

4.5 Energy

This section evaluates the potential for impacts on energy resulting from implementation of The Cubes at Placentia Industrial Project (Proposed Project). Information presented in this section is primarily based on the following document:

- Placentia Avenue Industrial Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis (Air Quality Impact Analysis) prepared by Ganddini Group (2024) and included in Appendix B of this Environmental Impact Report (EIR).

No comments were received in response to the Notice of Preparation regarding energy, nor at the December 19, 2023, Draft EIR public scoping meeting.

4.5.1 Environmental Setting

The following sections describe the environmental setting for the Proposed Project as it relates to energy. References used in preparation of this section are listed in Chapter 8, References.

4.5.1.1 Regulatory Setting

This section describes the federal, state, and local regulatory framework adopted to address energy.

Federal

Corporate Average Fuel Economy Standards

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

Issued by the NHTSA and EPA in March 2020 (published on April 30, 2020, and effective after June 29, 2020), the Safer Affordable Fuel-Efficient Vehicles Rule would maintain the CAFE and carbon dioxide (CO₂) standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO₂ standards for model year 2020 are 43.7 miles per gallon (mpg) and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light trucks, projecting an overall industry average of 37 mpg, compared to 46.7 mpg under the standards issued in 2012. This Rule also excludes CO₂-equivalent emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020 (NHTSA and EPA 2018).

On May 12, 2021, the NHTSA published a notice of proposed rulemaking in the Federal Register, proposing to repeal “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” published Sept. 27, 2019 (SAFE I Rule), in which the NHTSA codified regulatory text and made additional pronouncements regarding the preemption of state and local laws related to fuel economy standards. Specifically, this document proposed to fully repeal the regulatory text and appendices promulgated in the SAFE I Rule. In addition, this document proposed to repeal and withdraw the interpretative statements made by the NHTSA in the SAFE I Rule preamble, including those regarding the preemption of particular state greenhouse gas (GHG) emissions standards or Zero Emissions Vehicle mandates. As such, this document proposed to establish a clean slate with respect to the NHTSA's regulations and interpretations concerning preemption under the Energy Policy and Conservation Act. This action is effective as of January 28, 2022.

Energy Independence and Security Act (Public Law 110-140)

The Energy Independence and Security Act of 2007 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 (EPA 2021).

Energy Policy and Conservation Act (Public Law 94-163)

In 1975, the U.S. Congress enacted the Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the NHTSA is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon for new passenger cars and 23.5 miles per gallon for new light-duty trucks. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) were not subject to fuel economy standards in 2010. Passenger cars and light trucks used directly or indirectly associated with a project would be required to comply with the applicable fuel economy standards. Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

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. The ISTEA contained factors that Metropolitan Planning Organizations were to address in developing transportation plans and

programs, including some energy-related factors. To meet the new ISTEA requirements, Metropolitan Planning Organizations adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act of the 21st Century

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 the 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 good 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.

State

Assembly Bill 1007: State Alternative Fuels Plan

Assembly Bill (AB) 1007 requires the California Energy Commission to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the California Energy Commission with the California Air Resources Board (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 GHG 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 will increase the use of alternative fuels, result in significant improvements in the energy efficiency of vehicles, and reduce trips and vehicle miles traveled 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.

Advanced Clean Trucks

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve nitrogen oxides (NOx) and GHG emission reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

California Building Standards Code (Title 24, Part 6)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023, and build upon the 2019 Standards (CEC 2022c). The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into on-site generation by requiring solar photovoltaic (PV) systems on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to on-site energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- a. Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional heating, ventilation, and air conditioning (HVAC) units and water heaters.
- b. Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking, and electric vehicle charging options whenever they choose to adopt those technologies.
- c. Expanding solar PV system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100 percent clean electricity grid.
- d. Strengthening ventilation standards to improve indoor air quality.

The 2022 Energy Code affects homes by establishing energy budgets based on efficient heat pumps for space or water heating to encourage builders to install heat pumps over gas-fueled HVAC units; requiring homes to be electric-ready, with dedicated 240-volt outlets and space (with plumbing for water heaters) so electric appliances can eventually replace installed gas appliances; increasing minimum kitchen ventilation requirements so that fans over cooktops have higher airflow or capture efficiency to better exhaust pollution from gas cooking and improve indoor air quality; and allowing exceptions to existing solar PV standards when roof area is not available (such as for smaller homes). In addition, the effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize on-site use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal (Appendix B).

CALGreen (Title 24, Part 11)

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a Statewide mandatory construction code that was developed and adopted

by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen Code requires new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent CALGreen Code was adopted in 2022 and went into effect January 1, 2023. The CALGreen Standards that are applicable to the Proposed Project include, but are not limited to, the following:

Chapter 5 Nonresidential Mandatory Measures

5.106.5.3 Electric Vehicle (EV) Charging

Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 and shall be provided in accordance with regulations in the California Building Code and the California Electrical Code.

5.106.5.3.1 Electric Vehicle (EV) Capable Spaces

EV capable spaces shall be provided in accordance with Table 5.106.5.3.1 and the following requirements:

1. Raceways complying with the California Electrical Code and no less than 1-inch (25 mm) diameter shall be provided and shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the EV capable space and into a suitable listed cabinet, box, enclosure or equivalent. A common raceway may be used to serve multiple EV capable spaces.
2. A service panel or subpanel(s) shall be provided with panel space and electrical load capacity for a dedicated 208/240 volt, 40-ampere minimum branch circuit for each EV capable space, with delivery of 30-ampere minimum to an installed EV supply equipment at each EV charging station.
3. The electrical system and any on-site distribution transformers shall have sufficient capacity to supply full rated amperage at each EV capable space.
4. The service panel or subpanel circuit directory shall identify the reserved overcurrent protective device space(s) as "EV CAPABLE". The raceway termination location shall be permanently and visibly marked as "EV CAPABLE."

Note: A parking space served by electric vehicle supply equipment or designed as a future EV charging space shall count as at least one standard automobile parking space only for the purpose

of complying with any applicable minimum parking space requirements established by an enforcement agency. See Vehicle Code Section 22511.2 for further details.

5.106.5.3.2 Electric Vehicle Charging Stations

EV capable spaces shall be provided with EV supply equipment to create EV charging stations in the number indicated in Table 5.106.5.3.1. The EV charging stations required by Table 5.106.5.3.1 may be provided with EV supply equipment in any combination of Level 2 and Direct Current Fast Charging, except that at least one Level 2 EV supply equipment shall be provided.

One EV charger with multiple connectors capable of charging multiple EVs simultaneously shall be permitted if the electrical load capacity required by Section 5.106.5.3.1 for each EV capable space is accumulatively supplied to the EV charger.

The installation of each Direct Current Fast Charging EV supply equipment shall be permitted to reduce the minimum number of required EV capable spaces without EV supply equipment by five and reduce proportionally the required electrical load capacity to the service panel or subpanel.

5.106.5.3.3 Use of Automatic Load Management Systems

Automatic Load Management Systems shall be permitted for EV charging stations. When Automatic Load Management Systems are installed, the required electrical load capacity specified in Section 5.106.5.3.1 for each EV charging station may be reduced when serviced by an EV supply equipment controlled by an Automatic Load Management System. Each EV supply equipment controlled by an Automatic Load Management System shall deliver a minimum 30 amperes to an EV when charging one vehicle and shall deliver a minimum 3.3 kW while simultaneously charging multiple EVs.

5.106.5.3.4 Accessible EV Charging Stations

When EV supply equipment is installed, accessible EV charging stations shall be provided in accordance with the California Building Code, Chapter 11B, Section 11B-228.3.

5.410.2 Commissioning

New buildings 10,000 square feet and over. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements. Commissioning shall be performed in accordance with this section by trained personnel with experience on projects of comparable size and complexity. For I-occupancies that are not regulated by [the Office of Statewide Health Planning and Development; now renamed the Department of Health Care Access and Information] or for I-occupancies and L-

occupancies that are not regulated by the California Energy Code Section 100.0 Scope, all requirements in Sections 5.410.2 through 5.410.2.6 shall apply.

Note: For energy-related systems under the scope (Section 100) of the California Energy Code, including heating, ventilation, air conditioning (HVAC) systems and controls, indoor lighting systems and controls, as well as water heating systems and controls, refer to California Energy Code Section 120.8 for commissioning requirements.

5.410.2.2 Basis of Design

A written explanation of how the design of the building systems meets the Owner's Project Requirements shall be completed at the design phase of the building project. The Basis of Design document shall cover the following systems:

- Renewable energy systems.
- Landscape irrigation systems.
- Water reuse systems.

The 2025 CALGreen Code takes effect on January 1, 2026 and the Project would be required to comply with the CALGreen Code standards that are in effect at the time that the building permits are approved.

Integrated Energy Policy Report

Senate Bill (SB) 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report 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 CEC prepares these assessments and associated policy recommendations every 2 years, with updates in alternate years, as part of the Integrated Energy Policy Report (IEPR).

The 2022 IEPR was adopted on February 28, 2023. The 2022 IEPR provides updates on a variety of energy issues facing California. These issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2022 IEPR also discusses the CEC's equity and environmental justice efforts, its development of a more easily navigable online data platform via the California Energy Planning Library, and an update to the California Energy Demand Forecast. The report also provides information on emerging topics related to energy reliability, western electricity integration, hydrogen, gasoline prices, gas transition, and distributed energy resources (CEC 2023).

The 2023 IEPR was completed in January 2024. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040. The report also provides updates on topics such as gas decarbonization, energy efficiency, the Clean Transportation Program, AB 1257 (Bocanegra, Chapter 749, Statutes of 2013), and publicly owned utilities' progress toward peak demand reserves and margins (CEC 2024).

Senate Bill 100: California Renewables Portfolio Standard Program

On September 10, 2018, Governor Jerry Brown signed SB 100, which replaces the SB 350 requirement of 45 percent renewable energy by 2027 with the requirement of 50 percent by 2026 and raises California's Renewables Portfolio Standard (RPS) requirements for 2050 from 50 to 60 percent. SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Furthermore, the bill also establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end users and 100 percent of electricity procured to serve 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.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

SB 350 was signed into law in 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 Bills 1078, 107, and X1-2 and Executive Order S-14-08: California Renewables Portfolio Standard Program

The California RPS program was established in 2002 under SB 1078 (Sher) and SB 107 (Simitian). The RPS program requires 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 to reach at least 20 percent by December 30, 2010. Executive Order 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. Based on the 2019 RPS Annual Report, all electricity retail sellers had an annual target to serve at least 29 percent of their electric load with RPS eligible resources by December 31, 2018. In general, retail sellers

either met or exceeded the 29 percent interim RPS target, and many are on track to achieve their 2017–2020 compliance period requirements (CPUC 2021).

Assembly Bill 1493/Pavley Regulations

California Assembly Bill 1493 enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light-duty trucks. In 2005, CARB submitted a “waiver” request to the EPA from a portion of the federal Clean Air Act to allow the state to set more stringent tailpipe emission standards for CO₂ and other GHG emissions from passenger vehicles and light-duty trucks. On December 19, 2007, the EPA announced that it denied the “waiver” request. On January 21, 2009, CARB submitted a letter to the EPA administrator regarding the state’s request to reconsider the waiver denial. The EPA approved the waiver on June 30, 2009.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy 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. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access (Appendix B).

Local

City of Perris Climate Action Plan

The City’s Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level and as part of California’s mandated statewide GHG reduction goal (AB 32). Through the Perris CAP, the City has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. Several of these s aimed at reducing energy consumption as a means of reducing carbon emissions. The programs and actions provided in the Perris CAP were developed to help the City grow healthily, resourcefully, and sustainably.

City of Perris General Plan

Multiple chapters in the City of Perris General Plan include various goals, policies, and measures designed to reduce energy consumption in the City. The City of Perris General Plan goals, policies, and measures for reducing energy consumption are presented below.

Conservation Element

- **Goal VIII – Sustainable Future:** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices
 - **Policy VIII.B:** Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.
 - **Measure VIII.B.1:** Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City’s current recycling program.
 - **Policy VIII.C:** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet Leadership in Energy and Environmental Design (LEED) building standards for new and refurbished developments (U.S. Green Building Council’s Leadership in Energy and Environmental Design green building programs).
 - **Measure VIII.C.1:** Create a green building ordinance that promotes the use of green building technology and design.
 - **Measure VIII.C.2:** The City shall obtain and maintain a LEED accredited employee on staff that is intended to review and make recommendations on all new and remodel projects processing through the City.
 - **Measure VIII.C.3:** Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
 - **Measure VIII.C.5:** Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.
- **Goal X:** Encourage improved energy performance standards above and beyond the California Title 24 requirements.
 - **Policy X.A:** Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
 - **Measure X.A.1:** The City shall consider adopting energy performance standards above and beyond Title 24 requirements by updating its Development Code and Building Code and all other applicable ordinances to reflect and encourage the guidelines contained within this section.

- **Measure X.A.2:** Encourage energy conservation devices including but not limited to lighting, water heater treatments, solar energy systems, etc. for all residential projects (City of Perris 2005).

Healthy Community Element

Goal HC-6 – Healthy Environment: Support efforts of local businesses and regional agencies to improve the health of our region’s environment.

- **Policy HC 6.1:** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning (City of Perris 2015).

4.5.1.2 Existing Conditions

Existing California Energy Usage

The most recent data for California’s estimated total energy consumption and natural gas consumption is from 2022 and 2021. According to the U.S. Energy Information Administration’s and the CEC, California’s estimated annual energy use as of 2022 included:

- Approximately 287,220 gigawatt hours of electricity;
- Approximately 2,056,267 million cubic feet of natural gas per year; and

As of 2021, the year of most recent data currently available by the U.S. Energy Information Administration, energy use in California by demand sector was:

- Approximately 41.2 percent transportation;
- Approximately 23.6 percent industrial;
- Approximately 18.2 percent residential; and
- Approximately 17.1 percent commercial.

California's electricity in-state generation system generates approximately 203,257 gigawatt hours each year. In 2022, California produced approximately 71 percent of the electricity it uses; the rest was imported from the Pacific Northwest (approximately 12 percent) and the U.S. Southwest (approximately 17 percent). Natural gas is the main source for electricity generation at approximately 47.46 percent of the total in-state electric generation system power as shown in Table 4.5-1, Total Electricity System Power (California 2022).

Table 4.5-1. Total Electricity System Power (California 2022)

Fuel Type	Percent of California In-State Generation (%)	California In-State Generation	Northwest Imports	Southwest Imports	Total Imports	Total California Energy Mix	Total California Power Mix (%)
		GWh					
Coal	0.13	273	181	5,716	5,897	6,170	2.15
Natural Gas	47.46	96,457	44	7,994	8,083	104,495	36.38
Oil	0.03	65	-	-	-	65	0.02
Other (Waste Heat/Petroleum Coke)	0.15	315	-	-	-	315	0.11
Unspecified Sources of Power	0.00	-	12,845	7,943	20,428	20,428	7.11
<i>Total Thermal and Unspecified</i>	<i>47.78</i>	<i>97,110</i>	<i>12,710</i>	<i>21,653</i>	<i>34,363</i>	<i>121,473</i>	<i>45.77</i>
Nuclear	8.67	17,627	397	8,342	8,739	26,366	9.18
Large Hydro	7.19	14,607	10,803	1,118	11,921	26,528	9.24
Biomass	2.64	5,366	771	25	797	6,162	2.15
Geothermal	5.47	11,110	253	2,048	2,301	13,412	4.67
Small Hydro	1.48	3,005	211	13	225	3,230	1.12
Solar	19.92	40,494	231	8,225	8,456	48,950	17.04
Wind	6.86	13,938	8,804	8,357	17,161	31,099	10.83
<i>Total Non-GHG and Renewables</i>	<i>52.22</i>	<i>106,147</i>	<i>21,471</i>	<i>28,129</i>	<i>49,599</i>	<i>155,747</i>	<i>54.23</i>
Total Energy	100	203,257	34,180	49,782	83,962	287,220	100

Source: CEC 2022b; Appendix B.

A summary of and context for energy consumption and energy demands within the state is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- a. In 2022, California was the seventh-largest producer of crude oil among the 50 states, and, as of January 2022, the state ranked third in crude oil refining capacity.
- b. California is the largest consumer of jet fuel and second-largest consumer of motor gasoline among the 50 states.
- c. In 2020, California was the second-largest total energy consumer among the states, but its per capita energy consumption was less than in all but three other states.

- d. In 2022, renewable resources, including hydroelectric power and small-scale, customer-sited solar power, accounted for 49% of California's in-state electricity generation. Natural gas fueled another 42%. Nuclear power supplied almost all the rest.
- e. In 2022, California was the fourth-largest electricity producer in the nation. The state was also the nation's third-largest electricity consumer, and additional needed electricity supplies came from out-of-state generators.

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient. Given the nature of the Proposed Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project—namely, electricity and natural gas for building uses, and transportation fuel for vehicle trips associated with the Proposed Project.

Electricity

The Project Site is undeveloped and does not have any need for electricity. The area surrounding the Project Site is currently served by Southern California Edison (SCE). SCE provides electric power to more than 15 million people, within a service area encompassing approximately 50,000 square miles (SCE 2024). SCE derives electricity from varied energy resources, including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Table 4.5-2, SCE 2022 Power Content Mix, identifies SCE's specific proportional shares of electricity sources in 2022. As shown in Table 4.5-2, the 2022 SCE Power Mix has renewable energy at 33.2 percent of the overall energy resources, of which biomass and waste is at 0.1 percent, geothermal is at 5.7 percent, eligible hydroelectric is at 0.5 percent, solar energy is at 17 percent, and wind power is at 9.8 percent; other energy sources include large hydroelectric at 3.4 percent, natural gas at 24.7 percent, nuclear at 8.3 percent, other at 0.1 percent, and unspecified sources of power at 30.3 percent.

Table 4.5-2. SCE 2022 Power Content Mix

Energy Resources	2022 SCE Power Mix (%)
Eligible Renewable	33.2
Biomass and Biowaste	0.1
Geothermal	5.7
Eligible Hydroelectric	0.5
Solar	17.0
Wind	9.8
Coal	0.0
Large Hydroelectric	3.4
Natural Gas	24.7
Nuclear	8.3
Other	0.1
Unspecified Sources of Power*	30.3
Total	100

Source: SCE 2022; Appendix B.

Notes: * = Unspecified sources of power means electricity from transactions that are not traceable to specific generation sources

Natural Gas

The Project Site is currently undeveloped and does not have any need for natural gas. The area surrounding the Project Site is currently served by SoCalGas. The following summary of natural gas resources and service providers, delivery systems, and associated regulation is excerpted from information provided by the CPUC.

The CPUC regulates natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas & Electric, SoCalGas, San Diego Gas & Electric, Southwest Gas, and several smaller investor-owned natural gas utilities. The CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage.

The vast majority of California's natural gas customers are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65 percent of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35 percent.

The CPUC regulates the California utilities' natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing.

Most of the natural gas used in California comes from out-of-state natural gas basins. In 2017, for example, California utility customers received 38 percent of their natural gas supply from basins

located in the U.S. Southwest, 27 percent from Canada, 27 percent from the U.S. Rocky Mountain area, and 8% from production located in California (CPUC 2024).

Transportation Energy Resources

With the exception of occasional site weed control, the Project Site does not generate vehicle trips to or from the area. The most recent data available shows the transportation sector emits 38 percent of the total greenhouse gases in the state and about 84 percent of smog-forming oxides of nitrogen (NO_x). About 27 percent of total United States energy consumption in 2022 was for transporting people and goods from one place to another. In 2022, petroleum comprised about 90 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. In 2022, about 135.06 billion gallons (or about 3.22 billion barrels) of finished motor gasoline were consumed in the United States, an average of about 370 million gallons (or about 8.81 million barrels) per day.

4.5.2 Thresholds of Significance

According to Appendix G of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines), the Proposed Project would have a significant impact on energy if it would:

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

4.5.3 Regulatory Requirements

State and local regulatory requirements applicable to the Proposed Project are described below. The Proposed Project would be required to comply with the following during construction and operation.

- | | |
|-----------------|---|
| RR ENE-1 | The Project will comply with the California Building Standards Code (Title 24), which requires that building construction, system design and installation, and appliances achieve energy efficiency and preserve outdoor and indoor environmental quality. |
| RR ENE-2 | The Project is required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). This will require the Project to reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. |

4.5.4 Environmental Impacts

The following sections address potential impacts relating to energy that could result from implementation of the Proposed Project.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards and Guidelines or mitigation measures specifically related to energy included in the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP EIR includes several mitigation measures related to energy consumption, which were adopted to address air quality impacts. As a conservative measure, to provide a worst-case disclosure of the Proposed Project's impacts, no credit has been assumed from the following PVCCSP EIR mitigation measures.

MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the Project Site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.

MM Air 20 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

Methodology

Information from the California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.222) Output contained in Appendix B of the Air Quality Impact Analysis (Appendix B of this EIR), used for Project-specific air quality and GHG analyses. The CalEEMod outputs detail Proposed Project-related construction equipment, transportation energy demands, and facility energy demands.

4.5.4.1 Threshold ENE-1: Wasteful or Inefficient Energy Usage

Impact Analysis

Construction Energy Demands

The construction of the Proposed Project on approximately 27.26 acres is anticipated to occur in the of Spring 2025, taking approximately 12 months and be completed in one phase. Staging of construction vehicles and equipment would occur on site.

Construction Equipment Electricity Usage Estimates

Electrical service would be provided by SCE. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Proposed Project. Based on the 2021 National Construction Estimator, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.37 (Pray 2021). The Proposed Project plans to develop the site with a 578,265-square-foot high-cube fulfillment center warehouse building. As shown in Table 4.5-1, the total electricity usage from Proposed Project construction-related activities is estimated to be approximately 109,057 kWh.

Table 4.5-1. Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
\$2.37	578.265	12	\$16,445.86
Cost per kWh		Total Project Construction Electricity Usage (kWh)	
\$0.16		99,690	

Source: Ganddini 2024.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Proposed Project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 12 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from approximately 6–7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 horsepower-hour per gallon (from CARB’s 2017 Emissions Factors Tables and fuel consumption rate factors)
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region
- Proposed Project construction represents a “single-event” for diesel fuel demand and would not require ongoing or permanent commitment of diesel fuel resources during long term operation

Using the CalEEMod data inputs used for the Air Quality Impact Analysis, the Proposed Project’s construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB’s 2017 Emissions Factors Tables

show that on average, aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 horsepower-hour per gallon.

As presented in the Air Quality Impact Analysis, Proposed Project construction activities would consume an estimated 51,693 gallons of diesel fuel. As stated previously, Proposed Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that construction worker trips are from light-duty autos, light-duty truck 1 (LDT1), and light-duty truck 2 (LDT2) at a mix of 25 percent/50 percent/25 percent, respectively, along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 1,058,759 VMT. Data regarding Proposed Project related construction worker trips were based on CalEEMod 2022.1.1.22 model defaults (Appendix B). Vehicle fuel efficiencies for construction workers were estimated in Sections 2 and 4 of the Air Quality Impact Analysis using information generated using CARB’s 2021 EMFAC model (refer to Appendix B of the Air Quality Impact Analysis for details). An aggregate fuel efficiency of 26.59 miles per gallon (mpg) was used to calculate VMT for construction worker trips. Table 4.5-3, Construction Worker Fuel Consumption Estimates, shows that an estimated 39,825 gallons of fuel would be consumed for construction worker trips.

Table 4.5-3. Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	35	20	18.5	12,950	26.59	487
Building Construction	223	243	18.5	1,002,497	26.59	37,709
Paving	20	15	18.5	5,550	26.59	209
Architectural Coatings	42	48.6	18.5	37,762	26.59	1,420
Total Construction Worker Fuel Consumption						39,825

Source: CAPCOA 2022; Appendix B.

Construction Vendor/Hauling Fuel Estimates

The vendor and hauling trips would generate an estimated 215,632 VMT. Data regarding Proposed Project related construction worker trips were based on CalEEMod 2022.1.1.22 model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during building construction would use medium to heavy-duty vehicles with an average fuel consumption of 7.87 mpg for medium heavy-

duty trucks and 6.15 mpg for heavy heavy-duty trucks (refer to Appendix B of the Air Quality Impact Analysis for details). An estimated 30,761 gallons of fuel would be consumed for Project construction vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately twelve-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. The Proposed Project would use construction contractors who practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, or in response to citizen complaints.

There are no unusual Proposed Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the construction of the Proposed Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel. Construction energy impacts would be less than significant.

Operational Energy Demands

Energy consumption in support of or related to Proposed Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the Air Quality Impact Analysis, it is assumed that an average trip for autos and light trucks was assumed to be 23.5 miles and 2, 3, and 4-axle trucks were assumed to travel an average of 40 miles. The Proposed Project includes the development of the

site with industrial warehouse uses; therefore, to present a worst-case scenario, it was assumed that vehicles would operate 365 days per year. Table 4.5-4, Estimated Vehicle Operations Fuel Consumption, shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

Table 4.5-4. Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg) ²	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	493	23.5	11,578	33.51	345.52	126,113
Light Truck	Automobile	38	23.5	886	25.58	34.65	12,647
Light Truck	Automobile	203	23.5	4,782	25.64	186.50	68,074
Light Heavy Truck	2-Axle Truck	17	40	684	16.47	41.55	15,167
Light Heavy Truck (10,000 lbs or more)	2-Axle Truck	5	40	195	15.61	12.50	4,562
Motorcycle	Automobile	23	23.5	539	41.79	12.91	4,712
Medium Truck	Automobile	157	23.5	3,694	21.01	175.81	64,170
Motor Home	--	0	23.5	0	5.78	0.00	0
Medium Heavy Truck	3-Axle Truck	28	40	1,131	8.01	141.17	51,527
Other Bus	--	0	23.5	0	6.29	0.00	0
School Bus	--	0	23.5	0	6.55	0.00	0
Urban Bus	--	0	23.5	0	3.53	0.00	0
Heavy Heavy Truck	4-Axle Truck	83	40	3,309	6.26	528.52	192,909
<i>Total</i>		<i>1,047</i>	--	<i>26,798</i>	--	<i>1,479.12</i>	--
Total Annual Fuel Consumption							539,880

Source: Refer to Appendix B.

Notes: 1 = Based on the size of the site and the relative location, trips were assumed to be local rather than regional; 2 = Based on EMFAC2021 emission rates for an opening year of 2026.

The Proposed Project would generate approximately 1,047 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 4.5-4 shows that an estimated 539,880 gallons of fuel would be consumed per year for the operation of the Proposed Project.

Trip generation and VMT generated by the Proposed Project are consistent with other similar industrial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers Trip Generation Manual. That is, the Proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, the State of California consumed approximately 3.1 billion gallons of diesel and 13.6 billion gallons of

gasoline in 2022. Therefore, the increase in fuel consumption from the Proposed Project is insignificant in comparison to the states' demand. Therefore, Proposed Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Impacts would be less than significant.

Facility Energy Demands

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by SoCalGas). The annual natural gas and electricity demands were provided per the CalEEMod output from the Air Quality Impact Analysis (Appendix B of this EIR) and are provided in Table 4.5-5, Project Annual Operational Energy Demand Summary.

Table 4.5-5. Project Annual Operational Energy Demand Summary

Energy Demand	Annual Usage ¹
Natural Gas	
Unrefrigerated Warehouse – No Rail	11,040,340 kBTU
<i>Total</i>	<i>11,040,340 kBTU</i>
Diesel	
Emergency Fire Pump Testing (one pump, 30 minutes per week)	351 gallons
<i>Total</i>	<i>351 gallons</i>
Electricity	
Unrefrigerated Warehouse – No Rail	2,661,379 kWh
Parking Lot	443,784 kWh
<i>Total</i>	<i>3,105,163 kWh</i>

Source: CAPCOA 2022; Appendix B.

¹ Taken from the CalEEMod 2022.1.1.22 output of the Air Quality Impact Analysis (refer to Appendix B of Appendix B).

As shown in Table 4.5-5, the estimated electricity demand for the Proposed Project is approximately 3,015,163 kWh per year. In 2022, the non-residential sector of the County of Riverside consumed approximately 8,720 million kWh of electricity (CEC 2022c). In addition, the estimated natural gas consumption for the Proposed Project is approximately 11,040,340 kBTU per year. In 2022, the non-residential sector of the County of Riverside consumed approximately 147 million therms (approximately 14,706,329,820 kBTU) of gas (CEC 2022d). Therefore, the increase in both electricity and natural gas demand from the Proposed Project is insignificant compared to the County's 2022 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-

building energy use, or “plug-in” energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project would be required to comply with Title 24 standards. The Project would also be required to comply with PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 which would further reduce energy demands.

Furthermore, the Proposed Project energy demands in total would be comparable to other non-residential projects of similar scale and configuration within the PVCC area. Therefore, the Proposed Project facility’s energy demands and energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.5.4.2 Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

Impact Analysis

Regarding federal transportation regulations, the Project Site is located in an already developed area. Access to and from the Project Site is from existing roads. These roads are already in place so the Proposed Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because the Southern California Association of Governments is not planning for intermodal facilities in the Proposed Project’s vicinity.

Regarding the State’s Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances as well as utility energy efficiency programs implemented by SCE and SoCalGas.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources. However, the vehicles associated with the Proposed Project would be required to comply with federal and state fuel efficiency standards.

Regarding the state’s Renewable Energy Portfolio Standards, the Proposed Project would be required to meet or exceed the energy standards established in the CALGreen Code. CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Proposed Project would be consistent with the applicable strategies of the Perris CAP. Consistency with the Perris CAP is further discussed in Section 4.7 of this EIR. Further, as stated

above, energy use on the Project Site during construction would be temporary, and energy use associated with operation of the Proposed Project would be insignificant in comparison to the State's and County's available energy sources. The Proposed Project would be consistent with applicable renewable and energy efficiency plans during construction and operation. Therefore, potential impacts would be less than significant.

Significance of Impact

Less Than Significant Impact.

4.5.5 Cumulative Impacts

The following sections address various potential cumulative impacts relating to energy that could result from implementation of the Proposed Project.

4.5.5.1 Cumulative Threshold ENE-1: Wasteful or Inefficient Energy Usage

Proposed Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Proposed Project can be accommodated within the context of available resources and energy delivery systems. The Proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the state. Other cumulative projects within a 1-mile radius of the Project Site are listed in Table 4-1, Cumulative Projects, in Chapter 4, Environmental Analysis. The types of projects listed include housing, commercial/retail, and hotel, industrial, warehouse, and houses of worship projects. These projects are at various stages of development and would similarly be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the Proposed Project, including compliance with the Title 24 Building and Energy Efficiency Standards, Airborne Toxics Control Measure, and California Code of Regulations Title 13, Motor Vehicles 2449(d)(3) Idling, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, the Proposed Project would not result in a potentially cumulatively considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, potential impacts would be less-than-cumulatively considerable.

4.5.5.2 Cumulative Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

The Proposed Project would not conflict with any adopted state or local plans for renewable energy or energy efficiency. The Proposed Project and other cumulative developments also inherently would be required to be consistent with the IEPR, the State's Energy Plan, Title 24 Energy Efficiency Standards, AB 1493 (Pavley), and SB 350, as discussed herein. Because California's energy conservation planning actions are conducted at a regional level, and because it can be assumed that other cumulative

projects would implement features to reduce inefficient or unnecessary energy use, the Proposed Project and cumulative projects would not conflict with California's energy conservation plans. As such, potential impacts due to a conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less-than-cumulatively considerable.

4.5.6 Level of Significance Before Mitigation

4.5.6.1 Threshold ENE-1: Wasteful or Inefficient Energy Usage

The Proposed Project would not cause a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation.

4.5.6.2 Threshold ENE-2: Conflict with Renewable or Energy Efficiency Plan

The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.7 Mitigation Measures

The following PVCCSP EIR mitigation measures have been implemented into the Proposed Project. Implementation of these measures would limit potential impacts to less-than-significant levels, and no project-specific mitigation measures are required.

MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the Project Site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.

MM Air 20 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

4.5.8 Level of Significance After Mitigation

Not applicable.

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