4.6 ENERGY

This section discusses energy use resulting from implementation of the Development Project utilizing the significance criteria in Appendix G and Appendix F of the *CEQA Guidelines*. It evaluates whether the Project would result in the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with any applicable plans for renewable energy and energy efficiency. The energy use analysis in this section is based on the *Air Quality Impact Analysis, Sunset Crossroads Specific Plan, Banning, California* (*Air Quality Report*), which is provided in **Appendix C-1** of this Environmental Impact Report (EIR), and the *Greenhouse Gas Analysis*, which is provided in **Appendix C-3** of this EIR. Annual natural gas and electricity usage for operation of the proposed Project was obtained from the California Emissions Estimator Model (CalEEMod) version 2020.4.0 modeling results generated for the *Air Quality Report* and the *Greenhouse Gas Analysis*.

4.6.1 Existing Environmental Setting

4.6.1.1 Electricity

Under existing conditions, the Project site is vacant and undeveloped; therefore, there is currently no electricity consumed within the Project site. The Project site is within the service territory of the Banning Electric Utility (BEU). BEU is a not-for-profit, publicly owned retail electrical energy distribution utility with six distribution substations and 134 miles of power lines serving nearly 13,500 citizens and business patrons. The BEU is a member of the Southern California Public Power Authority (SCPPA), which allows for effective planning, construction, management, and operations of electrical energy resources.[1] According to the California Energy Commission (CEC), total electricity consumption in the BEU service area in 2022 was 151.5 gigawatt-hours (GWh) (47.4 GWh for the commercial sector).[2] In Riverside County, total electricity consumption in 2022 was 17,780.6 GWh (9,060.6 GWh for the residential sector and 8,720.0 GWh for the non-residential sector).[3]

The BEU has historically obtained electricity from a variety of sources (e.g., San Juan Generating Station Unit 3 and the Palo Verde Nuclear Generating Station), has direct entitlements to hydroelectric output from Hoover Dam, and has an interest in power purchase agreements between the SCPPA and geothermal energy facilities in Imperial County. Additionally, BEU makes purchases in the wholesale market to cover its summer peaking and capacity requirements. As supply inventory changes (e.g., shutdown/decommissioning of facilities), the BEU/City of Banning adjusts its energy supply accordingly. For example, prior to the closure of San Juan Unit 3, the BEU/City of Banning contracted for a 9-megawatt (MW) share of the Puente Hills Landfill Gas-to-Energy Facility ("Puente Hills Landfill Project"), and an 8 MW share of the Astoria 2 Solar Project. Contracts on these sources run through 2030 and 2031, respectively. Beginning in January 2022 for a term of 20 years, the BEU receives energy from COSO Geothermal Holdings. BEU currently has a renewable portfolio of 75 percent; however, that renewable portfolio is expected to drop to 70 percent in 2027 as sources of generation change.

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1 Banning Electric Utility (BEU). 2022. Website: www.ci.banning.ca.us/57/Banning-Electric-Utility (accessed September 2023).

2 California Energy Commission (CEC). 2023b. Electricity Consumption by Entity. Website: Electricity Consumption by Entity (ca.gov) (accessed August 31, 2023).

3 California Energy Commission (CEC). 2023a. Electricity Consumption by County. Website: Electricity Consumption by County (ca.gov) (accessed August 31, 2023).

According to the 2015 Power Supply Integrated Resource Plan[4], with BEU's Power Purchase Agreements and local hydroelectric units, the City's renewable energy portfolio would increase once additional power agreements come online.

In 2022, California's electricity was generated primarily by natural gas (47 percent), nuclear (9 percent), large hydroelectric (7 percent), and renewable sources (52 percent). Total electricity generation in California in 2022 was 287,220 GWh, up 3.4 percent from the 2021 total generation of 277,764 GWh.[5] Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. In 2022, California produced approximately 69 percent and imported 31 percent of the electricity it used.[6]

4.6.1.2 Natural Gas

As mentioned above, the Project site is vacant and undeveloped; therefore, there is currently no natural gas consumed within the Project site. The Southern California Gas Company (SoCalGas), which is regulated by the California Public Utilities Commission (CPUC), is the natural gas service provider for the Project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 square mile service area throughout Central and Southern California, from Visalia to the Mexican border.[7] According to the CEC, total natural gas consumption in the SoCalGas service area in 2022 was 5,026.5 million therms[8] (867.5 million therms for the commercial sector).[9] Total natural gas consumption in Riverside County in 2022 was 431.1 million therms (284.1 million therms for the residential sector and 146.9 million therms for the non-residential sector).[10]

According to the CEC, natural gas consumed in California is used for electricity generation (45 percent), residential uses (21 percent), industrial uses (25 percent), and commercial uses (9 percent). California continues to depend upon out-of-state imports for nearly 90 percent of its natural gas supply.[11]

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4 City of Banning Electric Utility. 2015. 2015 Power Supply Integrated Resource Plan, City of Banning, California. Website: http://banning.ca.us/DocumentCenter/View/559/Banning_IRP-July-2010?bidId= (accessed August 31, 2023)

5 California Energy Commission (CEC). 2022. *2022 Total System Electric Generation*. Website: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation (accessed September 2023).

6 U.S. Energy Information Administration (EIA). 2021. *California Profile Overview. Website:* https://www.eia.gov/state/?sid=CA#tabs-2 (accessed September 2023).

7 Southern California Gas Company (SoCalGas). 2022. About SoCalGas. Website: https://www.socalgas.com/about-us/company-profile (accessed September 2023).

8 One therm is equal to 100,000 BTUs (British thermal units) or 100 kBTU. One BTU is the quantity of heat that is needed to raise the temperature of 1 pound of water by 1°F.

9 California Energy Commission (CEC). 2022d. Gas Consumption by Entity. Website: Gas Consumption by Entity (ca.gov) (accessed September 2023).

10 California Energy Commission (CEC). 2022e. Gas Consumption by County. Website: Gas Consumption by County (ca.gov) (accessed September 2023).

11 California Energy Commission (CEC). 2022c. Supply and Demand of Natural Gas in California. Website: www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed September 2023).

4.6.1.3 Petroleum/Transportation Energy Fuel Consumption

Currently, the Project site does not generate the need for transportation energy (fuel consumption). In February 2021, the Department of Motor Vehicles (DMV) identified 35.8 million registered vehicles in California, and those vehicles consume an estimated 17.5 billion gallons of fuel each year.

California's on-road transportation system includes 394,383 land miles, more than 25.5 million passenger vehicles and light trucks, and almost 8.7 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2021, total gasoline consumption in California was 289,918 thousand barrels (12.2 billion gallons) or 1,464.7 trillion British Thermal Units (BTU).[12] Of the total gasoline consumption, 273,289 thousand barrels (11.5 billion gallons) or 1,380.7 trillion BTU were consumed for transportation.[13] Based on fuel consumption obtained from the California Air Resources Board (CARB) California Emissions Factor Model, Version 2021 (EMFAC2021), approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel will be consumed from vehicle trips in Riverside County in 2023.

4.6.2 NOP/Scoping Meeting Comments

The City of Banning (City) received nine comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A** of this EIR. No comments related to energy were received during the public scoping meeting.

- In their NOP comments related to how energy usage may exacerbate climate change impacts, Ron Roy and Kim Floyd encouraged that the EIR consider: how project energy would be used "efficiently and conservatively"; the maximum consideration of "LEED ideas" in project design; and an explanation of the "green" aspects of the Project. These commenters further provided potential project features and/or practices that could reduce project energy usage.

- In its NOP comment letter, the Sierra Club identified a number of design features and measures that would reduce energy usage and the Development Project's contribution to air quality and greenhouse gas emissions.

4.6.3 Methodology

This section contains an evaluation of the Development Project's potential impacts on energy consumption and details the energy demand associated with Project-related construction equipment, transportation energy demands, facility energy demands, and efficient use of energy as required by *CEQA Guidelines* Appendix F.

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12 U.S. Energy Information Administration (EIA). 2022b. California State Profile and Energy Estimates, Data. Website: www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed September 2023).

13 Ibid.

Annual natural gas and electricity usage for operation of the proposed Project was obtained from CalEEMod as shown in Appendix B of the *Air Quality Report* (which itself is included as **Appendix C-1** of this EIR).

Estimates of fuel consumption (diesel fuel and gasoline) from construction trucks and construction worker vehicles were based on trip estimates from CalEEMod 2020.4.0 in the *Air Quality Report* and fuel efficiencies from the CARB Emission Factor Computer Model (EMFAC2021) off-model. Fuel consumption (diesel fuel and gasoline) from vehicle trips during operation was estimated for the opening year (2027) of the full buildout of the proposed Project based on trip estimates from CalEEMod in the *Air Quality Report* and fuel efficiencies from the CARB EMFAC off-model.

This analysis is conservative because it is anticipated that with increasing requirements for electrification of vehicles, trucks, and equipment over the next 15–20 years, fuel use for Project operations will decrease.

4.6.4 Regulatory Setting

4.6.4.1 Federal Regulations

Corporate Average Fuel Economy. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light-duty trucks. Corporate Average Fuel Economy (CAFE) standards are federal regulations that are set to reduce energy consumed by on-road motor vehicles. The United States Department of Transportation's (USDOT) National Highway Traffic Safety Administration (NHTSA) regulates the standards, and the United States Environmental Protection Agency (EPA) measures vehicle fuel efficiency. The standards specify minimum fuel consumption efficiency standards for new automobiles sold in the United States. The law has become more stringent over time.

On May 19, 2009, President Barack Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and NHTSA announced a joint final rule establishing a national program that would reduce greenhouse gas (GHG) emissions and improve fuel economy for new cars and trucks sold in the United States. The first phase of the national program applied to passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2012 through 2016.

On September 15, 2011, the EPA and the USDOT issued a final rule for the first national standards to improve fuel efficiency of medium- and heavy-duty trucks and buses, model years 2014 to 2018. For combination tractors, the agencies proposed engine and vehicle standards that would achieve up to a 20 percent reduction from the model year 2014 in fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies proposed separate gasoline and diesel truck standards, which would achieve up to a 10 percent reduction from the model year 2014 for gasoline vehicles and a 15 percent reduction for diesel vehicles (12 and 17 percent, respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10 percent reduction from model year 2014 in fuel consumption. On October 25, 2016, the EPA and USDOT issued Phase 2 of the national standards to improve fuel efficiency standards for medium- and heavy-duty trucks and buses for model years 2021 to 2027 to achieve vehicle fuel savings as high as 25 percent, depending on the vehicle category.

On August 2, 2018, the previous administration released a notice of proposed rulemaking, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule) to amend the CAFE and greenhouse gas emission standards established in 2012 for model years 2021 through 2026. The SAFE Vehicle Rule would decrease fuel economy and would withdraw the California Waiver for the California Advanced Clean Car program, Zero Emissions Vehicle mandate, and greenhouse gas emission standards for model years 2021 through 2026.

The current administration withdrew portions of the SAFE Rule, concluding that the SAFE Rule overstepped the agency's legal authority and finalized updated CAFE Standards for model years 2024 through 2026. The final rule establishes standards that would require an industry-wide fleet average of approximately 49 miles per gallon (mpg) for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026. The agency projects the final standards will save consumers nearly $1,400 in total fuel expenses over the lifetimes of vehicles produced in these model years and avoid the consumption of about 234 billion gallons of gasoline between model years 2030 to 2050. The NHTSA also projects that the standards will cut greenhouse gases from the atmosphere, reduce air pollution, and reduce the country's dependence on oil.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (Public Law 110–140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of the federal government. The Act sets increased CAFE Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration.

Energy Policy Act of 2005. The Energy Policy Act of 2005 was passed by the United States Congress on July 29, 2005 and signed into law by President George W. Bush on August 8, 2005 and was the first major energy law enacted by the federal government in over a decade. The Energy Policy Act of 2005 seeks to reduce reliance on non-renewable energy resources and provide incentives to reduce current demand on these resources. For example, under this Act, consumers and businesses can obtain federal tax credits for purchasing fuel-efficient appliances and products (including hybrid vehicles), building energy-efficient buildings, and improving the energy efficiency of commercial buildings. Additionally, tax credits are available for the installation of qualified fuel cells, stationary micro turbine power plants, and solar power equipment.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy resources. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

The Transportation Equity Act for the 21st Century (TEA-21). The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of wise transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety. Specifically, under TEA-21, the advanced vehicle program was begun to develop clean, fuel-efficient trucks and other heavy vehicles and the clean fuels program was started to buy or lease buses using low-polluting fuels.

4.6.4.2 State Regulations

Assembly Bill 1575, Warren-Alquist Act. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575 (also known as the Warren-Alquist Act), which created the CEC. The statutory mission of the CEC is to forecast future energy needs; license power plants of 50 MW or larger; develop energy technologies and renewable energy resources; plan for and direct State responses to energy emergencies; and, perhaps most importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code (PRC) Section 21100(b)(3) and *CEQA Guidelines* Section 15126.4 to require EIRs to include, where relevant, mitigation measures proposed to minimize the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the *CEQA Guidelines*. Appendix F assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *CEQA Guidelines* also states that the goal of conserving energy implies the wise and efficient use of energy and the means of achieving this goal, including (1) decreasing overall per capita energy consumption; (2) decreasing reliance on fossil fuels such as coal, natural gas, and oil; and (3) increasing reliance on renewable energy sources.

Senate Bill 1389, Energy: Planning and Forecasting. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the CEC to develop an integrated energy plan every 2 years that assesses major energy trends and issues facing the State's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. The 2021 Update included a review of the implementation of California's energy policies and updated the 2022 California energy demand forecasts that were adopted as part of the 2020 Integrated Energy Policy Report proceedings.

Renewable Portfolio Standards. SB 1078 established the California Renewable Portfolio Standards (RPS) program in 2002. SB 1078 initially required that 20 percent of electricity retail sales be served by renewable resources by 2017. In 2006, SB 107 accelerated the standard by requiring that the 20 percent mandate be met by 2010. In April 2011, SB 2 required that 33 percent of electricity retail sales

be served by renewable resources by 2020. In 2015, SB 350 adopted further increases to the Renewable Portfolio Standards to 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. In addition, the bill requires that 65 percent of RPS procurement must be derived from long-term contracts (10 years or more) starting in 2021. In 2018, SB 100 increased the requirement to 60 percent by 2030 with new interim targets of 44 percent by 2024 and 52 percent by 2027 and required that all of the State's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045. SB 100 took effect on January 1, 2019.

According to the CPUC, all electricity retail sellers either met or exceeded the interim target and are on track to achieve their compliance requirements. California's three large investor-owned utilities (IOUs) collectively served 36 percent of their 2017 retail electricity sales with renewable power. The Small and Multi-Jurisdictional Utilities (SMJUs) and electric service providers served roughly 27 percent of retail sales with renewables and Community Choice Aggregation collectively served 50 percent of retail sales with renewable power.

Title 24, California Building Code. California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create a building code for Building Energy Efficiency Standards for Residential and Nonresidential Buildings to reduce energy consumption. The standards are updated every 3 years to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 version of Title 24, Part 6 was adopted by the CEC and became effective on January 1, 2020 and was applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24, Part 6 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for non-residential buildings. The CEC anticipated that non-residential buildings would use approximately 30 percent less energy due to lighting upgrades compared to the prior code. The most recent update to the California Energy Code was in 2022. Buildings whose permit applications are submitted after January 1, 2023 must comply with the 2022 Energy Code. Revisions to this code will result in greater energy efficiency. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in California Code of Regulations (CCR) Title 24.

California Green Building Standards Code (CALGreen Code). In 2010, the California Building Standards Commission (CBSC) adopted Part 11 of the Title 24 Building Energy Efficiency Standards, referred to as the California Green Building Standards Code (CALGreen Code). The CALGreen Code took effect on January 1, 2011. The CALGreen Code is updated on a regular basis, with the most recent update consisting of 2022 California Green Building Code Standards that became effective on January 1, 2023. The CALGreen Code established mandatory measures for residential and non-residential building construction and encouraged sustainable construction practices in the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code

standards have co-benefits of reducing energy consumption from residential and non-residential buildings.

California Energy Efficiency Strategic Plan. On September 18, 2008, the CPUC adopted California's first Long-Term Energy Efficiency Strategic Plan for 2009–2020, presenting a roadmap to achieve energy efficiency across all major sectors in California. The plan articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term, and long-term strategies to assist in achieving those goals. The plan also reiterates specific goals including zero net energy for new construction, 50 percent of commercial buildings will be retrofitted to zero net energy (ZNE) by 2030, and 50 percent of new major renovations of State buildings will be ZNE by 2025.

Assembly Bill 1493, Pavley, Vehicular Emissions: Greenhouse Gases. AB 1493 was enacted on July 22, 2002, requiring CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from noncommercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the United States District Court for the District of Columbia in 2011.

Assembly Bill 1007, State Alternative Fuels Plan. Signed into law by Governor Arnold Schwarzenegger on September 29, 2005, AB 1007 required the CEC to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with CARB and in consultation with other federal, State, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce greenhouse gas emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that would increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled (VMT) through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan.

Executive Order S-01-07, Low Carbon Fuel Standard. Executive Order (EO) S-01-07 formally established the goal of a low carbon fuel standard (LCFS) to reduce the carbon intensity of transportation fuels by 10 percent by 2020, facilitate reduction of pollutants and GHG emissions, and diversify energy used for transportation, which would have the effect of improving energy efficiency. The EO directed CARB to determine if an LCFS can be adopted as an early action measure pursuant to AB 32. In 2009, CARB introduced the LCFS (17 CCR § 95480 et seq.), and it took effect in 2011.

Title 20 Appliance Efficiency Standards. The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006 and approved by the State's Office of Administrative Law on December 14, 2006. The Appliance Efficiency Regulations regulate the sale of appliances in California and include energy performance, energy design, water performance, and water design standards for both federally regulated appliances and non-federally regulated appliances. Twenty-three categories of appliances are included in the scope of these

regulations. The standards within these regulations apply to appliances that are sold or offered for sale in California, except those sold wholesale in California for final retail sale outside the State and those designed and sold exclusively for use in recreational vehicles or other mobile equipment.

4.6.4.3 Regional and Local Regulations

Southern California Association of Governments 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (Connect SoCal). The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (RTP/SCS) (Connect SoCal) is Southern California's regional transportation plan to achieve the vehicle emissions reductions identified under SB 375. The 2020–2045 RTP/SCS retains the same purpose as the previous RTP/SCS plans in focusing and providing an integrated approach for accommodating population growth, household and employment growth, and transportation needs in the SCAG region, including goals to improve the jobs-housing balance and reduce commuting distances. The projected regional development pattern identified in the 2020–2045 RTP/SCS would reduce per capita vehicle miles traveled and thus fuel use, which has the effect of reducing vehicular-travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region and also reduces energy consumption. VMT associated with heavy-duty trucks involved in goods movement is outside the purview of the 2020–2045 RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. However, in the 2020–2045 RTP/SCS, the focus remains on improving freight mobility in the region and transitioning to near-zero and zero-emissions technology.

County of Riverside Climate Action Plan. The County of Riverside Climate Action Plan (CAP) (December 8, 2015) was developed pursuant to *CEQA Guidelines* §§15064.4 and 15064.7 to address cumulative GHG emissions in the County and produce reduction targets that reduce cumulative GHG impacts to less than significant. It includes measures that achieve the reduction targets, and a plan to implement the reduction measures. For new development, a series of mitigation measures were generated and placed into screening tables, which assigned points, and identified specific design and construction measures, and operations strategies to be incorporated into development projects to reduce GHG emissions. A number of GHG reduction strategies in the CAP also serve to reduce or make energy use more efficient.

As a result of a 2017 Settlement Agreement with Petitioners the Sierra Club, Center for Biological Diversity, and San Bernardino Audubon Society who challenged aspects of the 2015 CAP, the County agreed to, among other things, on-site renewable energy production offsetting at least 20 percent of project energy needs, electric vehicle (EV) chargers, and periodic updates that enhance the CAP goals. The onsite renewable energy requirements and updated CAP Appendix F screening tables were included in the County of Riverside 2019 CAP Update, which also established updated GHG emission reduction programs and regulations to implement the SB 32 reduction goals for 2030 and includes evaluation of consistency with 2050 GHG reduction targets. The CAP's Screening Table measures go beyond the State measures to reduce GHG emissions to meet the 2030 and 2050 reduction targets, thus correlating with and supporting evolving State GHG emissions reduction goals, more efficient use of energy, and strategies beyond 2030.

City of Banning General Plan. The City General Plan identifies goals, policies, and programs related to energy use within the City. **Table 4.6.A: General Plan Consistency Analysis, Energy** addresses the Project's consistency with General Plan goals, policies, and programs applicable to energy.

Table 4.6.A: General Plan Consistency Analysis, Energy

General Plan Goals, Policies, and Programs	General Plan Consistency Analysis
City of Banning General Plan – Energy and Mineral Resources Element	
Goal: Efficient, sustainable, and environmentally appropriate use and management of energy and mineral resources, assuring their long-term availability and affordability.	
Policy 1: Promote energy conservation throughout all areas of the community and sectors of the local economy, including the planning and construction of urban uses and in City and regional transportation systems.	**Consistent:** The proposed Development Project would facilitate efficient and sustainable energy use by, among other things, use of construction techniques and materials that will result in energy efficient buildings; promoting use of electric vehicles and efficient and alternative modes of transportation; use of water efficient appliances, irrigation, low water plants, and recycled water when available; and maximizing recycling of construction materials and establishing Project Development operations programs for commercial/industrial recycling with a goal of 80% diversion.
Program 1.A: The City shall strictly and consistently enforce all state mandated energy-conserving development and building codes/regulations and shall investigate and report on the appropriateness of developing more stringent local energy performance standards.	**Consistent:** The proposed Development Project would include "Green" building practices that meet the California Building Energy Standards of the California Building Code and CALGreen Building Standards in accordance with City Municipal Code Chapter 15.04 (Codes Adoption). Each new building would be inspected for compliance and would include an operation manual to help end-users maintain and effectively use the sustainable building features provided. The Project would be developed to conserve energy where feasible pursuant to CALGreen Building Standards and Sustainability Guidelines.
Program 1.D: The City shall encourage the use of, and programs for, electric vehicles, hybrids, bicycles and pedestrian facilities.	**Consistent:** The proposed Development Project would include provisions for electric vehicle charging and bicycle and pedestrian facilities, consistent with all City requirements.
Policy 2: Promote the integration of alternative energy systems, including but not limited to solar thermal, photovoltaics and other clean energy systems, directly into building design and construction.	**Consistent:** The proposed Development Project would promote integration of alternative energy systems into building design and construction by, among other things, constructing buildings with insulation that will reduce energy use for Project operations; constructing industrial buildings' electrical rooms of sufficient size to hold additional panels that may be needed to supply power for installation of electric charging systems for electric trucks and power transport refrigeration units; and providing at least 350 electric vehicle (EV) charging stations for passenger vehicles and a minimum of 50 Level 3 AC Class 8 electric vehicle truck chargers for industrial buildings.
Program 2.A: The City shall make available to residents, businesses, and the building industry information on commercially available conservation technologies, solar thermal and photovoltaic energy systems, fuel cell and other alternative energy technology. Building regulations and guidelines that provide for the safe and efficient installation of these systems shall also be provided.	**Consistent:** The Project would include "Green" building practices that meet the California Building Energy Standards of the California Building Code and CALGreen Building Standards in accordance with City Municipal Code Chapter 15.04 (Codes Adoption). Each new building would be inspected for compliance and would include an operation manual to help end-users maintain and effectively use the sustainable building features provided. The Project would be developed in accordance with CALGreen Building Standards and Sustainability Guidelines, including regulations related to water heating.
ERM Policy 1: Promote energy conservation throughout all areas of the community and sectors of the local economy, including the planning and construction of urban uses and in City and regional transportation systems.	**Consistent.** The Development Project requires zero emissions on site equipment, energy efficient electric heating and cooling systems, and facilitates efficient use of transportation by providing EV charging stations and other amenities.
EMR Policy 2: Promote the integration of alternative energy systems, including but not limited to solar thermal, photovoltaics and other clean energy systems, directly into building design and construction.	**Consistent.** The Development Project includes solar ready rooftops, energy efficient heating and cooling systems, and facilitates electric transportation by providing EV charging stations.
EMR Policy 4: Support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production, which take advantage of local renewable resources.	**Consistent:** The Development Project includes solar ready rooftops, energy efficient electric heating and cooling systems, and facilitates electric transportation by providing EV charging stations.

Source: City of Banning General Plan; Energy and Mineral Resources Element adopted 1991.

City of Banning Municipal Code. The City of Banning adopted the California Green Building Standards Code (CALGreen Code) and incorporated the CALGreen Code by reference into the City Municipal Code (Chapter 15.04, Codes Adoption).

4.6.5 Thresholds of Significance

The thresholds for energy impacts used in this analysis are from Appendix G of the *CEQA Guidelines*. The Development Project would have a significant impact with respect to energy if it would:

Threshold 4.6.1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Threshold 4.6.2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.6 Impact Analysis

4.6.6.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy

Threshold 4.6.1: Would the Development Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for grading activities, utility installation, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the Project site during construction would be temporary.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Construction trucks and vendor trucks hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site would be anticipated to use a mix of gasoline-powered and diesel-powered vehicles. Fuel consumption from transportation uses depends on the type and number of trips, VMT, the fuel efficiency of the vehicles, and the travel mode.

Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from EMFAC2021 and OFFROAD2021. Fuel consumption estimates are presented in **Table 4.6.B: Proposed Project Energy Consumption Estimates During Construction**.

Table 4.6.B: Proposed Project Energy Consumption Estimates During Construction

Energy Type	Total Energy Consumption	Annual Percentage Increase Countywide
Gasoline Fuel (total gallons)	3,652	<0.01
Diesel Fuel (total gallons)	443,644	0.03

Source: Compiled by LSA (September 2023).

As indicated in **Table 4.6.B**, over the entire 5-year construction process the Project would consume approximately 443,644 gallons of diesel fuel and approximately 3,652 gallons of gasoline during construction. Based on fuel consumption obtained from EMFAC2021, approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel will be consumed from vehicle trips in Riverside County in 2023. Therefore, construction of the proposed Project would increase the annual construction generated fuel use in Riverside County by approximately 0.03 percent for diesel fuel usage and by less than 0.01 percent for gasoline fuel usage. As such, Project construction would have a negligible effect on local, regional, and State energy supplies. The Project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes, CARB's Truck and Bus Regulation, and federal fuel efficiency requirements, which would minimize fuel consumption. Therefore, because petroleum use during construction would be temporary and relatively minimal in comparison to overall usage, it would not be wasteful or inefficient.

In addition, the CalEEMod output for energy consumption incorporates project compliance with Title 13-Section 2449 of the CCR, and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations, which include implementation of standard control measures and Best Available Control Measures for equipment emissions and materials recycling.

Best Available Control Measures include, but are not limited to, requirements that the Project Applicant utilize only low-sulfur fuel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to 5 minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor will recycle/reuse at least 65 percent of the nonhazardous construction and demolition waste and will comply with mandatory provisions of Part 6 of the Title 24 Building Energy Efficiency Standards and Part 11 referred to as California Green Building Standards Code, or CALGreen.

In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. In addition, no unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. For these

reasons, fuel consumption during construction would not be inefficient, wasteful, or unnecessary. Therefore, energy impacts from construction would be ***less than significant***.

Operation. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with a project. Energy consumption was estimated for the proposed Project using default energy intensities by land use type in CalEEMod.

Passenger vehicle and truck trips accessing the proposed Development Project's planned uses will consume gasoline and diesel fuel. This fuel usage was estimated, in part, based on the total vehicle trips generated by the Development Project buildout.[14] At buildout, the Development Project would generate 20,496 average daily trips, including 17,166 passenger vehicle trips and 3,330 truck trips. The amount of fuel use was estimated using CARB's EMFAC2021 model, which provided projections for typical daily fuel usage in Riverside County. Trip generation and VMT generated by the Development Project are consistent with other, similar sized commercial and industrial uses, which is indicated by the Institute of Traffic Engineers (ITE) *Trip Generation Manual* and CalEEMod calculations. Therefore, the Development Project's operations would not result in excessive or wasteful vehicle trips and VMT, or excessive or wasteful vehicle fuel use compared to other commercial and industrial uses.

The Development Project would include a 65-megawatt capacity battery energy storage system (BESS) facility that will operate within one of the industrial zoned areas of the proposed Project. The BESS was modeled in CalEEMod as a 10,000-square-foot light industrial area. BESS facilities are typically skid mounted battery banks within steel containers/cabinets and are not enclosed in a traditional building. The following adjustments were made within the CalEEMod model to reflect the nature of the BESS: no vehicle emissions because these emissions were already captured under the General Industrial category of land uses, no natural gas or water consumption because BESS is not a staffed facility, and solid waste generation limited to periodic activities associated with maintenance of the facility. Electricity consumption would be for lights, computer control panels, and air conditioning. Electricity associated with charging and discharging of the BESS is used for electric grid stability and not considered "consumed" by the Development Project.

The unmitigated electricity and natural gas demand, and the estimated fuel usage estimates associated with the Development Project are identified in **Table 4.6.C: Estimated Annual Energy Use (Unmitigated) at Buildout**. The energy usage defined in **Table 4.6.D: Estimated Annual Energy Use (Mitigated) at Buildout** incorporates the Project Design Features (PDFs) and mitigation measures identified for the Development Project in **Mitigation Measures AIR-2** and **GHG-1 through GHG-6.** The stated measures have been identified in **Sections 4.3 (Air Quality)** and **4.8 (Greenhouse Gas Emissions)** and address the air quality and greenhouse gas impacts resulting from operation of the Development Project. While these measures have been identified to reduce criteria pollutants and greenhouse gas emissions, these reductions are achieved in part through the reduction in the amount and/or type of energy used for Project operations. The amount of energy used with the implementation of the above stated measures and PDFs is identified in **Table 4.6.D**.

14 Urban Crossroads. 2023. *Sunset Crossroads Supplemental Traffic Assessment*. August 31.

Table 4.6.C: Estimated Annual Energy Use (Unmitigated) at Buildout

Land Use Category	Electricity (kWh/yr)[1]	Natural Gas (kBTU/yr)[1]	Annual VMT[2]	Gasoline Consumption (gal/yr)[2]	Diesel Consumption (gal/yr)[2]
Unrefrigerated Warehouse-No Rail	7,094,750	10,085,200	55,773,047	490,418	4,617,897
Refrigerated Warehouse-No Rail	11,326,300	17,070,900	3,654,944	32,138	302,622
General Heavy Industry	1,505,740	6,235,080	4,595,478	40,408	380,496
Fast Food Restaurant with Drive Thru	284,494	1,908,620	3,732,125	105,014	82,403
Travel Center	57,180	242,475	6,388,702	179,765	141,059
Health Club	889,721	3,772,910	9,738,448	274,019	215,020
High Turnover (Sit Down Restaurant)	1,625,680	10,906,400	3,836,251	107,944	84,702
Hotel	1,177,290	5,351,400	1,328,375	37,378	29,330
Medical Office Building	59,926	32,585	821,184	23,106	18,131
Parking Lot	1,151,530	0	0	0	0
Quality Restaurant	386,099	2,590,270	589,547	16,589	13,017
Regional Shopping Center	604,330	172,040	2,511,469	70,667	55,452
Total	**26,239,280**	**58,367,880**	**92,969,570**	**1,377,447**	**5,940,130**

Source 1: Appendix D, *Revised Greenhouse Gas Analysis, Sunset Crossroads Project* (Michael Hendrix Consulting 2023b).
Source 2: *Air Quality Impact Analysis, Sunset Crossroads Specific Plan, Banning, California,* CalEEMod modeling outputs (LSA Associates, Inc. 2023).
Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.
CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year
mpg = miles per gallon
VMT = vehicle miles traveled

Table 4.6.D: Estimated Annual Energy Use (Mitigated) at Buildout[1]

Land Use Category	Electricity (kWh/yr)[2]	Natural Gas (kBTU/yr)[2]	Annual VMT[3]	Gasoline Consumption (gal/yr)[3]	Diesel Consumption (gal/yr)[3]
Unrefrigerated Warehouse-No Rail	6,929,170	0	55,773,047	490,418	4,617,897
Refrigerated Warehouse-No Rail	11,294,900	840,263	3,654,944	32,138	302,622
General Heavy Industry	1,434,840	0	4,595,478	40,408	380,496
Fast Food Restaurant with Drive Thru	263,270	636,207	3,732,125	105,014	82,403
Travel Center	54,488	0	6,388,702	179,765	141,059
Health Club	847,826	0	9,738,448	274,019	215,020
High Turnover (Sit Down Restaurant)	1,504,400	3,635,467	3,836,251	107,944	84,702
Hotel	1,110,290	0	1,328,375	37,378	29,330
Medical Office Building	57,323	24,439	821,184	23,106	18,131
Parking Lot	1,151,530	0	0	0	0
Quality Restaurant	357,295	863,423	589,547	16,589	13,017
Regional Shopping Center	565,073	0	2,511,469	70,667	55,452
Total	**25,570,405**	**5,999,799**	**92,969,570**	**1,377,447**	**5,940,130**

Source 1: Energy demand with implementation of applicable mitigation measures and Project Design Features.
Source 2: Appendix F, *Revised Greenhouse Gas Analysis, Sunset Crossroads Project* (Michael Hendrix Consulting 2023b).
Source 3: *Air Quality Impact Analysis, Sunset Crossroads Specific Plan, Banning, California,* CalEEMod modeling outputs (LSA Associates, Inc. 2023).
Notes: The average gasoline consumption rate is 28.43 mpg (EMFAC2021).
The average diesel consumption rate is 9.06 mpg (EMFAC2021).
Assume warehouse & industrial vehicles are 75% diesel.
Assume commercial uses vehicles are 80% gasoline.
CalEEMod = California Emissions Estimator Model
EMFAC2021 = California Emissions Factor Model, Version 2021
gal/yr = gallons per year
kBTU/yr = thousand British thermal units per year
kWh/yr = kilowatt-hours per year
mpg = miles per gallon
VMT = vehicle miles traveled

As identified in **Table 4.6.D**, at buildout with the implementation of the stated mitigation and PDFs, the proposed uses would demand 25,570,405 kilowatt-hours (kWh) (or 25.570 GWh) of electricity and 5,999,799 kBTUs of natural gas per year, respectively.

However, the electrical and natural gas consumption demands of the Project during operation would conform to the State's Title 24 and to CALGreen standards, which implement conservation measures. Further, the proposed Project would not directly require the construction of new energy generation or supply facilities, and providers of electricity and natural gas are in compliance with regulatory requirements that assist in conservation, including requirements that electrical providers achieve State-mandated renewal energy production requirements. With compliance with Title 24 conservation standards and other regulatory requirements and implementation of the additional sustainable features described in **Chapter 3.0**, the Project would not be wasteful or inefficient or unnecessarily consume energy resources during construction or operation and would result in a less than significant impact with respect to consumption of energy resources.

Total electricity consumption in the BEU service area in 2022 was 151.5 GWh. The Project would represent approximately 16.9 percent of existing electricity consumption within the BEU service area and 0.14 percent of current electrical demand in Riverside County. However, the BEU has included the energy usage by this Development Project as well as two other large commercial developments in its future planning. These projects will enable the City to retain long-term renewable contracts because of the certainty of energy needs.[15]

As detailed in **Table 4.6.D**, the estimated (mitigated) demand for natural gas at Development Project buildout is 5,999,799 kBTUs (or 59,998 therms) per year. Total natural gas consumption in Riverside County in 2022 was 431.1 million therms. Therefore, operation of the proposed Project would negligibly increase the annual natural gas consumption in Riverside County by 0.01 percent. While implementation of the Development Project would increase the demand for electricity and natural gas at the Project site and petroleum consumption in the region during operation, it entails conventional commercial and industrial uses utilizing up to date energy efficient/energy conserving designs and operational programs. The Development Project does not propose uses that are inherently energy intensive, and the energy demands in total would be comparable to other similar commercial and industrial uses.

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every 3 years, and the current 2022 CBC went into effect in January 2023 and is applicable to the Development Project. The CBSC adopted Part 6 of the Title 24 Building Energy Efficiency Standards and adopted Part 11 (referred to as the California Green Building Standards Code, or CALGreen) as part of the State's efforts to reduce GHG emissions and energy consumption from residential and non-residential buildings. CALGreen covers the following five categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) indoor environmental quality. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards pursuant respectively to Chapter 15.04 of the City Municipal Code. Accordingly, the Project would comply with the current 2022 CALGreen Code

[15] Personal communication with Tom Miller at BEU on January 11, 2023.

requirements and Title 24 efficiency standards, which would further improve energy efficiency during operation. Compliance with applicable Title 24 standards will ensure that operational Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Implementing over 500 points from the Riverside County 2019 CAP as described in **Section 4.8 Greenhouse Gas Emissions** will further reduce energy requirements for the Development Project.

As shown in **Table 4.6.C**, fuel use associated with the vehicle trips generated by the proposed Project is estimated at 1,377,447 gallons of gasoline and 5,940,130 gallons of diesel fuel per year. This analysis conservatively assumes that all vehicle trips generated as a result of Project operation would be new to Riverside County. Based on fuel consumption rates obtained from EMFAC2021, approximately 915.5 million gallons of gasoline and approximately 321.6 million gallons of diesel fuel will be consumed from vehicle trips in Riverside County in 2023. Therefore, vehicle and truck trips associated with the proposed Project would increase the annual fuel use in Riverside County by approximately 0.2 percent for gasoline fuel usage and by approximately 1.8 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

The average fuel economy for light-duty vehicles (automobiles, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.9 mpg in 2020. Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020 and would be applicable to cars and light trucks of Model Years 2011 through 2020. The EPA and the NHTSA amended the existing CAFE standard. The new vehicle rules under the latest CAFE standards will require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026 and increasing efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026. Heavy-duty trucks involved in goods movements will be more fuel efficient as State and local programs facilitating fleet turnover of older trucks and engines to newer and cleaner trucks and engines are implemented. In addition, the South Coast Air Quality Management District (SCAQMD) is looking to integrate electric heavy-duty trucks into large scale warehouse operations through the SCAQMD Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE). These programs will result in reduced diesel and gasoline usage for the Development Project with no change in VMT. The Development Project's location near regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Development Project is designed to facilitate the accessibility, parking, and loading of trucks on site, resulting in less waste of fuel.

In addition, fuel efficiency of vehicles associated with the Development Project site would increase as fuel efficiency of vehicles continues to improve in order to meet the State's 2050 GHG emission reduction goals. As the price and efficiency of electric passenger vehicles improve, more people will buy them, reducing the number and use of fossil fuel dependent vehicles on the road. The Development Project is designed to accommodate at least 350 parking spaces with EV chargers, as well as EV chargers for trucks. The result will be a continuing decrease over time of the gasoline and diesel fuel demand in the transportation sector, including trucks and passenger vehicles.

Impact Conclusion. Increasingly stringent electricity, natural gas, and fuel efficiency standards combined with compliance with the CBC and CALGreen Code as part of Chapter 15.04 of the City

Municipal Code, implementing Riverside County 2019 CAP points, and complying with the WAIRE program would ensure operation of the Development Project would demand only the energy required. The Development Project will increase electricity use; however, it will be used efficiently and therefore would not result in a significant impact. Construction and operation of the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts from wasteful, inefficient, or unnecessary energy consumption would be ***less than significant***. Mitigation is not required.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No mitigation is required; however, **Regulatory Compliance Measure ENG-1** (described below) is a regulatory requirement implemented as a routine action conditioned by the City to ensure impacts related to energy demand during construction remain less than significant.

Through compliance with Title 13-Section 2449 of the CCR and the CALGreen Building Standards Code as a matter of regulatory policy (**Regulatory Compliance Measure ENG-1**), construction of the Project would demand only the energy required and would not result in wasteful, inefficient, or unnecessary energy consumption.

RCM ENG-1 **Construction.** Compliance with Title 13-Section 2449 of the California Code of Regulations and the California Green Building Standards: Prior to issuance of grading and building permits, the City of Banning shall verify that the Project Applicant and his/her contractor(s) submit plans to the City indicating incorporation of Best Available Control Measures during construction of the Project. Best Available Control Measures include, but are not limited to, requirements that the Project Applicant ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to 5 minutes or less; and register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor must recycle/reuse at least 65 percent of the construction material. This condition shall be implemented to the satisfaction of the City of Banning Development Services Director or designee, and/or Building Official, or designee.

Operations. Compliance with the federal Corporate Average Fuel Economy and Energy Independence and Security Act regulations: All vehicles operating in the Development Project will comply with these regulations as enforced by standard vehicle registration processes. Compliance with the Energy Policy Act, Senate Bill 1389, Energy: Planning and Forecasting, Title 24, California Building Code, and the California Green Building Standards Code: The City of Banning shall verify that the Project Applicant and all contractor(s) submit plans to the City indicating incorporation of energy-efficient measures in compliance with these acts.

Level of Significance After Mitigation: Less Than Significant Impact.

4.6.6.2 Energy Efficiency

Threshold 4.6.2: Would the Development Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Development Project's consistency with the applicable State and local plans is discussed below.

Consistency with TEA-21. The Development Project site is located along major transportation corridors with access to the Interstate freeway system. The site location acts to reduce VMT and takes advantage of existing roadway systems. The Development Project supports the planning processes emphasized under TEA-21. The Development Project is therefore consistent with, and would not otherwise interfere with or obstruct, implementation of TEA-21.

Consistency with Title 24, California Building Code, Part 6. The California Energy Code is a building code for Building Energy Efficiency Standards for Residential and Nonresidential Buildings that imposes building standards to reduce energy consumption through efficient lighting and heating standards among other requirements. Energy efficient buildings require less electricity and reduce fossil fuel consumption. Buildings whose permit applications are submitted after January 1, 2023 must comply with the 2022 Energy Code. Revisions to this code will result in greater energy efficiency. The building efficiency standards are enforced through the local building permit process. The Development Project therefore will be consistent with the energy efficiency provisions of this Code.

Consistency with Title 24, California Building Code, Part 11, California Green Building Standards Code (CALGreen Code). The CALGreen Code establishes mandatory measures for residential and non-residential building construction and encourages sustainable construction and operations practices in the following five categories which lessen greenhouse gases and increase energy efficiency: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. Although the CALGreen Code was adopted as part of the State's efforts to reduce GHG emissions, the CALGreen Code standards have co-benefits of reducing energy consumption from residential and non-residential buildings. The most recent update consisting of 2022 California Green Building Code Standards became effective on January 1, 2023. The City has adopted both the CBC and CALGreen Code pertaining to energy conservation standards as part of Chapter 15.04 of the City Municipal Code. Therefore, the Project would comply with the CBC and CALGreen Code pertaining to energy conservation and efficiency standards in effect at the time of construction, and the Project would be consistent with applicable plans related to renewable energy and energy efficiency.

Consistency with SCAG RTP/SCS. SCAG's 2020–2045 RTP/SCS (Connect SoCal) establishes GHG emissions goals for automobiles and light-duty trucks for 2035 through 2045 and implements an overall VMT reduction target for the region consistent with the statewide VMT reduction targets under SB 375. By furthering the goal of reducing VMT, the RTP/SCS has the effect of reducing energy consumption. The Development Project involves the development of a contemporary commercial and industrial specific plan area along a regional transportation network (Interstate 10, State Route 60, and Interstate 15). The Development Project would generate up to 5,993 permanent jobs. By

providing job opportunities in a housing-rich area and commercial and industrial uses in close proximity to the regional transportation network, the Project supports the strong planning processes emphasized under the RTP/SCS and helps reduce commuting distance to jobs, thus helping reduce fuel use. The Project is therefore consistent with, and would not otherwise interfere with or obstruct, implementation of the RTP/SCS.

Consistency with Riverside County CAP. As discussed in the *Greenhouse Gas Analysis for Sunset Crossroads Project*, to demonstrate compliance with the CAP, the Development Project would implement various measures associated with waste reductions and energy and water demand reductions. The GHG reduction measures the Project has committed to are provided in **Table 4.6.E: Project Consistency Analysis with Riverside County CAP Screening Tables**. Based on the number of points achieved from the CAP Screening Tables, the Development Project would be consistent with the County of Riverside CAP and further results in a more energy efficient project.

Consistency with City of Banning General Plan. As discussed previously, the City of Banning has General Plan policies that help reduce energy consumption. **Table 4.6.A** provides an analysis of the Project's consistency with City of Banning General Plan policies related to energy directly and indirectly. As shown in **Table 4.6.A**, the Development Project would not result in any inconsistency with the applicable General Plan goals and policies. The Development Project would not interfere with the City's goal to reduce energy. Accordingly, the Development Project would have a less than significant impact.

Summary. The Development Project would be required to adhere to, and would be consistent with, all federal, State, and local requirements for energy efficiency, including the Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. As such, fuel, electrical and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Impact Conclusion. The Development Project is consistent with all applicable plans and policies, and no mitigation is required.

Level of Significance Prior to Mitigation: Less Than Significant Impact.

Regulatory Compliance Measures and Mitigation Measures: No Regulatory Compliance or Mitigation Measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

Table 4.6.E: Project Consistency Analysis with Riverside County CAP Screening Tables

Feature	Description	Assigned Point Values	Project PDF or Mitigation Measure (MM)
Building Envelope			
Insulation	Modestly Enhanced Insulation (walls: R-13; roof/attic: R-38)	9	MM GHG-3
Windows	Modestly Enhanced window insulation (0.4 U-Factor, 0.32 SHGC)	4	MM GHG-3
Cool Roof	Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7	MM GHG-3
Indoor Space Efficiencies			
Heating/Cooling Distribution System	Modest Duct Insulation (R-6)	5	MM GHG-3
Space Heating/Cooling Equipment	Improved Efficiency HVAC (EER 14/78% AFUE or 8 HSPF)	4	MM GHG-3
Water Heaters	High Efficiency Water Heater (0.72 Energy Factor)	10	MM GHG-3
Artificial Lighting	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	8	MM GHG-3
Appliances	Energy Star Commercial Refrigerator	2	MM GHG-4
	Energy Star Commercial Dish Washer	2	MM GHG-4
	Energy Star Commercial Close Washer	2	MM GHG-4
Irrigation and Landscaping			
Water Efficient Landscaping	Only moderate water using plants	3	MM GHG-2
Water Efficient Irrigation Systems	Weather based Irrigation control systems combined with drip irrigation (demonstrate 20% reduced water use)	3	MM GHG-2
Potable Water			
Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	2	MM GHG-5
Faucets	Water Efficient faucets (1.28 gpm)	2	MM GHG-5
Commercial Dishwashers	Water Efficient dishwashers (20% reduction)	2	MM GHG-5
Toilets	Water Efficient Toilets/Urinals (1.5 gpm)	2	MM GHG-5
Commercial/Industrial Reclaimed Water Use			
Recycled Water	Recycled (purple pipe) irrigation system on site	5	MM GHG-2
Ride Sharing and Bike to Work Programs within Businesses			
Car/Vanpool	Car/vanpool program with preferred parking	2	MM AIR-2
Employee Bicycle/Pedestrian Program	Bike lockers and secure racks	1	MM AIR-2
Parking	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles	1	MM AIR-2
Signal Synchronization and Intelligent Traffic Systems (ITS)			
Signal Improvements	Synchronize signals along arterials used by project	1	PDF
	Connect signals along arterials to existing ITS	3	PDF
Implement the Bicycle Master Plan and Expand Bike Routes around the County			
Sidewalks	Provide sidewalks on both sides of the street[1]	1	PDF
Electrify the Fleet			
Electric Vehicle Charging	Install electric vehicle charging stations in garages/ parking areas	500+	MM AIR-2

Table 4.6.E: Project Consistency Analysis with Riverside County CAP Screening Tables

Feature	Description	Assigned Point Values	Project PDF or Mitigation Measure (MM)
Reduce Waste at Landfills			
Recycling	Commercial/industrial recycling programs goal of 80% diversion	5	MM GHG-1
Total Points Earned by Commercial/Industrial Project		**+586**	

Source: Revised Greenhouse Gas Analysis, Michael Hendrix Consulting, October 2023.

[1] Public street improvements by the Development Project will include sidewalks and where the City has designated bike lanes, will include bike lanes.

AFUE = Annual Fuel Utilization Efficiency
CAP = Climate Action Plan
CRRC = Cool Roof Rating Council
EER = energy efficiency ratio
GHG = greenhouse gas
gpm = gallons per minute
HSPF = Heating Seasonal Performance Factor
HVAC = heating, ventilation, and air conditioning
PDF = Project Design Feature
SHGC = solar heat gain coefficient

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