3.5 ENERGY

This section describes the existing setting of the Project as it relates to energy conservation, identifies associated regulatory conditions and requirements, presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project, and identifies mitigation measures to reduce or avoid each significant impact. The significance of each impact after the incorporation of identified mitigation measures is included at the end of this section.

3.5.1 ENVIRONMENTAL SETTING

Pursuant to § 15126.2(b), § 15126.4 (a)(1)(C), and Appendix F of the California Environmental Quality Act (CEQA) Guidelines, the environmental setting may include "existing energy supplies and energy use patterns in the region and locality." Energy use is analyzed in this document due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both Project construction and operations. Refer to ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions*** for additional regulatory background and environmental setting regarding the Project's energy use.

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 energy. 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 Project Site 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 3.5-1: Electric Power Mix Delivered to SCE Retail Customers in 2019*** shows the SCE electric power mix in 2019

[1] SCE. (2019). Who We Are. Retrieved from https://www.sce.com/about-us/who-we-are, accessed November 15, 2019.

compared to the statewide 209 power mix. In 2020, electricity use attributable to the County of Riverside was approximately 16,858 GWh from residential and non-residential sectors.[2]

Table 3.5-1: Electric Power Mix Delivered to SCE Retail Customers in 2019

Energy Resources	2019 SCE Power Mix[1]	2019 CA Power Mix[1]
Eligible Renewable	35.1%	31.7%
Biomass and bio-waste	0.6%	2.4%
Geothermal	5.9%	4.8%
Eligible hydroelectric	1.0%	2.0%
Solar	16.0%	12.3%
Wind	11.5%	10.2%
Coal	0%	3.0%
Large Hydroelectric	7.9%	14.6%
Natural Gas	16.1%	34.2%
Nuclear	8.2%	9.0%
Other	0.1%	0.2%
Unspecified sources of power	32.6%	7.3%
Total	100%	100%

1. California Energy Commission, Annual Power Content Labels for 2019, 2019 Power Content Label, Southern California Edison, updated October 2020, https://www.energy.ca.gov/filebrowser/download/3265, accessed August 2021
2. Electricity from transactions that are not traceable to specific generation sources.

Source: California Energy Commission, 2019 Power Content Label, October 2020.

Natural Gas

The Southern California Gas Company (SoCalGas), the service provider for the Project, 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 134.1 billion cubic feet. According to the California Energy Commission (CEC), natural gas demand in the SoCalGas service area was 5,231 million therms in 2020.[3] The CEC prepared three scenarios for forecasting future growth in natural gas demand between 2020 and 2030: a high-energy demand case, a low-energy demand case, and a mid-energy demand case. The low-demand scenario, which incorporates relatively high economic/demographic growth, relatively low electricity and natural gas rates, and relatively low efficiency program and self-generation impacts, estimates that natural gas demand in the SoCalGas service area would be 7,175 million therms in 2030 (the latest year in the demand forecast).[4] In 2020, natural gas use attributable to Riverside County was approximately 437 million therms from residential and non-residential sectors (see ***Table 3.5-2***).[5]

[2] California Energy Commission. (2020). Electricity Consumption by County. Retrieved from http://ecdms.energy.ca.gov/elecbycounty.aspx, accessed November 2021.

[3] California Energy Commission. (2020). Gas Consumption by Entity. Retrieved from http://ecdms.energy.ca.gov/gasbyutil.aspx, accessed November 2021.

[4] California Energy Commission. (2019). CED 2019 Baseline Natural Gas Forecast – Low Demand Case TN-231607. Retrieved from https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report/2019-iepr, accessed August 2021.

[5] California Energy Commission. (2020). Gas Consumption by County. Retrieved from http://ecdms.energy.ca.gov/gasbycounty.aspx, accessed November 2021.

Table 3.5-2: Natural Gas Consumption in Riverside County 2008-2020

Year	Natural Gas Consumption (in millions of Therms)
2008	413
2009	385
2010	398
2011	405
2012	373
2013	383
2014	331
2015	353
2016	396
2017	393
2018	399
2019	453
2020	437

Source: CEC, *Natural Gas Consumption by County*.
Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed November 2021.

ENERGY USE

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,802 trillion BTU in 2019 (the most recent year for which this specific data is available), which equates to an average of approximately 198 million BTU per capita. Of California's total energy use, the breakdown by sector is 39.3 percent transportation, 23.2 percent industrial, 18.8 percent commercial, and 18.7 percent residential. See ***Table 3.5-3*** for electricity consumption in Riverside County since 2008. 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 accounted for by transportation-related energy use.[6] In 2020, taxable gasoline sales (including aviation gasoline) in California accounted for 12,497,552,636 gallons of gasoline.[7]

Table 3.5-3: Electricity Consumption in Riverside County 2008-2020

Year	Electricity Consumption (in millions of kilowatt-hours)
2008	15,100
2009	14,514
2010	14,064
2011	14,418
2012	15,288
2013	15,144
2014	15,551
2015	15,286
2016	15,471
2017	16,159
2018	16,257
2019	15,520
2020	16,858

Source: CEC, *Electricity Consumption by County*, 2020.
Website: http://www.ecdms.energy.ca.gov/, accessed November 2021.

[6] United States Energy Information Administration. (February 18, 2021). California State Energy Profile. Retrieved from https://www.eia.gov/state/?sid=CA#tabs-2, accessed August 2021.
[7] California Department of Tax and Fee Administration. (2021). July 2021 – Motor Vehicle Fuel 10 Year Reports and Taxable Aviation Gasoline Gallons 10 Year Report. Retrieved from https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed November 2021.

TRANSPORTATION FUEL

California's transportation sector uses roughly half of the energy consumed in the State. In 2020, Californians consumed approximately 12.5 billion gallons of gasoline and approximately 3.0 billion gallons of diesel fuel.[8] As shown in ***Table 3.5-4: Automotive Fuel Consumption in Riverside County 2012-2022***, on-road automotive fuel consumption has increased from 2012 to 2016, but is projected to decrease to less than the consumption amounts of 2012 by 2022. Heavy-duty diesel fuel consumption in Riverside County has increased since 2012 but is projected to begin decreasing in 2022.

Table 3.5-4: Automobile Fuel Consumption in Riverside County 2012-2022

Year	Gasoline Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Gallons)
2012	366,076,065	80,431,264
2013	369,796,586	83,369,867
2014	376,693,358	84,924,331
2015	389,923,385	86,589,987
2016	405,281,762	93,450,212
2017	389,554,858	94,196,971
2018	383,345,492	95,422,795
2019	376,906,105	96,532,866
2020 (projected)	371,295,250	97,147,206
2021 (projected)	366,447,512	97,528,248
2022 (projected)	359,618,961	96,787,962
Source: California Air Resources Board, EMFAC2017.		

3.5.2 REGULATORY SETTING

The following is a description of State and local environmental laws and policies that are relevant to energy conservation. See also ***Section 3.2: Air Quality***, ***Section 3.7: Greenhouse Gas Emissions***, and ***Section 3.13: Transportation***, for other policies related to energy use. See ***Chapter 3.15: Utilities and Service Systems*** for policies related to water consumption.

FEDERAL

National Energy Conservation Policy Act

The National Energy Conservation Policy Act serves as the underlying authority for federal energy management goals and requirements. Signed into law in 1978, it has been regularly updated and amended by subsequent laws and regulations. This act is the foundation of most federal energy requirements.

[8] California Department of Tax and Fee Administration. (2021). July 2021 – Motor Vehicle Fuel 10 Year Reports and Taxable Diesel Gallons 10 Year Report. Retrieved from https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed August 2021.

Energy Policy Act of 2005

On August 8, 2005, President George W. Bush signed the National Energy Policy Act of 2005 (NEPA; Public Law 109-58) into law. This comprehensive energy legislation contains several electricity-related provisions that aim to:

- Help ensure that consumers receive electricity over a dependable, modern infrastructure;
- Remove outdated obstacles to investment in electricity transmission lines;
- Make electric reliability standards mandatory instead of optional; and
- Give Federal officials the authority to site new power lines in Department of Energy-designated national corridors in certain limited circumstances.

The Renewable Fuel Standard (RFS) program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. The program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders. As required under Energy Policy Act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012.

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 was 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 (U.S. 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

Global Warming Solutions Act of 2006 (AB 32) and Health & Safety Code § 38566 (SB 32)

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (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 have been implemented to reduce emissions. See ***Section 3.7, Greenhouse Gas Emissions*** for a further discussion of AB 32.

In September 2016, the Governor signed into law Senate Bill (SB) 32, otherwise known as the Health & Safety Code § 38566, which builds on the Global Warming Solutions Act of 2006 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, otherwise known as Health & Safety Code § 38566, 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 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 3.7: 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 [CCR], 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 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.

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.[9] 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.

[9] California Energy Commission. (2018). *2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*. Retrieved from https://www.energy.ca.gov/sites/default/files/2021-06/CEC-400-2018-020-CMF_0.pdf, accessed November 2021.

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. This is as a result of new law under the California Energy Security and Reliability Act (CESRA) which passed in the fall of 2000 in response to the State's electricity crisis. Additionally, 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 (CCR, 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 most recent update to the CALGreen Code was adopted in 2016 and went into effect January 1, 2017. The 2019 California Green Building Standards Code took effect on January 1, 2020.[10]

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

[10] California Building Standards Commission. (2021). CALGreen. Retrieved from https://www.dgs.ca.gov/BSC/CALGreen, accessed November 2021.

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, CCR §§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.

California Renewables Portfolio Standard Program (SB 1078), Public Interest Energy Research, Demonstration, and Development Program (SB 107)

SB 1078 (Chapter 516, Statutes of 2002), otherwise known as the California Renewables Portfolio Standard Program, 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), otherwise known as the Public Interest Energy Research, Demonstration, and Development Program, changed the target date to 2010. In November 2008, then-Governor Schwarzenegger signed EO 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 EO S-21-09, which directs the California Air Resources Board (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 EO SB 2X, which legislated the prior EO S-14-08 renewable standard.

Executive Order B-30-15, Clean Energy and Pollution Reduction Act (SB 350), and California Renewables Portfolio Standard Program (SB 100)

In April 2015, the Governor issued EO 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 (PRC) § 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 PRC § 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…[11]." 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.

[11] Association of Environmental Professionals. (2021). *2021 California Environmental Quality Act, Appendix F Energy Conservation.* Retrieved from https://www.califaep.org/docs/CEQA_Handbook_2021.pdf, accessed November 2021.

3.5.3 STANDARDS OF SIGNIFICANCE

CEQA THRESHOLDS

State CEQA Guidelines Appendix G contains the Environmental Checklist Form, which includes questions concerning air quality. 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:

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 obstructs a state or Local plan for renewable energy or energy efficiency.

METHODOLOGY

The Project and its associated design are evaluated against the aforementioned significance criteria as the basis for determining the level of impacts related to energy conservation and consumption. In addition to Project Design Features (PDFs), this analysis considers existing regulations, laws and standards that serve to avoid or reduce potential environmental impacts. The Project would use sustainable design features with the goal of reducing the energy needs of the Project. These features and programs would be incorporated into the facilities developed as part of the Project and have been designed to comply with and/or directly include measures contained in the California Green Building Standards Code ([CALGreen]; CCR, Title 24, Part 11). The following PDFs would be incorporated into to the Project to reduce energy consumption:

- Install drought-tolerant plants for landscaping;
- Install water-efficient irrigation systems, such as weather-based and soil-moisture-based irrigation controllers and sensors, for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance;
- Buildings will be designed to provide CALGreen Standards with Leadership in Energy and Environmental Design features for potential certification and will employ energy and water conservation measures in accordance with such standards. This includes design considerations related to the building envelope; heating, ventilating, and air conditioning; lighting; and power systems;
- Surface parking lots will be well landscaped to reduce heat island effect. Parking lot landscaping will be planted with 15-gallon trees, at a rate of one per every four parking stalls. The trees may be clustered, but a minimum of one cluster will be provided for each 100 feet of parking row. Trees will be selected and placed to provide canopy and shade for the parking lots;
- The Project shall implement a recycling program in order to meet a 50 percent minimum waste diversion goal;
- Choose construction materials and interior finish products with zero or low emissions to improve indoor air quality;
- Provide adequate ventilation and high-efficiency in-duct filtration system;

- Use low or moderate water use plants, including native plant materials where appropriate, and minimize turf areas;
- Use low volatile organic compound paints and wallpapers;
- Electrical outlets will be provided in loading dock areas to provide power for trucks.; and
- All outdoor cargo handling equipment (including yard trucks, hostlers, yard goats, pallet jacks, and forklifts) would be powered by non-diesel fueled engines and all indoor forklifts would be powered by electricity.

APPROACH TO ANALYSIS

In determining whether implementation of the Project would result in the inefficient, wasteful or unnecessary use of fuel or energy, this analysis considers the recommendations of Appendix F as described above.

This section analyzes energy use on three sources of energy that are relevant to the 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 Project 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 B*** of this EIR. Modeling related to Project energy use was based primarily on the default settings in CalEEMod for Riverside County. The amount of operational fuel use was estimated using CalEEMod outputs for the Project and the 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.

3.5.4 PROJECT IMPACTS AND MITIGATION

Impact 3.5-1: 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 has construction activities that would consume energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). The energy consumed during construction of the Project would be temporary in nature and would not create a significant permanent demand to energy resources after completion of construction.

The energy consumption associated with buildout of the Project includes electricity usage associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. The methodology for each category is discussed below. The analysis of the energy demands associated with construction actives relies on the construction equipment list and operational characteristics, as stated in ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions***, as well as technical reports, memos

and data included in ***Appendix B*** of this EIR. Quantifications of construction energy consumption are provided for the Project.

Electricity Usage

Currently, the existing Project Site does not use any electricity due to its vacant state. Therefore, construction of the warehouse would result in a minor increase in electricity demand compared to existing conditions. The increased demand for construction is expected to be adequately served by the existing SCE electrical capacity. Total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh—or 12 billion kWh—between 2015 and 2026. Because of the temporary nature of the increased demand during construction, and the focus on energy from fuels needed to move equipment and machinery, energy consumption during this phase of the Project is extremely low. While some electricity for security lighting and powering construction trailers would be required, this is not considered wasteful, inefficient, or unnecessary consumption of energy resources. It is estimated that electricity demand during construction of the warehouse would be approximately 1,665 kWh (1.67 MWh). This would represent approximately 0.000001 percent of the electricity consumption in the State, and 0.00001 percent of the electricity consumption in Riverside County. These values and calculation are discussed in additional detail further below. Therefore, because of the development and increasing energy supplies and the small amount needed for Project construction, an adequate capacity from the existing electrical facilities to serve construction demands and the projected electrical demand of the proposed warehouse construction would not significantly impact SCE's level of service.

It should also be noted that the Project includes PDFs that specifically require compliance with the CALGreen Standards, as well as PDFs responsive to the CBEES. The CBEES prescribe building standards related to energy and water efficiency, and also address indoor air quality requirements for newly constructed buildings. The use of energy efficient construction materials and incorporation of design elements also would comply with the State's Title 24 2019 Building Energy Efficiency Standards. Prior to issuance of a building permit, the City of Beaumont (City) would review and verify that the Project plans demonstrate compliance with the current version of the Building and Energy Efficiency Standards. Project adherence to the provisions of CALGreen, which as discussed above, establish planning and design standards for sustainable site development, energy efficiency (in excess of the CEC requirements), water conservation, material conservation, and internal air contaminants, also would be verified by the City prior to Project approval.

Electricity usage associated with water consumption for construction dust control is calculated based on total water consumption and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water usage is calculated based on acreage disturbed during grading and site preparation, as well as the daily water consumption 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 (Grading Equipment Passes).
- The water application rate of 3,020 gallons per acre per day is from Air & Waste Management Association's Air Pollution Engineering Manual.

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for Riverside County. As summarized in ***Table 3.5-5: Project Energy Consumption During Construction***, the

total electricity consumption associated with water consumption for construction dust control would be approximately 1,665 kWh (1.67 megawatt hours [MWh]) during site preparation and grading of the Warehouse Site.

Table 3.5-5: Project Energy Consumption During Construction

Source	Project Construction Usage	Riverside County Annual Energy Consumption	Statewide Annual Energy Consumption	Percentage Increase Countywide	Percentage Increase Statewide
Electricity Use	**Megawatt Hours (MWh)**				
Water Consumption	1.67 [a]	16,257,000	284,436,260	0.00001%	0.000001%
Diesel Use	**Gallons**				
On-Road Construction	42,409 [b]	240,528,279	3,073,917,504	0.0439%	0.0014%
Off-Road Construction	48,325 [c]			0.0501%	0.0016%
Total Construction	**90,734**			**0.0940%**	**0.0030%**
Gasoline	**Gallons**				
On-Road Construction	57,551 [b]	719,145,759	15,517,383,271	0.0153%	0.0004%

Notes:
a. Construction water use estimated based on acres disturbed per day per construction sequencing and estimated water use per acre (AWMA 1992).
b. On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2017 in Riverside County.
c. Construction fuel consumption was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
Abbreviations:
CalEEMod: California Emission Estimation Model; EMFAC: Emission Factor Model 2017; kWh: kilowatt-hour; MWh: megawatt-hour.
Sources: AWMA, 1992; DOE 2016; USEPA 1996.

Diesel Usage: On-Road Construction Trips

The diesel usage 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. VMT for the entire construction period is calculated based on the total daily trips (refer to ***Section 3.7: Greenhouse Gas Emissions***). Construction fuel consumption was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in ***Table 3.5-5***, the total diesel consumption associated with on-road construction trips would be approximately 42,409 gallons over the duration of buildout of the Warehouse Site.

Diesel Usage: Off-Road Construction Equipment

The construction diesel usage associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in ***Table 3.5-5***, the total diesel consumption associated with off-road construction equipment is approximately 48,325 gallons for duration of buildout of the Warehouse Site.

Gasoline Usage

Gasoline use 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 miles per gallon using the same methodology as the construction on-road trip diesel usage calculation discussed above. The total gasoline consumption associated with on-road construction trips would be approximately 57,551 gallons over the duration of buildout of the Warehouse Site (***Table 3.5-5***).

Total Construction Energy Usage

In total, construction of the warehouse is estimated to consume approximately 1,665 kWh (1.67 MWh) of electricity, 90,734 gallons of diesel, and 57,551 gallons of gasoline. As indicated in the environmental setting above, Californians consumed 284,436 GWh of electricity in 2018, of which Riverside County consumed 16,257 GWh.

In 2018, Californians consumed approximately 15.5 billion gallons of gasoline and 3 billion gallons of diesel fuel. Riverside County annual diesel consumption in 2019 was 96,532,866 gallons and gasoline consumption was 376,906,105 gallons. Project construction gasoline consumption would represent 0.0153 percent of annual gasoline consumption in the County, and construction diesel consumption would represent 0.0940 percent of annual diesel consumption in the County.

The use and need for diesel and gasoline, as well as electricity during construction activities would not be considered a wasteful, inefficient, or unnecessary consumption of energy resources resulting in an impact on the environment. The Project fulfills additional demand for a distribution warehouse facility in a location designed for such uses.

The Project Site is located in proximity to nearby transportation corridors and truck routes including State Route 60 (SR-60) and Interstate 10 (I-10). Both routes provide direct access to the larger regional transportation network that would help facilitate an efficient flow of goods and materials both during and after construction activities. Thus, while construction of the site would result in a short-term increase in use of gasoline, diesel fuels, and electricity, the proposed use is reasonable, needed, and appropriate to enable construction of the warehouse and associated facilities on the Project Site. The Project also would conform to all applicable rules, regulations, and laws requiring reductions in fuel use and electricity use in ways such as use of modern equipment and reduction of construction equipment idling time. This would help offset some of the anticipated energy use and help ensure the Project does not result in a direct waste of fuels or result in construction methodology that would be considered an inefficient use of those fuels.

It also should be noted that while the Project would result in an initial increase of consumption of energy for construction, the proposed increase in fuels would represent a marginal increase of 0.0153% compared to current County fuel consumption and an increase of 0.0004% compared to overall State demand. Electricity demand would similarly increase at a very small rate as it would represent approximately 0.000001 percent of the electricity consumption in the State, and 0.00001 percent of the electricity consumption in Riverside County. Therefore, based on the Project's relatively low construction fuel and energy use, the proportional consumption relative to State and County consumption, the Project would not substantially affect existing energy or fuel supplies or resources. Thus, the increased energy consumption is not anticipated to result in a demand for new energy capacity such that substantial additional sources of construction fuels or electricity would be needed.

This comparison is used to illustrate the incrementally small increase under the Project and highlight that longer term, the Project would further reduce fuel consumption at both a regional and statewide basis. Distribution facilities and areas planned for their uses are specifically chosen to reduce transportation and shipping costs and increase the efficiency with which the transportation and delivery of products can

occur. By their nature, these types of facilities reduce the long-term energy demand. Therefore, use of the energy needed to enable construction of the Project would not be considered wasteful or inefficient, and impacts in this regard are less than significant.

Furthermore, there are no unusual Project 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. The Project also has included mitigation measures in ***Section 3.2: Air Quality*** that would serve to further reduce energy consumption. In addition, some incidental 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 U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption.

Construction activities also would be required to monitor air quality emissions using applicable regulatory guidance such as the South Coast Air Quality Management District (SCAQMD) Rules. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced as a result of monitoring and the efficient use of equipment and materials, this results in reduced energy consumption. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary consumption of energy during construction activities.

Energy conservation during construction also would occur through financial incentives of the Project developed to avoid wasteful, inefficient, and unnecessary consumption of energy. Due to increasing transportation costs and fuel prices, contractors and owners have a strong incentive to reduce costs, including spending on energy. Accordingly, there is 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 and materials. Substantial reductions 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 cost of doing 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 CEQA Guideline Appendix G and Appendix F criteria requires 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 local and regional energy supplies.

In sum, it is anticipated that construction fuel consumption associated with the Warehouse Site 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 energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water consumption, and transportation-related fuel consumption. These uses are not expected to exceed average energy use for a similar Project of the same size and scope. A California Commercial End-Use Survey (CEUS) analyzed the energy usage in the SCE service area by specific building types. Unrefrigerated warehouses, like the Project, make up 17 percent of the total floor stock of the SCE service area at the time the survey was conducted; approximately 353,765 square kilofeet (kft^2). The CEUS also provides summaries for the average electricity usage and natural gas usage for the unrefrigerated warehouse building type. The methodology for each category is discussed below. Note that this energy resources analysis is consistent with the analysis presented in ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions***. Quantifications of operational energy consumption are provided for the Warehouse Site.

Transportation Energy Demand

Gasoline and diesel usage associated with on-road vehicular trips were calculated based on total VMT calculated for the analyses within ***Section 3.2: Air Quality*** and ***Section 3.7: Greenhouse Gas Emissions***, and average fuel efficiency from EMFAC2017 model. The EMFAC2017 fuel efficiency data incorporate the Pavley Clean Car Standards and the Advanced Clean Cars Program.[12] As summarized in ***Table 3.5-6: Project Annual Energy Consumption During Operations***, the total gasoline and diesel consumption associated with on-road trips would be approximately 166,801 gallons per year and 591,380 gallons per year, respectively.

As discussed in the Construction Impacts section above, the Project Site is located in proximity to nearby transportation corridors and truck routes including SR 60 and I-10. Both routes provide direct access to the larger regional transportation network that would help facilitate an efficient flow of goods and materials and reduce long-term fuel usage. In addition, the distribution facility has been able to enable a more efficient transportation and shipping network. These types of facilities consider long-term energy demand and associated costs when they are chosen and by their nature are not considered wasteful or inefficient. Thus, impacts in this regard would be less than significant.

Table 3.5-6: Project Annual Energy Consumption During Operations

Source	Project Operational Usage	Riverside County Annual Energy Consumption	Statewide Annual Energy Consumption	Percentage Increase Countywide	Percentage Increase Statewide
Electricity Use	**Megawatt Hour/Year (MWh/year)**				
Building	12,039.128[a]	16,257,000	284,436,262	0.0741%	0.00423%
Water	610,786[a]			0.0038%	0.00021%
Total Electricity	**12,649.914**			0.07781%	0.00445%
Natural Gas Use	**Therms/year**				
Building	146,145[a]	398,538,428	21,369,070,000	0.0367%	0.0007%

[12] The California Air Resources Board EMFAC 2017 Technical Documentation (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 CO_2 emissions from EMFAC's tailpipe emission estimates.

Source	Project Operational Usage	Riverside County Annual Energy Consumption	Statewide Annual Energy Consumption	Percentage Increase Countywide	Percentage Increase Statewide
Diesel Use		**Gallons/Year**			
Mobile	591,380[b]	96,532,866	3,073,917,504	0.6126%	0.0192%
Gasoline Use		**Gallons/Year**			
Mobile	166,801[b]	376,906,105	15,517,383,271	0.0443%	0.0011%

Notes:
a. The electricity, natural gas, and water usage are based on project-specific estimates and CalEEMod defaults.
b. 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. https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm
Abbreviations: CalEEMod: California Emission Estimation Model; EMFAC2017: California Air Resources Board Emission Factor Model; kBTU: thousand British Thermal Units; kWh: kilowatt-hour; MWh: Megawatt-hour.

Electricity Usage

The electricity usage associated with Project operations is based on CalEEMod defaults. As summarized in ***Table 3.5-6***, the warehouse building is forecasted to use approximately 12,039 MWh (approximately 12.04 GWh) of electricity per year.

The electricity usage associated with operational water consumption is estimated based on the annual water consumption, 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 water demand per square foot factors in CalEEMod. Project land uses would use water for indoor and outdoor uses of which would require 610,786 kWh per year for conveyance and treatment.

Natural Gas Usage

The natural gas demand from the Warehouse Site would represent a nominal percentage of overall demand in SCE's service area. The Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.

The methodology used to calculate the natural gas usage associated with the building envelopes constructed pursuant to the Project is based on CalEEMod default usage rates. As summarized in ***Table 3.5-6***, the building envelope would require approximately 14,614,500 thousand British Thermal Units (kBTU) (146,145 therms) of natural gas per year.

Operation of uses implemented pursuant to the warehouse building would annually consume approximately 12.65 GWh of electricity, 14,614.5 million BTU of natural gas, 591,380 gallons of diesel, and 166,801 gallons of gasoline.

Californians consumed 284,436 GWh of electricity in 2018, of which Riverside County consumed 16,257 GWh. The Project's operational electricity consumption would represent 0.00445 percent of the electricity consumption in the State, and 0.0778 percent of the energy consumption in Riverside County. Regarding natural gas, Californians consumed 21,369 million therms (or 2,136.9 billion kBTUs) of natural gas and 398 million therms of natural gas in Riverside County in 2018. Therefore, the Project's operational natural gas consumption would represent 0.0007 percent of the natural gas consumption in the State and 0.0367 percent of the natural gas consumption in the County.

In 2018, Californians consumed approximately 15.5 billion gallons of gasoline and 3 billion gallons of diesel fuel. Project operational consumption of gasoline and diesel would represent 0.0011 percent of gasoline and 0.0192 percent of diesel consumption statewide. Project operational consumption of gasoline and diesel would represent 0.0443 percent of gasoline and 0.612 percent of diesel consumption in the County.

Therefore, 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 in this regard.

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 consumption 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.

Furthermore, the electricity provider, SCE, is subject to California's RPS. The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement 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.

The Project would be required to comply with all federal, State, and local requirements for energy efficiency, including the latest Title 24 standards. As stated, the Project would be required to comply with the latest State Building Code (Title 24, Part 6 of the California Code of Regulations), which further minimize energy consumption towards the California Long-Term Energy Efficiency Strategic Plan's (CEESP) goal to have 100 percent of new homes achieve zero net energy. Under the 2019 standards, homes are expected to use about 53 percent less energy and nonresidential buildings about 30 percent less energy than buildings under the 2016 standards. These efficiency standards are included in the CalEEMod calculations for the Project. The Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Considering these requirements in addition to the Project design features described above, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Therefore, potential impacts are considered less than significant.

Mitigation Measures

No mitigation measures are required.

Impact 3.5-2: 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

CONSTRUCTION AND OPERATIONS

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 increased use of electricity and natural gas and encourage the transition to and use of renewable energy sources. In conformance with these standards, Project design and operation of the Warehouse Site would comply with State Building Energy Efficiency Standards including appliance efficiency regulations, and green building standards. This would include compliance with the Title 24 and CALGreen efficiency standards, which would ensure the Project incorporates energy efficient windows, insulation, lighting, ventilation systems, water efficient fixtures, as well as green building standards. Additionally, the Project would be subject to compliance with all Federal, State, and local requirements for energy efficiency.

At the regional level, on May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]) for federal transportation conformity purposes only. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the Project areas consistent with both the target date of AB 32 and the post-2020 GHG reduction goals. Trucks used as part of Project operations would comply with these requirements.

At the location level, and as discussed in ***Section 3.7: Greenhouse Gas Emissions***, the Project would be consistent with the City of Beaumont Climate Action Plan (CAP) goals, measures, and actions including but are not limited to: increasing energy efficiency in new commercial development, education of staff, promotion of use of renewable energy, being water efficient, and decreasing VMT. As discussed in that section and shown on ***Table 3.7-4***, the Project was found to be consistent with the City CAP. Therefore, the Project would not obstruct a state or local plan for renewable efficiency and as discussed above in Impact 3.5-1, Project development and operation of the Warehouse Site would not cause inefficient, wasteful and unnecessary energy use. Thus, impacts in this regard would be less than significant.

Mitigation Measures

No mitigation measures are required.

3.5.5 CUMULATIVE IMPACTS

Construction and operations activities associated with implementation of the Project would result in the consumption of fuel and energy, but it would not do so in a wasteful manner. The Project, including development of the warehouse would not require the expansion of energy capacity or supplies and would therefore not lead to any significant impacts. The Project would not consume energy in a wasteful, inefficient, or unnecessary manner. The use of energy would not be substantial in comparison to the existing SCE service area demands; refer to ***Table 3.5-5*** and ***Table 3.5-6*** in the discussion under Impact 3.5-1 above. New capacity or supplies of energy resources would not be required.

The anticipated impacts of the Project, and in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use in the City. However, 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. Additionally, any development of the Warehouse Site would be subject to compliance with all Federal, State, and local requirements for energy efficiency. Thus, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

3.5.6 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified.

3.5.7 REFERENCES

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