California Gas Report*, 2020.
[13] U.S. Energy Information Administration, Frequently Asked Questions, *How Much Natural Gas Does the United States Have, and How Long Will It Last?*, February 2021.
[14] BP Global, *Statistical Review of World Energy*, 2021.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should also be noted that SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

In addition, **MM GHG-1** requires the Project to install solar photovoltaic (PV) panels or other source of renewable energy generation on-site, and **MM GHG-2** requires the Project to exceed CalGreen Tier 2 standards. Therefore, potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

Impact 4.5-2 Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Level of Significance: Less than Significant Impact

As discussed in Impact 4.5-1 above, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards and the 2019 CALGreen building code. The Project would be required to comply with these existing energy standards. Compliance with state and local energy efficiency standards would ensure that the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with applicable plans for renewable energy or energy efficiency. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) (RTP/SCS), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The Project would not conflict with the stated goals of the RTP/SCS. Potential impacts are considered less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance

Less than significant impact.

4.5.6 Cumulative Impacts

Construction and operations associated with implementation of the Project would result in the use of energy, but not in a wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to Table 4.5-2 and Table 4.5-3. As discussed above, the Project-related construction electricity consumption would represent approximately 0.00001 percent of SCE generated electricity. Therefore, the Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

During operations the Project-related net annual electricity consumption would represent approximately 0.025 percent of SCE's projected sales in 2030. SCE would review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. The Project's natural gas consumption would account for approximately 0.12 percent of the forecasted natural gas consumption and the Project would account for approximately 0.26 percent of forecasted surplus of natural gas in the SoCalGas planning area. It should be noted that the planning projections of SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that the cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet 50 years of worldwide consumption.[15] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency.

The Project and new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

[15] BP Global, *Statistical Review of World Energy*, 2021.

4.5.7 Significant Unavoidable Impacts

No significant unavoidable energy impacts have been identified.

4.5.8 References

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