

5. Environmental Analysis

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This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for energy-related impacts associated with implementation of the proposed La Puerta School Site Specific Plan (Specific Plan) and ways in which it would reduce unnecessary energy consumption, consistent with the suggestions in Appendix F of the CEQA Guidelines. Energy service providers to the Project Area include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas.

5.5.1 Environmental Setting

Section 21100(b)(3) of the CEQA Guidelines requires that an EIR include a detailed description of mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State CEQA Guidelines states that, to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project description, environmental setting, and impact analysis portions of technical sections as well as through mitigation measures and alternatives.

In accordance with Appendices F and G of the State CEQA Guidelines, this EIR includes relevant information and analyses that address the energy implications of residential development accommodated by the Specific Plan. This section summarizes the anticipated energy needs, impacts, and conservation measures of development accommodated by the Specific Plan. Other aspects of the Specific Plan's energy implications are discussed elsewhere in this DEIR, including Chapter 3, *Project Description*, and Sections 5.2, *Air Quality*; 5.7, *Greenhouse Gas Emissions*; and 5.14, *Transportation*.

5.5.1.1 REGULATORY BACKGROUND

Federal, state, and local laws, regulations, plans, or guidelines that are related to energy and applicable to development accommodated by the Specific Plan are summarized below.

Federal Regulations

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 was established in response to the 1973 oil crisis. The act created the Strategic Petroleum Reserve, established vehicle fuel economy standards, and prohibited the export of US crude oil (with a few limited exceptions). It also created Corporate Average Fuel Economy (CAFE) standards for passenger cars starting in model year 1978. The CAFE standards are updated periodically to account for changes in vehicle technologies, driver behavior, and/or driving conditions.

The federal government issued new CAFE standards in 2012 for model years 2017 to 2025 that required a fleet average of 54.5 miles per gallon (mpg) for model year 2025. However, on March 30, 2020, the US Environmental Protection Agency (EPA) finalized an updated CAFE and greenhouse gas (GHG) emissions

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standards for passenger cars and light trucks and established new standards covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021–2026. Under SAFE, the fuel economy standards will increase 1.5 percent per year compared to the 5 percent per year under the CAFE standards established in 2012. Overall, SAFE requires a fleet average of 40.4 mpg for model year 2026 vehicles (85 Federal Register 24174 (April 30, 2020)).

On December 21, 2021, under direction of Executive Order (EO) 13990 issued by President Biden, the National Highway Traffic Safety Administration repealed Safer Affordable Fuel Efficient Vehicles Rule Part One, which had preempted state and local laws related to fuel economy standards. In addition, on March 31, 2022, the National Highway Traffic Safety Administration finalized new fuel standards in response to EO 13990. Fuel efficiency under the standards proposed will increase 8 percent annually for model years 2024 to 2025 and 10 percent annually for model year 2026. Overall, the new CAFE standards require a fleet average of 49 MPG for passenger vehicles and light trucks for model year 2026, which would be a 10 MPG increase relative to model year 2021 (NHTSA 2022).

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 set higher CAFE standards; Renewable Fuel Standard; appliance energy efficiency standards; and building energy efficiency standards and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy), carbon capture, and sequestration (USEPA 2022).

State Regulations

Warren-Alquist Act

Established in 1974, the Warren-Alquist Act created the California Energy Commission (CEC) in response to the energy crisis of the early 1970s and the state's unsustainable growing demand for energy resources. The CEC's core responsibilities include advancing state energy policy, encouraging energy efficiency, certifying thermal power plants, investing in energy innovation, developing renewable energy, transforming transportation, and preparing for energy emergencies. The Warren-Alquist Act is updated annually to address current energy needs and issues. Its latest edition was in January 2022.

Renewables Portfolio Standard

Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

The California Renewables Portfolio Standard (RPS) Program was established in 2002 under SB 1078 (Sher) and 107 (Simitian). The RPS program required investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. Initially under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by

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December 30, 2010. EO S-14-08 was signed in November 2008, which expanded the state's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). The California Public Utilities Commission (CPUC) is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the state. For year 2020, the three largest retail energy utilities provided an average of 43 percent of their supplies from renewable energy sources. Community choice aggregators provided an average of 41 percent of their supplies from renewable sources (CPUC 2021).

Senate Bill 350

Senate Bill 350 (De Leon), was signed into law September 2015. SB 350 establishes tiered increases to the RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. SB 100 also established a new RPS requirement of 50 percent by 2026. SB 100 establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations [CCR] Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 (24 CCR Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic (PV) systems for single-family homes and multifamily buildings of three stories and less (CBSC

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2019a). The 2019 standards focus on four key areas: 1) smart residential PV systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are generally 30 percent more energy efficient compared to the 2016 standards, and single-family homes are generally seven percent more energy efficient (CEC 2018b). When accounting for the electricity generated by the solar PV system, single-family homes will generally use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

On August 11, 2021, the CEC adopted the 2022 Building Energy Efficiency Standards, which were approved by the California Building Standards Commission in December 2021. The 2022 standards will become effective and replace the existing 2019 standards on January 1, 2023. The 2022 standards require mixed-fuel single-family homes to be electric-ready to accommodate replacement of gas appliances with electric appliances. In addition, the new standards also include prescriptive photovoltaic system and battery requirements for high-rise, multifamily buildings (i.e., more than three stories) and noncommercial buildings such as hotels, offices, medical offices, restaurants, retail stores, schools, warehouses, theaters, and convention centers (CEC 2021).

Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the governor. The mandatory provisions of CALGreen became effective January 1, 2011, and were most recently updated in 2019. The 2019 standards became effective on January 1, 2020. In 2021, the CEC approved the 2022 CALGreen, which become effective on January 1, 2023.

Overall, CALGreen is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. CALGreen allows the designer to determine how best to achieve compliance for a given site or building condition. CALGreen also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2019b).

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG

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emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal*, above). In January 2012, the California Air Resources Board approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

Executive Order N-79-20

On September 23, 2020, EO N-79-20 was issued to set a time frame for the transition to zero-emissions (ZE) passenger vehicles, trucks, and off-road equipment. It directs the California Air Resources Board to develop and propose:

- Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs (zero-emission vehicles) sold in the California toward the target of 100 percent of in-state sales by 2035.
- Medium- and heavy-duty vehicle regulations requiring increasing volumes of new ZE trucks and buses sold and operated in California toward the target of 100 percent of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be ZE by 2035.
- Strategies to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035, in cooperation with other state agencies, the EPA, and local air districts.

Local

City of Claremont Sustainable City Plan

The City of Claremont adopted its Sustainable City Plan (SCP) was adopted in 2008 and most recently updated it in 2021. The SCP establishes a framework in which the Claremont community can achieve its vision of becoming a sustainable city and enable all who live and work in Claremont to live in ways that allow them to meet their needs while preserving the ability of future generations to do the same (Claremont 2021). The SCP identifies principles, goals, programs, and actions as well as energy efficiency targets over seven goal areas defined by the City: resource conservation, environmental public health and local agriculture, transportation, sustainably built environment, open space and biodiversity, housing and economic development, and public outreach and education.

5.5.1.2 EXISTING CONDITIONS

Electricity

The Project Area is in SCE's service area, which spans much of Southern California—from Orange and Riverside counties in the south to Santa Barbara County in the west to Mono County in the north (CEC 2022a).

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Total electricity consumption in SCE's service area was 103,597 gigawatt-hours in 2020 (CEC 2022c).¹ Sources of electricity sold by SCE in 2020, the latest year for which data are available, were:

- 30.9 percent renewable, consisting mostly of solar and wind
- 3.3 percent large hydroelectric
- 15.2 percent natural gas
- 8.4 percent nuclear
- 0.3 percent other
- 42.0 percent unspecified sources—that is, not traceable to specific sources (CEC 2022d)²

The Project Area is currently vacant and does not generate electricity demand.

Gas

SoCalGas provides gas service in the City of Claremont and has facilities throughout the city, including the Project Area. The service area of SoCalGas spans much of the southern half of California, from Imperial County in the southeast to San Luis Obispo County in the northwest to part of Fresno County in the north to Riverside County and most of San Bernardino County in the east (CEC 2022b). Total natural gas consumption in SoCalGas's service area was 691,096 million cubic feet for 2020 (CEC 2022e). The Project Area is currently vacant and does not generate natural gas demand.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.3 Environmental Impacts

5.5.3.1 METHODOLOGY

Based on CEQA Guidelines Appendix F, *Energy Conservation*, in order to ensure energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during demolition, construction, and operation; the effects of the proposed project on local and regional energy supplies; the effects of the proposed project on peak and

¹ One gigawatt-hour is equivalent to one million kilowatt-hours.

² The electricity sources listed reflect changes after the 2013 closure of the San Onofre Nuclear Generating Station, which is owned by SCE.

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base period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing energy standards; the effects of the proposed project on energy resources; and the proposed project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The provided energy and fuel usage information provided in this section are based on the following:

- **Building Energy.** CalEEMod default energy rates, which are based on the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast and the 2019 Residential Appliance Saturation Survey (RASS), are used to quantify electricity and natural gas use. Use of the CalEEMod default energy rates results in conservative estimates compared to the recently adopted 2022 Building Energy Efficiency Standards because the 2019 RASS accounted for energy data for homes built between 1935 to 2015 with an average construction year of 1974. It is anticipated new buildings under the 2022 Standards would generally result in lower electricity use. The carbon intensity factor is based on the CO₂e intensity factor of 452 pounds per megawatt hour (lbs/MWh) as reported in Southern California Edison's 2021 Sustainability Report (SCE 2022). Overall, using the AR4 GWPs and the default CalEEMod intensity factors of 0.033 lb/MWh for CH₄ and 0.004 lb/MWh for N₂O, the adjusted intensity factor for CO₂ is 449.98 lbs/MWh.
- **On-Road Vehicle Fuel Usage.** Fuel usage associated with operation-related vehicle trips are based on fuel usage data obtained from EMFAC2021, Version 1.0.3, and on vehicle trip generation and vehicle miles traveled data provided by EPD Solutions (see Appendix I).

5.5.3.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Notice of Preparation disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1: Implementation of the Specific Plan would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. [Threshold E-1]

Impact Analysis:

Short-Term Construction Impacts

Construction of development associated with development accommodated by the Specific Plan would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Construction activities associated with development accommodated by the Specific Plan would require electricity to power the construction equipment. The electricity use during construction would vary during different phases of construction. The majority of construction equipment during demolition and grading would be gas or diesel powered, and the later construction phases would require electricity-powered equipment

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for interior construction and architectural coatings. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Therefore, construction activities of development accommodated by the Specific Plan would not result in wasteful, inefficient, or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for development accommodated by the Specific Plan would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, no impact is anticipated with respect to natural gas usage.

Liquid Fuels and Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy used during construction of development associated with the Specific Plan would come from the transport and use of construction equipment, delivery vehicles, haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. It is anticipated that the majority of off-road construction equipment, such as that used during grading activities, would be gas or diesel powered. The use of energy resources by on-road vehicles and off-road equipment would fluctuate according to the phase of construction and would cease upon completion of project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure.

To limit wasteful and unnecessary energy consumption, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Chapter 9, Article 4.8. Construction trips also would not result in unnecessary use of energy since the Project Area is centrally located and is served by regional freeway systems (e.g., Interstate 210) that provide the most direct and shortest routes from various areas of the region. Overall, it is expected that construction fuel associated with the buildout of the Specific Plan would not be any more inefficient, wasteful, or unnecessary than construction of development projects of similar type and land uses.

Therefore, impacts would be less than significant with respect to transportation energy.

Long-Term Impacts During Operation

Operation of development accommodated by the Specific Plan would create additional demands for electricity and natural gas compared to existing conditions and would result in increased transportation energy use. Operational use of energy would also include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, use of on-site equipment and appliances; and indoor and outdoor lighting.

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Electrical Energy

Operation of development accommodated by the Specific Plan would consume electricity for various purposes, including but not limited to heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; lighting; and use of on-site equipment and appliances. The proposed electricity consumption for the residential uses accommodated by the Specific Plan is shown in Table 5.5-1.

Table 5.5-1 Operation-Related Electricity Consumption

Land Use	Electricity (kWh/year) ¹
Single Family Housing and Auxiliary Dwelling Units	399,918

Source: See Appendix B.
Note: kWh=kilowatt-hour

Electrical service to the Project Area would be provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in the table, electricity use associated with the Specific Plan would total 399,918 kilowatt-hours per year. While development accommodated by the Specific Plan would generate new energy demand at the site, it would be required to comply with the applicable Building Energy Efficiency Standards and CALGreen requirements. In addition, as noted in Chapter 3, *Project Description*, implementation of the Specific Plan would include installation of photovoltaic (PV) systems and high-performance Energy Star or other energy efficient appliances. Because development accommodated by the Specific Plan would comply with these regulations as well as install solar panels on the rooftops, it would not result in wasteful, inefficient, or unnecessary electricity demands. Therefore, operation of development accommodated by the Specific Plan would result in a less than significant impact related to electricity.

Natural Gas Energy

The natural gas consumption associated with development accommodated by the Specific Plan is shown in Table 5.5-2. As seen in the table, natural gas demand would total 2,223,450 kilo-British thermal units per year with consumption due to the residential units that would be accommodated by the Specific Plan. The analysis assumes that no fireplaces would be installed in the residential units. In addition, as noted in Chapter 3, *Project Description*, implementation of the Specific Plan would include high-performance Energy Star or other energy efficient appliances. Because development associated with the Specific Plan would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful, inefficient, or unnecessary natural gas demands. Therefore, operation of development accommodated by the Specific Plan would result in less than significant impacts with respect to natural gas usage.

Table 5.5-2 Operation-Related Natural Gas Consumption

Land Use	Natural Gas (kBTU/year) ¹
Single Family Housing	2,223,450
Total	2,223,450

Source: See Appendix B.
Note: kBTU=kilo-British thermal units.

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Transportation Energy

Development accommodated by the Specific Plan would result in the consumption of transportation energy during operation from the use of motor vehicles. Because the efficiency of the motor vehicles in use with development accommodated by the Specific Plan is unknown—such as the average miles per gallon—estimates of transportation energy use are based on the overall vehicle miles traveled (VMT) and related transportation energy use. The VMT that would be generated by development accommodated by the Specific Plan would primarily come from future residents, and employees. Based on the numbers shown in Table 5.5-3, the annual VMT for development accommodated by the Specific Plan is estimated to be 4,868,584 miles per year.

However, development accommodated by the Specific Plan would allow for the construction of a up to 58 single-family dwelling units and 10 accessory dwelling units, as analyzed in this DEIR, which would provide more housing opportunities in the city in close proximity to commercial opportunities, civic services, and transit. The development associated with the Specific Plan would include electric vehicle capable infrastructure in every unit and would connect the existing public sidewalk with the internal private sidewalk and the existing Thompson Creek Trail. In addition, as noted in Section 5.14, *Transportation*, the Specific Plan's VMT per service population would be 25.6, which is 6.04 percent below the City's threshold of 27.2. These features and aspects of the Specific Plan would contribute to minimizing transportation-related fuel usage and VMT. Thus, it is expected that operation-related fuel usage associated with the Specific Plan would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

Table 5.5-3 Operation-Related Fuel Usage

Vehicle Type	Gas		Diesel		CNG		Electricity	
	VMT/year	Gallons/year	VMT/year	Gallons/year	VMT/year	Gallons/year	VMT/year	kWh/year
On-Road Vehicles	4,460,509	178,061	163,615	15,331	6,812	1,262	237,657	86,217

Source: EMFAC2021 v.1.0.3.

Impact 5.5-2: The Specific Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

Impact Analysis: The following evaluates consistency of the Specific Plan with California's RPS program and the energy-related goals and objectives of the City of Claremont Sustainable City Plan.

California Renewables Portfolio Standard Program

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The RPS goals have been updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 44 percent by 2024, 50 percent by 2026, 52 percent by 2027, 60 percent by 2030, and 100 percent by 2045. The RPS requirements established under SB 100 are also applicable to publicly owned utilities. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS

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requirements would contribute to the state objective of transitioning to renewable energy. The residential land uses accommodated by the Specific Plan would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen. Under the 2019 and 2022 Building Energy Efficiency Standards, future single-family buildings (if permits are issued after January 1, 2023) in the Specific Plan would be required to install solar PV systems. Therefore, implementation of the Specific Plan would not conflict with or obstruct with implementation of California's RPS Program and impacts would be less than significant.

City of Claremont Sustainable City Plan

Adopted by the City of Claremont in 2008 and most recently updated in 2021, the SCP establishes a framework in which the Claremont community can achieve its vision of becoming a sustainable city and enable all who live and work in Claremont to live in ways that allow them to meet their needs while preserving the ability of future generations to do the same (Claremont 2021). The City aims to integrate the principles, goals, programs, and actions of the SCP, including those pertaining to energy efficiency, into its permanent organizational structure and decision-making processes and provides actions and implementation plans for seven goal areas defined by the City: resource conservation, environmental public health and local agriculture, transportation, sustainably built environment, open space and biodiversity, housing and economic development, and public outreach and education.

While most of the measures under each goal area within the SCP apply specifically to municipal operations and city infrastructure improvements, the Specific Plan is consistent with the broad strategies outlined in the SCP. For instance, implementation of the Specific Plan would be required to comply with the latest Building Energy Efficiency Standards and CALGreen requirements and would include installation of photovoltaic (PV) systems and electric vehicle capable infrastructure for each single-family unit as well as high-performance Energy Star appliances and other energy efficient appliances. Development accommodated by the Specific Plan would also include electric vehicle capable infrastructure in every unit. Therefore, the Specific Plan would not interfere with implementation of the City's SCP, and a less than significant impact would occur.

5.5.4 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively, described above in Section 5.5.1. Other development projects in the service area would generate increased electricity and natural gas demands. However, as with development associated with the Specific Plan, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute to minimizing wasteful energy consumption. Therefore, cumulative impacts would be less than significant, and the Specific Plan's impacts would not be cumulatively considerable.

5.5.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impacts would be less than significant: 5.5-1 and 5.5-2.

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5.5.6 Mitigation Measures

No significant adverse impacts related to energy were identified and no mitigation measures are necessary.

5.5.7 Level of Significance After Mitigation

No significant adverse impacts related to energy were identified.

5.5.8 References

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