IV. Environmental Impact Analysis

C. Energy

1. Introduction

This section of the Draft EIR provides the content and analysis required by Public Resources Code (PRC) Section 21100(b)(3) and described in Appendix F to the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (14 California Code of Regulations [CCR] Sections 15000 et seq. [CEQA Guidelines]). In accordance with CEQA and Appendix F, Energy Conservation, to the CEQA Guidelines, in order to assure that energy implications are considered in project decisions, EIRs are required to include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (PRC Section 21100(b)(3)).

Consistent with the goals of Appendix F to conserve energy by decreasing overall per capita energy consumption, decreasing reliance on fossil fuels, and increasing reliance on renewable energy sources, this section analyzes the Project's potential impact on energy resources, focusing on the following three energy resources: electricity, natural gas, and transportation-related energy (petroleum-based fuels). This section evaluates the demand for energy resources attributable to the Project and makes a determination as to whether the Project would result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction and operation and whether the Project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

The information presented herein is based, in part, on the *Energy Calculations for 1360 N. Vine Project* prepared by Eyestone Environmental and the *Utility Infrastructure Technical Report: Energy, Water, and Wastewater* (Utility Report) prepared by KPFF Consulting Engineers (August 2021), which are included as Appendix E and Appendix F of this Draft EIR, respectively.

2. Environmental Setting

a. Regulatory Framework

(1) Federal

First established by Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[1]

(a) Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;

- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;

- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and

- While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

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[1] *For more information on the CAFE standards, refer to www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy, accessed October 25, 2021.*

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[2]

(2) State

(a) California Building Standards Code (Title 24)

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

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality.

On May 9, 2018, the CEC adopted the 2019 Title 24 Standards, which will go into effect on January 1, 2020. The 2019 standards continue to improve upon the previous (2016) Title 24 standards for new construction of, and additions and alterations to, residential and non-residential buildings.[3] The 2019 Title 24 Standards ensure that builders use the most energy efficient and energy conserving technologies and construction practices. As described in the 2019 Title 24 Standards, the standards represent "challenging but achievable design and construction practices" that represent "a major step towards meeting the Zero Net Energy (ZNE) goal." Single-family homes built with the 2019 Title 24 Standards are projected to use approximately 7 percent less energy due to energy efficiency measures versus those built under the 2016 standards. Once the mandated rooftop solar electricity generation is factored in, homes built under the 2019 standards will use about 53 percent less energy than those under the 2016 standards. Nonresidential buildings are projected to use approximately 30 percent less energy due mainly to lighting upgrades.[4] Compliance with Title 24 is enforced through the building permit process.

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[2] *A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources. BLS, Measuring Green Jobs, www.bls.gov/green/#definition, accessed May 17, 2021.*

[3] *CEC, 2019 Building Energy Efficiency Standards.*

[4] *CEC, News Release: Energy Commission Adopts Standards Requiring Solar Systems for New Homes, First in Nation, May 9, 2018, www.energy.ca.gov/news/2018-05/energy-commission-adopts-standards-requiring-solar-systems-new-homes-first, accessed September 1, 2021.*

(ii) California Green Building Standards (Title 24, Part 11)

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2017. The 2019 CALGreen Code, which went into effect January 1, 2020, includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality.[5] Most mandatory measure changes in the 2019 CALGreen Code from the previous 2016 CALGreen Code are related to the definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional electric vehicle charging space requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification.[6] For nonresidential mandatory measures, the table (Table 5.106.5.3.3) identifying the number of required EV charging spaces has been revised in its entirety.[7] Compliance with the 2019 CALGreen Code is enforced through the building permit process.

(b) California's Renewable Portfolio Standard

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020.[8] The California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.[9] The CEC's responsibilities include: (1) certifying renewable facilities as eligible for the RPS; and (2) designing and implementing a tracking and verification system to ensure that renewable energy output is

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[5] *California Building Standards Commission, 2019 Green Building Standards Code.*

[6] *California Building Standards Commission, 2019 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11, Chapter 4—Residential Mandatory Measures, effective January 1, 2020.*

[7] *California Building Standards Commission, 2019 California Green Building Standards Code, California Code of Regulations, Title 24, Part 11, Chapter 5—Nonresidential Mandatory Measures, effective January 1, 2020.*

[8] *CPUC, California Renewables Portfolio Standard (RPS), www.cpuc.ca.gov/RPS_Homepage/, accessed July 24, 2020.*

[9] *CPUC, California Renewables Portfolio Standard (RPS), www.cpuc.ca.gov/RPS_Homepage/, accessed July 24, 2020.*

counted only once for the purpose of the RPS and verifying retail product claims in California or other states.

(c) Senate Bill 350

SB 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15, issued in April 2015, which established a new statewide policy goal to reduce greenhouse gas (GHG) emissions 40 percent below their 1990 levels by 2030. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030.[10]

(d) Senate Bill 100

SB 100, signed September 10, 2018, is the 100 Percent Clean Energy Act of 2018. SB 100 updates the goals of California's Renewable Portfolio Standard and SB 350, as discussed above, to the following: achieve a 50-percent renewable resources target by December 31, 2026, and achieve a 60-percent target by December 31, 2030. SB 100 also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.[11]

(e) Assembly Bill 1493 (AB 1493)/Pavley Regulations

AB 1493 (commonly referred to as CARB's Pavley regulations) was the first legislation to regulate GHG emissions from new passenger vehicles. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks) for model years 2009–2016.[12] It is expected that the Pavley regulations would reduce GHG emissions from California's passenger vehicles by about 30 percent in 2016, while improving fuel efficiency and reducing motorists' costs.[13] While the main purpose is to reduce GHG emissions, the Pavley regulations would also

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[10] *SB 350 (2015–2016 Reg, Session) Stats 2015, ch. 547.*

[11] *SB 100 (2017–2018 Reg. Session) Stats 2018, ch. 312.*

[12] *CARB, California's Greenhouse Gas Vehicle Emission Standards under Assembly Bill 1493 of 2002 (Pavley), ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, accessed July 9, 2021.*

[13] *CARB, California's Greenhouse Gas Vehicle Emission Standards under Assembly Bill 1493 of 2002 (Pavley), ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, accessed July 9, 2021.*

result in better fuel efficiency. In comparison to the Federal CAFE standard of 35 miles per gallon (mpg), the California average fuel economy would be 43 mpg in 2020.[14]

(f) California Air Resources Board Advanced Clean Cars Program

Closely associated with the Pavley regulations, the Advanced Clean Cars emissions-control program was approved by CARB in 2012.[15] The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles for model years 2015–2025.[16] The components of the Advanced Clean Cars program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years.[17] In March 2017, CARB voted unanimously to continue with the vehicle GHG emission standards and the ZEV program for cars and light trucks sold in California through 2025.[18]

(g) Sustainable Communities Strategy (SB 375)

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32. SB 375 specifically requires each Metropolitan Planning Organization (MPO) to prepare a "sustainable communities strategy" (SCS) as part of its Regional Transportation Plan (RTP), which is required by the state and federal government, that will achieve GHG emission reduction targets set by CARB for the years 2020 and 2035 by reducing vehicle-miles traveled (VMT) from light duty vehicles through the development of more compact, complete and efficient communities.[19]

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[14] *CARB, Addendum to February 25 Technical Assessment, Comparison of Greenhouse Gas Reductions for the United States and Canada under ARB Regulations and Proposed 2011–2015 Model Year Fuel Economy Standards, May 8, 2008.*

[15] *CARB, Clean Cars, ww2.arb.ca.gov/our-work/topics/clean-cars, accessed July 9, 2021.*

[16] *CARB, Clean Cars, ww2.arb.ca.gov/our-work/topics/clean-cars, accessed July 9, 2021.*

[17] *CARB, Clean Cars, ww2.arb.ca.gov/our-work/topics/clean-cars, accessed July 9, 2021.*

[18] *CARB, News Release, CARB finds vehicle standards are achievable and cost-effective, ww2.arb.ca.gov/news/carb-finds-vehicle-standards-are-achievable-and-cost-effective, accessed July 9, 2021.*

[19] *CARB, Sustainable Communities, ww2.arb.ca.gov/our-work/topics/sustainable-communities, accessed October 25, 2021.*

The Project Site is located within the planning jurisdiction of the Southern California Association of Governments (SCAG). SCAG's first-ever SCS was included in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which was adopted by SCAG in April 2012. The goals and policies of the SCS that reduce VMT (and result in corresponding decreases in transportation-related fuel consumption) focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. Specific goals include, actively encourage and create incentives for energy efficiency, where possible (Goal 7) and encourage land use and growth patterns that facilitate transit and active transportation (Goal 8). These goals would serve to reduce transportation fuel usage. SCAG has since adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS) and the 2020–2045 RTP/SCS.[20,21] With respect to goals and policies regarding energy, these updated plans are substantially consistent with the 2012–2035 RTP/SCS. See further discussion below.

(h) Senate Bill 1389

SB 1389 (PRC Sections 25300–25323) requires the development of an integrated plan for electricity, natural gas, and transportation fuels. The CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report (IEPR) every two years. In 2018, the CEC decided to write the Integrated Energy Policy Report in two volumes. Volume I, which was published on August 1, 2018, highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy. Volume II, which was adopted February 20, 2019, provides more detail on several key energy issues and will encompass new analyses.[22] The IEPR contains measures such as decarbonizing buildings, doubling energy efficiency savings, increasing flexibility in the electrical system to integrate more renewable energy, and reduce petroleum use in cars and trucks by up to 50 percent.

(3) Regional

As discussed in Section IV.G, Land Use, of this Draft EIR, SCAG's 2020–2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The core vision of the 2020–2045 RTP/SCS is to build upon and expand land use and transportation strategies to increase mobility options and achieve a

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[20] *SCAG, 2016–2040 RTP/SCS, dated April 2016.*

[21] *SCAG, Connect SoCal, 2020–2045 RTP/SCS, adopted September 2020.*

[22] *CEC, 2018 Integrated Energy Policy Report, Volume I, August 2018.*

more sustainable growth pattern. The 2020–2045 RTP/SCS identifies High-Quality Transit Areas (HQTAs) and Transit Priority Areas (TPAs). HQTAs are described as corridor-focused Priority Growth Areas (PGAs) that are within 0.5 mile of an existing or planned transit stop or bus transit corridor with 15-minute or less service frequency during peak commute hours. TPAs are described as PGAs that are within 0.5 mile of existing or planned major transit stops. The Project Site is located within an HQTA as designated by the 2020–2045 RTP/SCS.[23]

The 2020–2045 RTP/SCS outlines a vision for the region that incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or micro-mobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as microtransit, carshare, and citywide partnerships with ride hailing services. For those that choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing, and using an electric vehicle will be easier thanks to an expanded regional charging network.

The 2020–2045 RTP/SCS states that the SCAG region was home to about 18.8 million people in 2016 and currently includes approximately 6.0 million homes and 8.4 million jobs.[24] By 2045, the integrated growth forecast projects that these figures will increase by 3.7 million people, with nearly 1.6 million more homes and 1.6 million more jobs. Priority Growth Areas (e.g., HQTAs and TPAs) will account for less than four percent of regional total land but are projected to accommodate 64 percent of future household growth and 74 percent of employment growth between 2020 and 2045. The 2020–2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. The 2020–2045 RTP/SCS is expected to

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[23] *SCAG, 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, adopted September 2020, Exhibit 3.4 and Exhibit 3.7.*

[24] *2020–2045 RTP/SCS population growth forecast methodology includes data for years 2000, 2010, 2016, and 2045.*

reduce per capita transportation emissions and related VMT by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[25] On October 30, 2020, CARB certified SCAG's determination that the 2020–2045 RTP/SCS would achieve this 2035 GHG reduction target.

(4) Local

(a) City of Los Angeles Green Building Code

On December 11, 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX, Article 9 of the Los Angeles Municipal Code (LAMC), referred to as the "Los Angeles Green Building Code," by amending certain provisions of Article 9 to reflect local administrative changes and incorporating by reference portions of the 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings. Mandatory measures include installation of electrical raceways to future electric vehicle supply equipment (EVSE), reduce water use by 20 percent compared to maximum allowable water use per plumbing fixture as required by the LAMC, and use of roofing material to reduce the heat island effect.

(b) Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan) and ClimateLA

The LA Green Plan is a plan developed by the City of Los Angeles that outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. The plan, released in May 2007, sets forth a goal of reducing the City's GHG emissions to 35 percent below 1990 levels by the year 2030.[26] In 2008, the City released an implementation program for the LA Green Plan referred to as ClimateLA, which provides detailed information about each action item discussed in the LA Green Plan framework. ClimateLA includes focus areas addressing environmental issues including but not limited to energy, water, transportation, and waste.[27] The energy focus area includes action items with measures that aim to increase the use of renewable energy to 35 percent by 2020, reduce the use of coal-fired power plants, and present a

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[25] *SCAG, Final 2020–2045 RTP/SCS, Making Connections, September 2020, p. 5.*

[26] *City of Los Angeles, Green LA: An Action Plan to Lead the Nation In Fighting Global Warming, May 2007.*

[27] *City of Los Angeles, Climate LA: Municipal Program Implementing the GreenLA Climate Action Plan, 2008.*

comprehensive set of green building policies to guide and support private sector development.[28] Such energy saving measures include use of LED lighting, increased use of renewable energy, and increased solid waste diversion. As both the LA Green Plan and ClimateLA are interrelated, they will be referred to as LA Green Plan/Climate LA.

(c) City of Los Angeles Sustainable City pLAn/L.A.'s Green New Deal

The Sustainable City pLAn was adopted in 2015 and includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[29] Specific targets include the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5 percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was updated in April 2019 and renamed as L.A.'s Green New Deal. The 2019 Sustainable City pLAn/L.A.'s Green New Deal has established targets such as 100 percent renewable energy by 2045, diversion of 100 percent of waste by 2050, and recycling of 100 percent of wastewater by 2035.

On February 10, 2020, Mayor Garcetti issued Executive Directive No. 25 which builds upon the goals and targets of L.A.'s Green New Deal. The directive implements a number of measures to reduce GHG emissions at city-owned buildings. Such measures include construction of zero carbon microgrids for city-owned infrastructure and construction or renovation of city-owned buildings would achieve carbon neutrality by 2030. With regard to transportation GHG emissions, the directive calls to streamline EV charger installation, procure zero emission vehicles, procurement of zero emission vehicles and encouragement of alternative modes of transportation.

(d) City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced. For example, in 2015, 3.61 million tons of aluminum were produced by recycling in the United States, saving enough energy to provide electricity to 7.5 million homes.[30] In 1989, California enacted Assembly Bill 939 (AB 939), the California

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[28] *City of Los Angeles, Climate LA: Municipal Program Implementing the GreenLA Climate Action Plan, 2008.*

[29] *City of Los Angeles, Sustainable City pLAn, April 2015.*

[30] *American Geosciences Institute, How Does Recycling Save Energy?, www.americangeosciences.org/critical-issues/faq/how-does-recycling-save-energy, accessed October 25, 2021.*

Integrated Waste Management Act which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.[31] The City of Los Angeles includes programs and ordinances related to solid waste. They include: (1) the City of Los Angeles Solid Waste Management Policy Plan, which was adopted in 1993 and is a long-range policy plan promoting source reduction for recycling for a minimum of 50 percent of the City's waste by 2000 and 70 percent of the waste by 2020; (2) the RENEW LA Plan, which is a Resource Management Blueprint with the aim to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources now going to disposal so as to achieve an overall diversion level of 90 percent or more by 2025; (3) the Waste Hauler Permit Program (Ordinance 181,519), which requires all private waste haulers collecting solid waste, including construction and demolition waste, to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City certified construction and demolition processing facilities; and (4) the Exclusive Franchise System Ordinance (Ordinance No. 182,986), which, among other requirements, sets maximum annual disposal levels and specific diversion requirements for franchised waste haulers in the City to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals. These solid waste reduction programs and ordinances help to reduce the number of trips to haul solid waste, therefore reducing the amount of petroleum-based fuel, and also help to reduce the energy used to process solid waste.

b. Existing Conditions

(1) Electricity

Electricity, a consumptive 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),

[31] *CalRecycle, History of California Solid Waste Law, 1985-1989, www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm, accessed October 25, 2021.*

which is one million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

The Los Angeles Department of Water and Power (LADWP) provides electricity throughout the City of Los Angeles and many areas of the Owens Valley, serving approximately 4 million people within a service area of approximately 465 square miles, excluding the Owens Valley. Electricity provided by the LADWP is divided into two planning districts: Valley and Metropolitan. The Valley Planning District includes the LADWP service area north of Mulholland Drive, and the Metropolitan Planning District includes the LADWP service area south of Mulholland Drive. The Project Site is located within LADWP's Metropolitan Planning District.

LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. According to LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP has a net dependable generation capacity greater than 7,531 MW.[32] In 2017, the LADWP power system experienced an instantaneous peak demand of 6,432 MW.[33] Approximately 36.7 percent of LADWP's 2020 electricity purchases were from renewable sources, which is greater than the 33.1 percent statewide percentage of electricity purchases from renewable sources.[34]

LADWP supplies electrical power to the Project Site from electrical service lines located in the Project vicinity. According to the Utility Report, the Project Site receives electric power service from LADWP via an existing underground conduit in Vine Street. Existing electricity usage was estimated based on the same methodology contained in the GHG analysis included in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR (California Emissions Estimator Model [CalEEMod] Version 2016.3.2). It is estimated that existing uses on the Project Site currently consume approximately 471,814 kWh of electricity per year.[35]

(2) Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the State, and delivered through

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[32] *LADWP, 2017 Power Strategic Long-Term Resources Plan.*

[33] *LADWP, 2017 Retail Electric Sales and Demand Forecast, p. 6.*

[34] *LADWP, 2020 Power Content Label.*

[35] *Eyestone Environmental, Energy Calculations for 1360 N. Vine Project. See Appendix E of this Draft EIR.*

high-pressure transmission pipelines. The natural gas transportation system is a nationwide network, and, therefore, resource availability is typically not an issue. Natural gas provides almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet (cf).

Natural gas is provided to the Project Site by the Southern California Gas Company (SoCalGas). SoCalGas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.8 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout Central and Southern California, from the City of Visalia to the Mexican border.[36]

SoCalGas receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies.[37] The traditional, southwestern United States sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provides only a small share of SoCalGas supplies due to the high cost of transport.[38] Gas supply available to SoCalGas from California sources averaged 97 million cf per day in 2019 (the most recent year for which data are available).[39]

SoCalGas supplies natural gas to the Project Site from natural gas service lines located in the Project vicinity. According to the Utility Report, the Project Site receives natural gas service via two separate SoCalGas operated services (a 3-inch service in De Longpre Avenue and a 2-inch service in Afton Place).[40] There is also an 8-inch SoCalGas main along Vine Street.[41] It is estimated that existing uses on the Project Site currently consume approximately 269,775 cf of natural gas per year.[42]

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[36] *SoCalGas, Company Profile, www.socalgas.com/about-us/company-profile, accessed February 7, 2022.*

[37] *California Gas and Electric Utilities, 2020 California Gas Report, p. 111.*

[38] *U.S. Energy Information Administration, California State Profile and Energy Estimates, www.eia.gov/state/?sid=CA#tabs-2, accessed July 9, 2021.*

[39] *California Gas and Electric Utilities, 2020 California Gas Report, p. 111.*

[40] *KPFF Consulting Engineers, Utility Infrastructure Technical Report: Energy, Water, and Wastewater, August 2021. See Appendix F of this Draft EIR.*

[41] *KPFF Consulting Engineers, Utility Infrastructure Technical Report: Energy, Water, and Wastewater, August 2021. See Appendix F of this Draft EIR.*

[42] *Eyestone Environmental, Energy Calculations for 1360 N. Vine Project. See Appendix E of this Draft EIR.*

(3) Transportation Energy

According to the CEC, transportation accounts for nearly 40 percent of California's total energy consumption in 2018. [43] In 2018, California consumed 15.6 billion gallons of gasoline and 3.1 billion gallons of diesel fuel.[44,45] Petroleum-based fuels currently account for 90 percent of California's transportation energy sources.[46] However, the state is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT. According to the California Department of Tax and Fee Administration, total statewide gasoline consumption has increased by 6 percent from 2011 to 2019.[47] However, this increase is mainly due to population increases as the per capita gasoline consumption is showing a downward trend.[48] The CEC predicts that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity.[49] According to CARB's EMFAC Web Database, Los Angeles County on-road transportation sources consumed 6.21 billion gallons of gasoline and 1.08 billion gallons of diesel fuel in 2020.[50]

The existing on-site land uses currently generate a demand for transportation-related fuel use as a result of vehicle trips to and from the Project Site. The estimate of annual VMT associated with the existing Project Site uses is 889,208 VMT per year.[51] This translates to 34,846 gallons of gasoline and 5,848 gallons of diesel per year.[52] Persons traveling to and from the Project Site also have the option of using public transportation to reduce transportation-related fuel use. Specifically, two transit service providers operate lines within the Project Site area, including the Los Angeles County Metropolitan

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[43] *CEC, 2020 Integrated Energy Policy Report Update, docketed March 2021, p. 12*

[44] *California Board of Equalization, Net Taxable Gasoline Gallons 10-Year Report.*

[45] *California Board of Equalization, Net Taxable Diesel Gallons 10-Year Report.*

[46] *CEC, 2016–2017 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program, March 2016.*

[47] *California Department of Tax and Fee Administration, Fuel Taxes Statistics & Reports, www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed March 8, 2021.*

[48] *Eno Center for Transportation, How Have Different State Populations Changed Their Gasoline Consumption?, www.enotrans.org/article/how-have-different-state-populations-changed-their-gasoline-consumption/, accessed March 8, 2021.*

[49] *CEC, 2015 Integrated Energy Policy Report, docketed June 29, 2016, p. 113.*

[50] *CARB, EMFAC2017 Web Database, www.arb.ca.gov/emfac/2017/. Details provided in Appendix E of this Draft EIR.*

[51] *Eyestone Environmental, Energy Calculations for 1360 N. Vine Project. See Appendix E of this Draft EIR.*

[52] *Eyestone Environmental, Energy Calculations for 1360 N. Vine Project. See Appendix E of this Draft EIR.*

Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) DASH. As discussed in Section IV.J, Transportation, of this Draft EIR, the Project Site is located less than 0.5 mile from the Metro B Line (Red) Hollywood and Vine rail station. In addition, the Project Site is served by seven Metro Local lines and three LADOT DASH lines. For further discussion of public transit lines that serve the Project area, refer to Section IV.J, Transportation, of this Draft EIR.

3. Project Impacts

This analysis addresses the Project's potential energy usage, including electricity, natural gas, and transportation fuel. Energy consumption during both construction and operation is assessed. The Project's estimated energy consumption was calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. Specific analysis methodologies are discussed below.

a. Thresholds of Significance

Appendix G was amended in December 2018 to assess whether a project would result in wasteful, inefficient, or unnecessary energy consumption. As discussed in more detail below, these checklist questions consider requirements of Appendix F. In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to energy if it would:

Threshold (a): Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Threshold (b): Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

With regard to Threshold (a), this analysis relies upon Appendix F of the CEQA Guidelines, prepared in response to the requirement in PRC Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth "[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."

In addition, with regard to potential impacts to energy, the *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by-case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity-enhancing alterations to existing facilities;

- Whether and when the needed infrastructure was anticipated by adopted plans; and

- The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

In accordance with Appendix F and the *L.A. CEQA Thresholds Guide*, the following factors will be considered in determining whether this threshold of significance is met:

1. 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, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;

3. The effects of the project on peak and base period demands for electricity and other forms of energy;

4. The degree to which the project complies with existing energy standards;

5. The effects of the project on energy resources;

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

7. The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

8. Whether the project conflicts with adopted energy conservation plans.

With regard to Threshold (b), the Project will be evaluated for consistency with adopted energy conservation plans and policies relevant to the Project. Such adopted energy conservation plans and policies include Title 24 energy efficiency requirements, CalGreen Code, and City building codes.

b. Methodology

Appendix F provides the following topics that the lead agency may consider in the discussion of energy use in an EIR, where topics are applicable or relevant to the project:

- 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, and/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.

(1) Construction

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control (including supply and conveyance) and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Electricity usage associated with the supply and conveyance of water used for dust control during construction was calculated using CalEEMod.[53] Electricity used to power lighting, electronic equipment, and other construction activities necessitating electrical power was calculated based on data provided in South Coast Air Quality Management District (SCAQMD) construction surveys (i.e., construction activity, horsepower, load factor, and hours of use per day).[54]

In terms of natural gas, construction activities typically do not involve the consumption of natural gas.

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[53] *California Air Pollution Control Officers Association, CalEEMod™ version 2016.3.2 User's Guide, November 2017.*

[54] *CalEEMod Users Guide. Appendix E1, Technical Source Documentation. October 2017.*

Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the project site, construction worker travel and from the project site, and delivery and haul truck trips (e.g., the hauling of demolition material to off-site reuse and disposal facilities). Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files included in Appendix E of this Draft EIR. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD *CEQA Air Quality Handbook*. Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total VMT was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using CARB's EMFAC 2017 model (EMFAC2017). EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks. Refer to Appendix E of this Draft EIR for detailed calculations.

(2) Operation

Annual consumption of electricity (including electricity usage associated with the supply and conveyance of water) and natural gas was calculated using demand factors provided in CalEEMod as part of the GHG analysis included in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR.

Energy impacts associated with transportation during operation were also assessed. Daily trip generation used in this analysis was based on the *1360 N Vine Street Project Draft Transportation Assessment* dated November 2021 (Transportation Assessment), prepared by Fehr & Peers Transportation Consultants. (See Appendix R of this Draft EIR). As discussed therein, the Project-related VMT was calculated using the LADOT VMT Calculator. The VMT Calculator was developed by the City and LADOT to comply with SB 743, which requires lead agencies to adopt VMT criteria to determine transportation related impacts. The resulting annual VMT was used as part of the GHG analysis included in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. Based on this annual VMT, gasoline and diesel consumption rates were calculated using the county-specific miles per gallon calculated using EMFAC2017. The vehicle fleet mix for vehicles anticipated to visit the Project Site was calculated consistent with the CalEEMod default for Los Angeles County. Supporting calculations are provided in Appendix E of this Draft EIR. These calculations were used to determine if the Project causes the wasteful, inefficient and/or unnecessary consumption of energy as required by Appendix F guidelines.

The Project's estimated energy demands were also analyzed relative to LADWP's and SoCalGas' existing and planned energy supplies in 2025 (i.e., the Project buildout year) to determine if these two energy utility companies would be able to meet the Project's energy demands.[55] Finally, the capacity of local infrastructure to accommodate the Project's estimated electricity and natural gas demand was assessed based on the Utility Report, included as Appendix F of this Draft EIR.

c. Project Design Features

The Project would include project design features designed to improve energy efficiency as set forth in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, including Project Design Features GHG-PDF-1 and GHG-PDF-2. These measures include, but are not limited to, meeting or exceed LEED Silver® standards, installation of occupancy-controlled light switches and thermostats, installation of time-controlled lighting, provisions to encourage pedestrian and bicycle use, and the provision of parking spaces for electric vehicles.

d. Analysis of Project Impacts

As set forth in Section II, Project Description, of this Draft EIR, the Project proposes two development options—the Residential Option and the Office Option.

The Residential Option would develop a new high-rise building with four levels of subterranean parking consisting of up to 429 new residential units, an approximately 55,000-square-foot grocery store, approximately 5,000 square feet of neighborhood-serving commercial retail uses, and 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as either restaurants or residential units, in which case the development would still propose a total of 429 residential units. Overall, the Residential Option would provide approximately 484,421 square feet of floor area within the Project Site.

The Office Option would develop a new high-rise building with eight levels of subterranean parking with approximately 463,521 square feet of office uses and 11,914 square feet of restaurant uses in the proposed building, as well as 8,988 square feet of uses in the bungalows. The bungalows would be rehabilitated and adapted for reuse as

[55] *Project construction is anticipated to be completed as late as 2027. Project-related energy consumption for construction equipment and operational vehicle trips would be lower in future years due to increasing energy efficiency regulations and fuel economy standards. As construction and operational activities are based on an earlier start date and completion date (2025), the energy consumption values presented are more conservative.*

nine residential units or 8,988 square feet of restaurant uses. Upon completion, the Office Option would provide approximately 484,423 square feet of floor area within the Project Site. The following analysis accounts for both development options and the term "Project" is used unless stated otherwise.

Threshold (a): Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

(1) Impact Analysis

The following analysis considers the eight criteria factors in the Thresholds of Significance subsection above to determine whether Threshold (a) would be exceeded.

> *(a) 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, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

As discussed above, the Project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption (during operation only), and transportation fuels such as diesel and gasoline. The analysis below includes the Project's energy requirements and energy use efficiencies by fuel type for each stage of the Project (construction, operations, maintenance and removal activities).[56]

For purposes of this analysis, Project maintenance would include activities such as repair of structures, landscaping and architectural coatings, which could potentially use electricity and petroleum-based fuels. Energy usage related to Project maintenance activities is assumed to be included as part of Project operations. Project removal activities would include demolition or abandonment of the Project Site. However, it is not known when the Project would be removed. Therefore, analysis of energy usage related to Project removal activities would be speculative. For this reason, energy usage related to Project removal was not analyzed.

(i) Construction

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis,

[56] *Removal activities relate to the life of a project.*

powering lights, electric equipment, or other construction activities necessitating electrical power. Electricity from these construction activities would be limited in comparison to existing operational electricity usage at the Project Site given that construction activities would be intermittent and temporary. As discussed below, construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

As shown in Table IV.C-1 on page IV.C-22, a total of 35,265 kWh of electricity, 114,417 gallons of gasoline, and 165,396 gallons of diesel are estimated to be consumed during Project construction under the Residential Option. Under the Office Option a total of 26,444 kWh of electricity, 89,328 gallons of gasoline, and 202,099 gallons of diesel is estimated to be consumed during Project construction. Project construction is expected to be completed by as late as 2027 for both Project Options. For purposes of conservatively analyzing construction impacts, it was assumed that construction of the Project could be completed as early as 2025. Based on SCAQMD factors, the construction equipment and truck fleet mix will consume less energy in future years due to more stringent emissions control and fuel efficiency regulations. As construction activities for the Project are evaluated based on an earlier start date, the energy usage values presented are more conservative.

Electricity

During construction of the Project, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electric equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. This would be consistent with suggested measures in the *L.A. CEQA Thresholds Guide* to use electricity from power poles rather than temporary gasoline or diesel powered generators.

As shown in Table IV.C-1, a total of approximately 35,265 kWh of electricity is anticipated to be consumed during Project construction under the Residential Option and 26,444 kWh of electricity under the Office Option. As discussed previously, each Option would have the possibility of the bungalows being replaced with restaurant or residential uses. Construction activities would be similar under both the restaurant or residential scenarios. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. In addition, although Title 24

Table IV.C-1
Summary of Energy Use During Project Construction[a]

Fuel Type	Quantity
RESIDENTIAL OPTION	
Electricity	
Water Consumption	3,261 kWh
Lighting, electric equipment, and other construction activities necessitating electrical power[b]	32,004 kWh
Total Electricity	**35,265 kWh**
Gasoline	
On-Road Construction Equipment	114,417 gallons
Off-Road Construction Equipment	0 gallons
Total Gasoline	**114,417 gallons**
Diesel	
On-Road Construction Equipment	65,037 gallons
Off-Road Construction Equipment	100,359 gallons
Total Diesel	**165,396 gallons**
OFFICE OPTION	
Electricity	
Water Consumption	4,671 kWh
Lighting, electric equipment, and other construction activities necessitating electrical power[b]	21,773 kWh
Total Electricity	**26,444 kWh**
Gasoline	
On-Road Construction Equipment	89,328 gallons
Off-Road Construction Equipment	0 gallons
Total Gasoline	**89,328 gallons**
Diesel	
On-Road Construction Equipment	98,545 gallons
Off-Road Construction Equipment	103,554 gallons
Total Diesel	**202,099 gallons**

kWh = kilowatt hours

[a] *Detailed calculations are provided in Appendix E of this Draft EIR.*

[b] *Electricity usage is based on SCAQMD construction site survey data and typical requirements for power generators. Such electricity demand would be temporary, limited, and would cease upon the completion of construction.*

Source: Eyestone Environmental, 2020.

requirements typically apply to energy usage for buildings, long-term construction lighting (longer than 120 days) providing illumination for the site and staging areas would also

comply with applicable Title 24 requirements which includes limits on the wattage allowed per specific area, which result in the conservation of energy.[57] As such, the demand for electricity during construction would not cause wasteful, inefficient, and unnecessary use of energy.

The estimated construction electricity usage represents approximately 0.66 percent of the estimated net annual operational demand under the Residential Option and 0.28 percent under the Office Option which, as discussed below, would be within the supply and infrastructure service capabilities of LADWP.[58] Moreover, construction electricity usage would replace the existing electricity usage at the Project Site during construction.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no demand generated by construction.

Transportation Energy

The petroleum-based fuel use summary provided above in Table IV.C-1 on page IV.C-22 represents the amount of transportation energy that could potentially be consumed during Project construction based on a conservative set of assumptions, provided in Appendix E, of this Draft EIR. As shown, on- and off-road vehicles would consume an estimated 114,417 gallons of gasoline and approximately 165,396 gallons of diesel fuel throughout the Project's construction under the Residential Option. Under the Office Option, Project construction would consume an estimated 89,328 gallons of gasoline and approximately 202,099 gallons of diesel fuel. For comparison purposes, the fuel usage during Project construction under both the Residential and Office Option would represent approximately 0.002 percent of the 2021 annual on-road gasoline-related energy consumption and 0.02 percent of the 2021 annual diesel fuel-related energy consumption in Los Angeles County, as shown in Appendix E, of this Draft EIR. Moreover, the temporary construction-period fuel consumption would be offset by removal of existing uses, thereby reducing the net temporary increase in consumption.

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[57] *California Building Energy Efficiency Standards, Title 24, Part 6, §110.9, §130.0, and §130.2.*

[58] *The percentage is derived by taking the total amount of electricity usage during construction and dividing that number by the total amount of net electricity usage during operation. Additional details are provided in Appendix E.*

Trucks and equipment used during proposed construction activities would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. In addition to reducing criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy and reduce fuel consumption. Anti-idling regulations would limit the amount of fuel wasted in equipment and trucks that are not in operation. Emissions regulations to control DPM and NO_X emissions would require that engines be more efficient, which results in reduced fuel consumption. In addition, on-road vehicles (i.e., haul trucks, worker vehicles) would be subject to Federal fuel efficiency requirements. Therefore, Project construction activities would comply with existing energy standards with regard to transportation fuel consumption. As such, the demand for petroleum-based fuel during construction would not cause wasteful, inefficient, and unnecessary use of energy.

Construction Materials

The energy analysis does not include a full life cycle analysis of energy usage that would occur over the production/transport of materials used during the construction of the project or used during the operational life of the project, or the end of life for the materials and processes that would occur as an indirect result of the project. Estimating the energy usage associated with these processes would be too speculative for meaningful consideration, would require analysis beyond the current state-of-the-art in impact assessment, and may lead to a false or misleading level of precision in reporting. The manufacture and transport of materials related to Project construction and operation are expected to be regulated under regulatory energy efficiency requirements. Therefore, it is assumed that energy usage related to construction and operational materials would be consistent with current regulatory requirements regarding energy usage.

(ii) Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. As shown in Table IV.C-2 on page IV.C-25, the Project's net new energy demand would be approximately 4,812,037 kWh of electricity per year, 4,616,646 cf of natural gas per year, 340,536 gallons of gasoline per year, and 67,019 gallons of diesel fuel per year under the Residential Option with residential bungalows. Under the Residential Option with restaurant bungalows scenario, the Project's net new energy demand would be approximately 5,141,611 kWh of electricity per year, 6,367,572 cf of natural gas per year, 377,077 gallons of gasoline per year, and 74,210 gallons of diesel fuel per year.

Table IV.C-2
Summary of Annual Net New Energy Use During Project Operation—Residential Option[a]

Source	Estimated Energy Demand (without PDFs)[b]	Estimated Energy Demand (with PDFs)[b]	Percent Reduction
RESIDENTIAL OPTION WITH RESIDENTIAL BUNGALOWS			
Electricity[c]			
Building	4,081,849 kWh	3,761,547 kWh	-8%
Water[d]	503,481 kWh	387,654 kWh	-23%
Electric Vehicle Chargers	662,836 kWh	662,836 kWh	
Total Electricity	**5,248,166 kWh**	**4,812,037 kWh**	-8%
Natural Gas			
Building	4,616,646 cf	4,616,646 cf	0%
Total **Natural** Gas	**4,616,646 cf**	**4,616,646 cf**	**0%**
Transportation			
Gasoline	590,583 gallons	340,536 gallons	-42%
Diesel	116,229 gallons	67,019 gallons	-42%
Total Transportation	706,813 gallons	407,554 gallons	-42%
RESIDENTIAL OPTION WITH RESTAURANT BUNGALOWS			
Electricity[c]			
Building	4,423,251 kWh	4,087,858 kWh	-8%
Water[d]	522,013 kWh	402,479 kWh	-23%
Electric Vehicle Chargers	651,273 kWh	651,273 kWh	
Total Electricity	**5,596,538 kWh**	**5,141,611 kWh**	-8%
Natural Gas			
Building	6,367,572 cf	6,367,572 cf	0%
Total **Natural** Gas	**6,367,572 cf**	**6,367,572 cf**	**0%**
Transportation			
Gasoline	647,128 gallons	377,077 gallons	-42%
Diesel	127,357 gallons	74,210 gallons	-42%
Total Transportation	774,485 gallons	451,287 gallons	-42%

kWh = kilowatt hours

cf = cubic feet

[a] *Detailed calculations are provided in Appendix E of this Draft EIR. Totals may not add up due to rounding.*

[b] *Electricity and natural gas estimates assume compliance with applicable 2019 CALGreen Code requirements and implementation of GHG-PDF-1 (specific mandatory requirements of achieving LEED Silver® or equivalent), in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. Transportation fuel estimates include project characteristics consistent with CAPCOA guidance measures.*

[c] *As discussed further in Section IV.E, Greenhouse Gas Emissions, states that that the Project would provide at least 30 percent of Code-required parking capable of supporting future electric vehicle supply equipment (EVSE) and that 10 percent of Code-required parking spaces would be further*

Table IV.C-2 (Continued)
Summary of Annual Net New Energy Use During Project Operation—Residential Option

Source	Estimated Energy Demand (without PDFs)[b]	Estimated Energy Demand (with PDFs)[b]	Percent Reduction

provided with EV charging stations. Providing infrastructure for EV in itself does not result in additional electricity usage.

[d] *Calculations assume compliance with Project Design Feature WAT-PDF-1.*

Source: Eyestone Environmental, 2020.

Under the Office Option with residential bungalows, net new energy demand would be approximately 9,300,929 kWh of electricity per year, 6,741,308 cf of natural gas per year, 272,587 gallons of gasoline per year, and 44,824 gallons of diesel fuel per year. Under the Office Option with restaurant bungalows scenario, net new energy demand would be approximately 9,656,111 kWh of electricity per year, 8,391,482 cf of natural gas per year, 273,090 gallons of gasoline per year, and 53,745 gallons of diesel fuel per year.

Electricity

As shown in Table IV.C-2 on page IV.C-25, with compliance with 2019 Title 24 standards and applicable 2019 CALGreen Code requirements, buildout of the Project would result in a projected net increase in the on-site demand for electricity totaling approximately 4,812,037 kWh per year under the Residential Option with residential bungalows; 5,141,611 kWh per year under the Residential Option with restaurant bungalows. As shown in Table IV.C-3 on page IV.C-27, the Project would result in a net increase of 9,300,929 kWh per year under the Office Option with residential bungalows; and 9,616,111 kWh under the Office Option with restaurant bungalows. In addition to complying with CALGreen Code, the Applicant would also implement GHG-PDF-1 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, which states that the design of new buildings would include features so as to be capable of meeting the standards of LEED Silver® or equivalent green building standards; and Project Design Feature WAT-PDF-1, presented in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, which states that the Project would incorporate water conservation features, such as high-efficiency toilets with flush volume of 1.0 gallon of water per flush, showerheads with a flow rate of 1.5 gallons per minute or less, and drip/subsurface irrigation, among others. These measures would further reduce the Project's energy demand. Specifically, as shown in Table IV.C-2 and Table IV.C-3, with incorporation of project design features, electricity usage from water consumption would be reduced by 23 percent under the Residential Option with residential bungalows or restaurant bungalows and 21 percent under the Office Option with residential bungalows or restaurant bungalows.

Table IV.C-3
Summary of Annual Net New Energy Use During Project Operation—Office Option[a]

Source	Estimated Energy Demand (without PDFs)[b]	Estimated Energy Demand (with PDFs)[b]	Percent Reduction
OFFICE OPTION WITH RESIDENTIAL BUNGALOWS			
Electricity[c]			
Building	7,948,774 kWh	7,086,366 kWh	-11%
Water[d]	1,386,736 kWh	1,094,257 kWh	-21%
Electric Vehicle Chargers	1,120,305 kWh	1,120,305 kWh	
Total Electricity	**10,455,816 kWh**	**9,300,929 kWh**	-11%
Natural Gas			
Building	6,741,308 cf	6,741,308 cf	0%
Total Natural Gas	**6,741,308 cf**	**6,741,308 cf**	**0%**
Transportation			
Gasoline	437,061 gallons	227,762 gallons	-48%
Diesel	86,015 gallons	44,824 gallons	-48%
Total Transportation	523,076 gallons	272,587 gallons	-48%
OFFICE OPTION WITH RESTAURANT BUNGALOWS			
Electricity[c]			
Building	8,228,572 kWh	7,356,214 kWh	-11%
Water[d]	1,373,255 kWh	1,083,472 kWh	-21%
Electric Vehicle Chargers	1,216,425 kWh	1,216,425 kWh	
Total Electricity	**10,818,252 kWh**	**9,656,111 kWh**	-11%
Natural Gas			
Building	8,391,044 cf	8,391,482 cf	0%
Total **Natural** Gas	**8,391,044 cf**	**8,391,482 cf**	**0%**
Transportation			
Gasoline	491,816 gallons	273,090 gallons	-44%
Diesel	96,792 gallons	53,745 gallons	-44%
Total Transportation	588,608 gallons	326,835 gallons	-44%

cf = cubic feet

kWh = kilowatt hours

[a] *Detailed calculations are provided in Appendix E of this Draft EIR. Totals may not add up due to rounding.*

[b] *Electricity and natural gas estimates assume compliance with applicable 2019 CALGreen Code requirements and implementation of GHG-PDF-1 (specific mandatory requirements of achieving LEED Silver® or equivalent), in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. Transportation fuel estimates include project characteristics consistent with CAPCOA guidance measures.*

[c] *As discussed further in Section IV.E, Greenhouse Gas Emissions, states that that the Project would provide at least 30 percent of Code-required parking capable of supporting future electric vehicle supply equipment (EVSE) and that 10 percent of Code-required parking spaces would be further*

Table IV.C-3 (Continued)
Summary of Annual Net New Energy Use During Project Operation—Office Option

Source	Estimated Energy Demand (without PDFs)[b]	Estimated Energy Demand (with PDFs)[b]	Percent Reduction
provided with EV charging stations. Providing infrastructure for EV in itself does not result in additional electricity usage.			
[d] *Calculations assume compliance with Project Design Feature WAT-PDF-1.*			
Source: Eyestone Environmental, 2020.			

LADWP was required to procure at least 33 percent of their energy portfolio from renewable sources by 2020. The current sources procured by LADWP include wind, solar, and geothermal sources. These sources accounted for approximately 37 percent of LADWP's overall energy mix in 2020, the most recent year for which data are available.[59] This represents the available off-site renewable sources of energy that would meet the Project's energy demand. The use of renewable energy would indirectly reduce use of fossil fuels required for electricity generation (natural gas, coal, oil). While the electricity usage rate for a given land use would not be directly affected by the availability of renewable energy, the consumption of fossil fuels required for electricity generation would be reduced.

In addition, the Project would comply with Section 110.10 of Title 24, which includes mandatory requirements for solar-ready buildings, and, as such, would not preclude the potential use of alternate fuels.

Based on LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP forecasts that its total energy sales in the 2025–2026 fiscal year (the Project's buildout year) will be 23,537 GWh of electricity.[60,61] As such, the Project-related net increase in annual electricity consumption under the Residential Option and the Office Option would represent approximately 0.02 percent and 0.04 percent of LADWP's projected sales in 2025 respectively. In addition, as previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage.

Natural Gas

As provided in Table IV.C-2 on page IV.C-25, with compliance with 2019 Title 24 standards and applicable 2019 CALGreen Code requirements, buildout of the Project is

[59] *LADWP, 2020 Power Content Label.*

[60] *LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.*

[61] *LADWP, 2017 Power Strategic Long-Term Resources Plan, Appendix A, Table A-1.*

projected to generate a net increase in the on-site demand for natural gas totaling approximately 4,616,646 cf per year under the Residential Option with residential bungalows; 6,367,572 cf under the Residential Option with restaurant bungalows; 6,741,308 cf per year under the Office Option with residential bungalows and; 8,391,482 cf under the Office Option with restaurant bungalows. As discussed above, in addition to complying with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen Code), the Project would implement project design features to further reduce energy use. Specifically, the Applicant would implement GHG-PDF-1 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, which states that the design of new buildings would include features so as to be capable of meeting the standards of LEED Silver® or equivalent green building standards, which entails implementing conservation features to reduce natural gas usage. In order to meet the LEED® energy performance requirement, the Project may include use of efficient water heaters, cooking equipment and other major support appliances. Furthermore, the Applicant would implement GHG-PDF-2 in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, which states that Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units under the Residential Option.

As stated above, the Project's estimated net increase in demand for natural gas is approximately 12,648 cf per day under the Residential Option with residential bungalows; 17,445 cf per day under the Residential Option with restaurant bungalows; 18,469 cf per day under the Office Option with residential bungalows; and 22,990 cf per day under the Office Option with restaurant bungalows. Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimated natural gas consumption within SoCalGas' planning area will be approximately 2.47 billion cf/day in 2025 (the Project's buildout year).[62] The Project under the Residential Option with residential bungalows would account for approximately 0.0005 percent of the 2025 forecasted consumption in SoCalGas' planning area and 0.0007 percent of the SoCalGas planning area under the Residential Option with restaurant bungalows. Under the Office Option with residential bungalows and Office Option with restaurant bungalows would account for 0.0008 and 0.009 percent of the SoCalGas planning area, respectively. In addition, as also previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage.

Transportation Energy

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As noted above, the Project Site is located in an HQTA designated by SCAG, which indicates that

[62] *California Gas and Electric Utilities, 2020 California Gas Report, p. 147.*

the Project Site is an appropriate site for increased density and employment opportunities from a "smart growth," regional planning perspective.[63,64] As discussed in Section IV.J, Transportation, of this Draft EIR, the Project Site is located less than 0.5 mile from the Metro B Line (Red) Hollywood and Vine rail station, as well as 12 bus lines, which would provide service within the Project vicinity and would provide employees, residents, and guests with various public transportation opportunities. In accordance with the LAMC, the Residential Option would provide a total of 269 bicycle parking spaces (53 short-term and 216 long-term). In accordance with LAMC requirements, the Office Option with restaurant bungalows would provide a total of 160 bicycle parking spaces (57 short-term and 103 long-term). The Office Option with residential bungalows would provide a total of 162 bicycle parking spaces (54 short-term and 108 long-term).

As such, the Project's siting would minimize transportation fuel consumption through the reduction of VMT, as described above and discussed further in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR. As shown in Table IV.C-2 on page IV.C-25, with incorporation of the Project's location and proximity to mass transit, net transportation-fuel usage would be reduced by 42 percent for both gasoline and diesel fuels under the Residential Option (residential bungalows and restaurant bungalows), 48 percent for both gasoline and diesel fuels under the Office Option with residential bungalows and 44 percent for both gasoline and diesel fuels under the Office Option with restaurant bungalows.

As summarized in Table IV.C-2, when accounting for the measures that would be implemented to reduce VMT, the Project's estimated petroleum-based fuel usage would be approximately 340,536 gallons of gasoline and 67,019 gallons of diesel per year, or a total of 407,554 gallons of petroleum-based fuels annually under the Residential Option with residential bungalows. Under the Residential Option with restaurant bungalows, the Project's estimated petroleum-based fuel usage would be approximately 377,077 gallons of gasoline and 74,210 gallons of diesel per year, or a total of 451,287 gallons of petroleum-based fuels annually. Under the Office Option with residential bungalows, the Project's estimated petroleum-based fuel usage would be approximately 227,762 gallons of gasoline

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[63] *SCAG, Connect SoCal, The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, Exhibit 3.8.*

[64] *The Project Site is also located in a TPA as defined by PRC Section 20199. PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Also refer to the City's ZIMAS system confirming the location of the Project Site within a TPA.*

and 44,824 gallons of diesel per year, or a total of 272,587 gallons of petroleum-based fuels annually. Under the Office Option with restaurant bungalows, the Project's estimated petroleum-based fuel usage would be approximately 273,090 gallons of gasoline and 53,745 gallons of diesel per year, or a total of 326,835 gallons of petroleum-based fuels annually.

(iii) Summary of Energy Requirements and Energy Use Efficiencies

As previously discussed, CEQA Guidelines Appendix F recommends quantification of a project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed. The Project's energy requirements were calculated based on the methodology contained in CalEEMod for electricity and natural gas usage. Project VMT data were calculated based on CAPCOA guidelines. The calculations also took into account energy efficiency measures such as Title 24, CalGreen Code, and vehicle fuel economy standards. Table IV.C-1, Table IV.C-2, and Table IV.C-3 on pages IV.C-22, IV.C-25, and IV.C-27, respectively, provide a summary of Project construction and operational energy usage, respectively. During Project construction activities, a total of 35,265 kWh of electricity would be consumed along with 279,814 gallons of transportation fuel (gasoline and diesel) under the Residential Option. Under the Office Option, construction activities would result in 26,444 kWh of electricity would be consumed along with 291,427 gallons of transportation fuel (gasoline and diesel). During Project operations, a total of 4,812,037 kWh of electricity, 4,616,646 cf of natural gas, and 407,554 gallons of transportation fuel would be consumed on an annual basis under the Residential Option with residential bungalows. Under the Residential Option with restaurant bungalows, operational activities would consume a total of 5,141,611 kWh of electricity, 6,367,572 cf of natural gas, and 451,287 gallons of transportation fuel on an annual basis. Under the Office Option with residential bungalows, operational activities would consume a total of 9,300,929 kWh of electricity, 6,741,308 cf of natural gas, and 272,587 gallons of transportation fuel on an annual basis Under the Office Option with restaurant bungalows, operational activities would consume a total of 9,656,111 kWh of electricity, 8,391,482 cf of natural gas, and 326,835 gallons of transportation fuel on an annual basis When accounting for project design features and increased energy efficiency measures, operational electricity usage would be reduced by 8 percent and transportation fuel usage would be reduced by 42 percent when compared to a project without energy efficiency measures under the Residential Option with residential bungalows or restaurant bungalows. Under the Office Option with residential bungalows operational electricity usage would be reduced by 11 percent, and transportation fuel usage would be reduced by 48 percent when compared to a project without energy efficiency measures. Under the Office Option with restaurant bungalows, operational electricity usage would be reduced by 11 percent, and transportation fuel usage would be reduced by 44 percent when compared to a project without energy efficiency measures. Details are provided in Appendix E of this Draft EIR.

(b) The effects of the project on local and regional energy supplies and on requirements for additional capacity

(i) Construction

As discussed above, electricity would be intermittently consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. The estimated construction electricity usage under the Residential Option with residential bungalows and restaurant bungalows scenarios represent approximately 0.73 and 0.69 percent of the estimated net annual operational demand respectively which, as discussed below, would be within the supply and infrastructure service capabilities of LADWP.[65] Construction electricity usage under the Office Option with residential bungalows and restaurant bungalows scenarios, represent approximately 0.28 and 0.27 percent of the net annual operational demand respectively. Furthermore, the electricity demand during construction would be somewhat offset with the removal of the existing on-site uses which currently generate demand for electricity. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no demand generated by construction, resulting in a net decrease when compared to existing operations. Transportation fuel usage during Project construction activities under both the Residential and Office Option would represent approximately 0.002 percent of gasoline usage and 0.02 percent of diesel usage within Los Angeles County, respectively. As energy consumption during Project construction activities would be relatively negligible, the Project would not likely affect regional energy consumption in years during the construction period.

(ii) Operation

Based on LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP forecasts that its total energy sales in the 2025–2026 fiscal year (the Project's buildout year) will be 23,537 GWh of electricity.[66,67] As such, the Project-related net increase in annual electricity consumption under the Residential Option would represent approximately

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[65] *The percentage is derived by taking the total amount of electricity usage during construction and dividing that number by the total amount of net electricity usage during operation. Detailed calculations are provided in Appendix E.*

[66] *LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.*

[67] *LADWP, 2017 Power Strategic Long-Term Resources Plan, Appendix A, Table A-1.*

0.02 percent and 0.04 percent under the Office Option of LADWP's projected sales in 2025, respectively.[68] Furthermore, LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.[69] Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.

As stated above, the Project's estimated net increase in demand for natural gas is 12,648 cf per day under the Residential Option with residential bungalows; 17,445 cf per day under the Residential Option with restaurant bungalows; 18,469 cf per day under the Office Option with residential bungalows and; 22,990 cf per day under the Office Option with restaurant bungalows. Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimated natural gas consumption within SoCalGas' planning area will be approximately 2.47 billion cf/day in 2025 (the Project's buildout year).[70] The Project under the Residential Option with residential bungalows would account for approximately 0.0005 percent of the 2025 forecasted consumption in SoCalGas' planning area and 0.0007 percent of the SoCalGas planning area under the Residential Option with restaurant bungalows. Under the Office Option with residential bungalows and Office Option with restaurant bungalows would account for 0.0008 and 0.009 percent of the SoCalGas planning area respectively. At buildout, the Project would consume a total of 340,536 gallons of gasoline and 67,019 gallons of diesel per year, or a total of 407,554 gallons of petroleum-based fuels annually under the Residential Option with residential bungalows. Under the Residential Option with restaurant bungalows, the Project's estimated petroleum-based fuel usage would be approximately 377,077 gallons of gasoline and 74,210 gallons of diesel per year, or a total of 451,287 gallons of petroleum-based fuels annually. Under the Office Option with residential bungalows, the Project's estimated petroleum-based fuel usage would be approximately 227,762 gallons of gasoline and 44,824 gallons of diesel per year, or a total of 272,587 gallons of petroleum-based fuels annually. Under the Office Option with restaurant bungalows, the Project's estimated petroleum-based fuel usage would be approximately 273,090 gallons of gasoline and 53,745 gallons of diesel per year, or a total of 326,835 gallons of petroleum-based fuels annually. For comparison purposes, the transportation-related fuel usage for the Project would represent approximately 0.006 percent of the 2025 (buildout year) annual on-road gasoline- and diesel-related energy consumption in Los Angeles County under the Residential Option with residential bungalows and 0.007 percent of the annual Los Angeles County transportation fuel consumption under the Residential Option with restaurant bungalows, as shown in Appendix E, of this Draft EIR. Under the Office Option with

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[68] *LADWP, 2017 Power Strategic Long-Term Resources Plan, December 2017, Appendix A.*

[69] *KPFF Consulting Engineers, Utility Infrastructure Technical Report: Energy, Water, and Wastewater, August 2021. Refer to Appendix F of this Draft EIR.*

[70] *California Gas and Electric Utilities, 2020 California Gas Report, p. 147.*

residential bungalows, the Project would represent approximately 0.004 percent of the 2025 (buildout year) annual on-road gasoline- and diesel-related energy consumption in Los Angeles County under the Office Option with residential bungalows and 0.005 percent of the annual Los Angeles County transportation fuel consumption under the Office Option with restaurant bungalows

In sum, energy consumption during Project operations would be relatively negligible and energy requirements are within LADWP's and SoCalGas' service provision. Project operation would not likely affect regional energy consumption.

(c) The effects of the project on peak and base period demands for electricity and other forms of energy

As discussed above, electricity demand during construction and operation of the Project would have a negligible effect on the overall capacity of LADWP's power grid and baseload conditions. With regard to peak load conditions, the LADWP power system experienced an all time high peak of 6,432 MW on August 31, 2017.[71] The LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2017, the base case peak demand for the power grid is 5,854 MW.[72] Under peak conditions, the Project would consume 4,812,037 kWh on an annual basis which is equivalent to a net increase in the daily peak load of 870 kW under the Residential Option with residential bungalows.[73] Under the Residential Option with restaurant bungalows, the Project would consume 5,141,611 kWh on an annual basis which is equivalent to a net increase in the daily peak load of 943 kW. Under the Office Option with residential bungalows, the Project would consume 9,300,929 kWh on an annual basis which is equivalent to a net increase in the daily peak load of 1,681 kW. Under the Office Option with restaurant bungalows, the Project would consume 9,656,111 kWh on an annual basis which is equivalent to a net increase in the daily peak load of 1,739 kW. In comparison to the LADWP power grid base peak load of 5,854 MW in 2017, the Project would represent approximately 0.02 percent of the LADWP base peak load conditions under the Residential Option and 0.03 percent under the Office Option. In addition, LADWP's annual growth projection in peak demand of the electrical power grid of 0.4 percent would be sufficient to account for future electrical demand by the Project.[74] Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

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[71] *LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.*

[72] *LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.*

[73] *Eyestone Environmental, Energy Calculations for 1360 N. Vine Project, See Appendix E of this Draft EIR.*

[74] *LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.*

(d) The degree to which the project complies with existing energy standards

Although Title 24 requirements typically apply to energy usage for buildings, long-term construction lighting (greater than 120 days) providing illumination for the Project Site and staging areas would also comply with applicable Title 24 requirements (includes limits on the wattage allowed per specific area). In addition, construction equipment would comply with energy efficiency requirements contained in the Federal Energy Independence and Security Act or previous Energy Policy Acts for electrical motors and equipment.[75] Electricity and Natural Gas usage during Project operations presented in Table IV.C-2 and Table IV.C-3 on pages IV.C-25 and IV.C-27, respectively, would comply with 2019 Title 24 standards and applicable 2019 CalGreen and Los Angeles Green Building Code requirements. Therefore, Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage.

With regard to transportation fuels, trucks and equipment used during proposed construction activities, the Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During Project operations, vehicles traveling to and from the Project Site are assumed to comply with CAFE fuel economy standards. Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards, as required.

Based on the above, Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage, as well as transportation fuel consumption.

(e) Effects of the Project on Energy Resources

As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal wind and hydropower. The LADWP's most recently adopted 2017 Power Strategic Long-Term Resources Plan identifies adequate resources (natural gas, coal) to support future generation capacity.

Natural gas supplied to Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as

[75] *Energy Independence and Security Act of 2007. Pub.L. 110-140.*

Canada.[76] According to the U.S. Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2015 consumption.[77] Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Therefore, Project construction and operation activities would have a negligible effect on natural gas supply.

With regard to on-site energy resources, the Project Site does not contain any significant sources of renewable (i.e., water, solar, wind, geothermal) or non-renewable energy, such as coal, natural gas, and petroleum. In addition, the Project would not generate power using non-renewable sources or associated energy transmission lines. Therefore, the Project construction and operation activities would not conflict with existing or planned energy resources.

Transportation fuels (gasoline and diesel) are produced from crude oil which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.[78] The Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). The Project would also include adequate alternative modes of transportation by providing for bicycle parking spaces and preferred parking for fuel efficient vehicles, resulting in a reduction of transportation fuel usage. Therefore, Project construction and operation activities would have a negligible effect on the transportation fuel supply.

As discussed above in Subsection 2.a, Regulatory Framework, one of the objectives of SB 350 is to increase procurement of California's electricity from renewable sources from 33 percent to 50 percent by 2030. However, as of September 2018, SB 100 was signed, which would require retail sellers of electric services to increase procurement from eligible renewable energy resources to 50 percent renewable resources target by December 31, 2026, and 60 percent by December 31, 2030. Accordingly, LADWP is required to procure at least 60 percent of its energy portfolio from renewable sources by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources accounted for approximately 37 percent of LADWP's overall energy mix in 2020, the most recent year for which data are available.[79]

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[76] *California Gas and Electric Utilities, 2020 California Gas Report.*

[77] *U.S. Energy Information Administration, Frequently Asked Questions, www.eia.gov/tools/faqs/faq.php?id=58&t=8, accessed November 10, 2021.*

[78] *BP Global, Oil Reserves, www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil.html, accessed November 10, 2021.*

[79] *LADWP, 2020 Power Content Label.*

This represents the available off-site renewable sources of energy that would meet the Project's energy demand. The Project's use of renewable energy would indirectly reduce use of fuels required for electricity generation (natural gas, coal, oil). While the Project's electricity usage rate would not be directly affected by the availability of renewable energy, the Project's usage of renewable energy would indirectly avoid consumption of fossil fuels.

With regard to on-site renewable energy sources, as discussed in Section II, Project Description, of this Draft EIR, the Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal collectors. The Project would also comply with Title 24 requirements for "Solar Ready Buildings" which requires a certain area of rooftop to be set aside for installation of solar panels. However, due to the Project Site's location, other on-site renewable energy sources would not be feasible to install on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, methane, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Furthermore, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin. Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.[80]

(f) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

The Project's high density design and location to job centers and retail uses would allow for more residents to live closer to work and shopping areas, reducing the vehicle miles traveled. The design, which includes dedicated bicycle parking facilities and an improved streetscape with pedestrian amenities, also encourages non-automotive forms of transportation such as walking or biking to destinations. In addition, the Project would be located less than 0.5 mile from the Metro B Line (Red) Hollywood/Vine Station. In addition, the Project Site is served by two seven Metro Local lines and three LADOT DASH lines. With the accessibility to mass transit and reduction in trips, the Project results in a VMT reduction of approximately 5 percent (see Appendix E of this Draft EIR) compared to a Project without Reduction Features, with a corresponding reduction in the Project's petroleum-based fuel usage. Therefore, the Project would encourage the use of efficient transportation alternatives.

[80] *CEC, Wind Project and Wind Resource Areas, 2018.*

(g) The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements

The current City of Los Angeles Green Building Code requires compliance with the CalGreen Code and California's Building Energy Efficiency Standards (Title 24). In addition to compliance with the City's Green Building Code, the Project would be capable of achieving at least LEED Silver® equivalent status. Therefore, the Project would incorporate measures that are above and beyond current State and City energy conservation requirements.

GHG-PDF-2 would also prohibit natural gas fireplaces in the proposed residential units resulting in less natural gas consumed during operations. In addition, Project Design Feature WAT-PDF-1 in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, states that the Project would implement water conservation features, including high-efficiency toilets with flush volume of 1.0 gallon of water per flush, showerheads with a flow rate of 1.5 gallons per minute or less, and drip/subsurface irrigation, among others. A reduction in water usage would in turn reduce the amount of electricity used for water conveyance. Therefore, the Project would incorporate measures that are above and beyond current State and City energy conservation requirements.

The City has also adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. These regulations include the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), and the Exclusive Franchise System Ordinance (Ordinance No. 182,986). These solid waste reduction programs and ordinances help to reduce the number of trips associated with hauling solid waste, thereby reducing the amount of petroleum-based fuel consumed. Furthermore, recycling efforts indirectly reduce the energy necessary to create new products made of raw material, which is an energy-intensive process. As discussed in the Initial Study included as Appendix A of this Draft EIR, the Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with Ordinance No. 171,687, which requires that development projects include an on-site recycling area or room of specified size.[81] The Project would also comply with State and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Thus, through compliance with the City's construction-related solid waste recycling programs, the Project would contribute to reduced fuel-related energy consumption.

[81] *Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.*

Based on the above, with compliance with state and local energy efficiency standards, the Project would meet all applicable energy conservation policies and regulations.

(h) Whether the Project conflicts with adopted energy conservation plans

As discussed in Section IV.E, Greenhouse Gas Emissions, the City has published its LA Green Plan/ClimateLA in 2007, which outline goals and actions by the City to reduce GHG emissions. To facilitate implementation of the LA Green Plan/Climate LA, the City adopted the Green Building Code. The Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2019 CALGreen Code and California's Building Energy Efficiency Standards, which have been incorporated into the City's Green Building Code.

With regard to transportation uses, the Project design would reduce the vehicle miles traveled within the region and encourage use of alternative modes of transportation. The Project would be consistent with regional planning strategies that address energy conservation. As discussed above and in Section IV.G, Land Use, of this Draft EIR, SCAG's 2020–2045 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of the approach, the 2020–2045 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources. The Project would be consistent with the energy efficiency policies emphasized in the 2020–2045 RTP/SCS. Most notably, the Project would be a mixed-use development consisting of a grocery store or office uses, neighborhood-serving commercial retail, and restaurant uses located along Vine Street and two blocks from Sunset Boulevard, two commercial corridors that are characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation, including Metro and LADOT bus lines and rail lines. This is evidenced by the Project Site's location within a designated HQTA.[82]

[82] *The Project Site is also located in TPA as defined by PRC Section 20199. PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Also refer to the City's ZIMAS system confirming the location of the Project Site within a TPA.*

The introduction of new housing and job opportunities within an HQTA, as proposed by the Project, is consistent with numerous policies in the 2020–2045 RTP/SCS related to locating new housing and jobs near transit. The 2020–2045 RTP/SCS would result in an estimated 19-percent decrease in VMT by 2035. The 2020–2045 RTP/SCS is expected to fulfill and exceed SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

As discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, compliance with SB 375 requires a reduction in per capita transportation emissions by 18 percent by 2035 with respect to meeting the State's GHG emission reduction goals.[83] OPR recommends that achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals. As shown in Appendix E, incorporation of USEPA MXD VMT reduction features applicable to the Project results in a 40 percent reduction in overall VMT under the Residential Option and resultant pollutant emissions in comparison to a project without reduction features. The Project's Office Option results in a 45-percent reduction in VMT under the Bungalow option and 42-percent reduction under the restaurant bungalows option and pollutant emissions in comparison to a project without reduction features.

Also, as discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would also be consistent with the SCAG 2020–2045 RTP/SCS, which includes goals to reduce VMT and correspondingly decrease fuel consumption.

In addition, the Project would comply with state energy efficiency requirements, would be capable of achieving at least current LEED Silver® equivalent status, and would use electricity from LADWP, which has a current renewable energy mix of 36.7 percent. All of these features would serve to reduce the consumption of electricity, natural gas, and transportation fuel. Based on the above, the Project would be consistent with adopted energy conservation plans.

(i) Conclusion Regarding Significance Threshold No. 1

As demonstrated in the analysis above, the Project would not result in potentially significant environmental impact due to wasteful, inefficient, and unnecessary consumption of energy resources during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or capacity. The Project's energy usage during peak and base periods would also be consistent with electricity and natural gas future projections for the region. As discussed previously, gasoline fuel usage for the

[83] *SCAG, Final 2020–2045 RTP/SCS, Making Connections, September 3, 2020.*

region is expected to be on the decline over the next 10 years. Transportation fuel supply is not expected to decrease significantly over this same period and supplies would be sufficient to meet Project demand. Therefore, electricity generation capacity and supplies of natural gas and transportation fuels would also be sufficient to meet the needs of Project-related construction and operations. During operations, the Project would comply with existing energy efficiency requirements such as CalGreen Code as well as include energy conservation measures beyond requirements, such as those related to LEED Silver® equivalency. **In summary, the Project's energy demands would comply with existing energy efficiency standards and would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, Project impacts related to energy use under Threshold (a) would be less than significant during construction and operation.**

(2) Mitigation Measures

Project-level impacts with related to energy use would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Project-level impacts related to energy use were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

Threshold (b): Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

(1) Impact Analysis

As discussed in Subsection 3.c(2)(h) above, the energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2019 CALGreen Code, and the City of Los Angeles Green Building Code. As these conservation policies are mandatory under the City of LA Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency. In addition, the Project would implement measures to achieve LEED Silver® equivalency which would exceed Title 24 energy efficiency requirements.

With regard to transportation related energy usage, the Project would comply with goals of the SCAG's 2020–2045 RTP/SCS, which incorporates VMT targets established by SB 375. The Project's mixed-use development and proximity to major job centers and public transportation would serve to reduce VMT and associated transportation fuel usage within the region. In addition, vehicle trips generated during Project operations would comply with CAFE fuel economy standards. During construction activities, the Project

would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations.

Based on the above, the Project would not conflict with adopted energy conservation plans, or violate state or federal energy standards. **Therefore, Project impacts associated with regulatory consistency under Threshold (b) would be less than significant.**

(2) Mitigation Measures

Project-level impacts related to conflicts with plans would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Project-level impacts related to conflicts with plans were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

e. Cumulative Impacts

(1) Impact Analysis

(a) Threshold (a) (Wasteful, Inefficient and Unnecessary Use of Energy)

Cumulative impacts occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. Based on the information presented in Section III, Environmental Setting, of this Draft EIR, there are 102 specific related projects located within the vicinity of the Project Site, as well as the Hollywood Community Plan Update (Related Project No. 103). The geographic context for the cumulative analysis of electricity is LADWP's service area and the geographic context for the cumulative analysis of natural gas is SoCalGas' service area. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the Project in the context of County-wide consumption. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

(i) Electricity

Although Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could limit future

availability, the use of such resources would be on a relatively small scale, would be reduced by measures making the Project more energy-efficient, and would be consistent with growth expectations for LADWP's service area. The Project also would incorporate energy efficiency measures to make the Project capable of achieving LEED Silver® equivalency, as required by GHG-PDF-1. Furthermore, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including the CALGreen Code and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

Additionally, as discussed above, LADWP was required to procure at least 33 percent of its energy portfolio from renewable sources by 2020. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources accounted for approximately 37 percent of LADWP's overall energy mix in 2020, the most recent year for which data are available.[84] This represents the available off-site renewable sources of energy that could meet the Project's and related projects' energy demands. Therefore, the Project and related projects within LADWP's service area would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. **As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.**

(ii) Natural Gas

Although Project development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with regional and local growth expectations for SoCalGas' service area. The Project also would incorporate energy efficiency measures to make the Project capable of achieving LEED Silver® equivalency, as required by GHG-PDF-1 and reduce natural gas usage by limiting the number of natural gas fueled fireplaces, as required by GHG-PDF-2. Furthermore, future development projects within SoCalGas' service area would be expected to incorporate energy conservation features, comply with applicable regulations including the CALGreen Code and State energy standards under Title 24, and incorporate mitigation measures, as necessary. **As such, cumulative impacts related to wasteful, inefficient and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.**

[84] *LADWP, 2020 Power Content Label.*

(iii) Transportation Energy

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, at buildout, the Project would consist of a small percentage of the total Los Angeles County fuel consumption. For comparison purposes, the transportation-related fuel usage for the Project would represent approximately 0.006 percent of the 2025 (buildout year) annual on-road gasoline- and diesel-related energy consumption in Los Angeles County under the Residential Option with residential bungalows and 0.007 percent of the annual Los Angeles County transportation fuel consumption under the Residential Option with restaurant bungalows, as shown in Appendix E, of this Draft EIR. Under the Office Option with residential bungalows, the Project would represent approximately 0.004 percent of the 2025 (buildout year) annual on-road gasoline- and diesel-related energy consumption in Los Angeles County under the Office Option with residential bungalows and 0.005 percent of the annual Los Angeles County transportation fuel consumption under the Office Option with restaurant bungalows.

Related projects in the Project vicinity would also be infill projects locating uses near other residential and commercial uses which would reduce distance traveled, as well as consumption of transportation fuel. As analyzed above, Project transportation fuel usage would represent a small percentage of total fuel consumption within Los Angeles County. While it is speculative to assess transportation fuel usage from related projects, it is expected that cumulative transportation fuel usage resulting from the Project and related projects would be consistent with projections discussed above.

Additionally, as described above, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled which would reduce reliance on petroleum fuels. According to the California Department of Tax and Fee Administration, gasoline consumption has increased by four percent from 2010 to 2018[85]; however, the CEC predicts that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions.

[85] *California Department of Tax and Fee Administration, Fuel Taxes Statistics & Reports, www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed July 9, 2021.*

Furthermore, as described above, the Project would be consistent with the energy efficiency policies emphasized by the 2020–2045 RTP/SCS. Specifically, the Project would be a mixed-use development consisting of residential or office, grocery store, neighborhood-serving commercial retail, and restaurant uses located along Vine Street and one block from Sunset Boulevard, two commercial corridors that are characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation, including Metro and LADOT bus lines and rail lines. The Project also would introduce new housing and job opportunities within an HQTA, which is consistent with numerous policies in the 2020–2045 RTP/SCS related to locating new jobs near transit.[86] Although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2045, the 2020–2045 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2045.[87] Implementation of the 2020–2045 RTP/SCS would result in an estimated 19-percent decrease in per capita GHG emissions by 2035. Implementation of the 2020–2045 RTP/SCS is expected to fulfill and exceed the region's obligations under SB 375 with respect to meeting the State's GHG emission reduction goals. As discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project results in a VMT reduction of approximately 40 percent under the Residential Option (residential bungalow and restaurant bungalow scenarios) and 45 percent under the Office Option with residential bungalows and a 42-percent reduction under the Office Option with restaurant bungalows in comparison to a standard project without trip reduction features (transit accessibility, mix of uses, proximity to job centers), as estimated by CalEEMod, which would be consistent with the reduction in transportation emission per capita provided in the 2020–2045 RTP/SCS.

Although the 2020–2045 RTP/SCS is intended to reduce GHG emissions, the reduction in VMT would also result in reduced transportation fuel consumption. By its very nature, the 2020–2045 RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects. In addition, it is assumed that related projects in the Project Site vicinity would reduce VMT, consistent with the goals of the 2020–2045 RTP/SCS. **Therefore, based on the above and as the Project is consistent with the 2020–2045 RTP/SCS, its contribution to cumulative impacts related to wasteful,**

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[86] *The Project Site is also located in TPA as defined by PRC Section 20199. PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Also refer to the City's ZIMAS system confirming the location of the Project Site within a TPA.*

[87] *SCAG, 2020–2045 RTP/SCS, September 2020 Technical Reports, Performance Measures, p. 55.*

inefficient and unnecessary use of transportation fuel would not be cumulatively considerable and, thus, would be less than significant.

(iv) Conclusion

Based on the analysis provided above, the Project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, and fuel) would not result in a cumulatively considerable effect related to potentially significant environmental impacts due to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation. As such, the Project's impacts would not be cumulatively considerable; therefore, cumulative energy impacts under Threshold (a) are concluded to be less than significant.

(b) Consistency with State or Local Plans

Related and other future projects within the Project area would be required to comply with energy conservation and renewable energy plans and polices described above, including Title 24, CALGreen Code, and the City of Los Angeles Green Building Code. As related projects would be required to meet the same energy consumption standards, there would be no significant cumulative impacts with regard to consistency with energy conservation plans.

Furthermore, as described above, the Project would be consistent with the policies emphasized by the 2020–2045 RTP/SCS. The Project would be mixed-use and located near major job centers and public transit which would result in a VMT reduction. As discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project under the Residential Option with either residential bungalows or restaurant bungalows would result in a VMT reduction of approximately 40 percent in comparison to a standard project as estimated by CalEEMod while the Office Option with residential bungalows would result in a 45 percent reduction and the Office Option with restaurant bungalows would result in a 42 percent reduction in comparison to a standard project. Therefore, the Project is consistent with the 2020–2045 RTP/SCS and would not be cumulatively considerable with regard to consistency with energy conservation plans.

(2) Mitigation Measures

Cumulative impacts with regard to energy use and conflicts with plans would be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance after Mitigation

Cumulative impacts with regard to energy use and conflicts with plans were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impacts levels remain less than significant.