

INTRODUCTION

This section describes the existing energy resources within the City, identifies the regulatory framework with respect to regulations that address energy resources, and evaluates the significance of the potential changes to energy resources that could result from implementation of the Azusa TOD Specific Plan. Analysis to determine whether the current and planned electrical and natural gas supplies and distribution systems are adequate to meet the project's forecasted energy consumption can be found in **Section 4.15.1, Electricity and Natural Gas.**

4.4.1 ENVIRONMENTAL SETTING

In 2012, total energy consumption for the State of California was approximately 7,640 trillion British thermal units (Btu), or 201 million Btu per capita.^{1,2} Energy sources include fossil fuels (coal, natural gas, and petroleum), renewable energy, nuclear power, and electricity. The State's total energy consumption is comprised of the transportation, industrial, commercial, and residential sectors. In 2012, the transportation sector consumed 2,943.2 trillion Btu, the industrial sector consumed 1,744.2 trillion Btu, the commercial sector consumed 1,481 trillion Btu, and the residential sector consumed 1,472.4 trillion Btu.³ Existing uses in the City, including the Azusa TOD Specific Plan area, require electricity, natural gas, and gasoline/petroleum supplies.

Electricity

In 2012, statewide electricity consumption was 259,538,038 megawatt-hours.⁴ Approximately 70 percent of electricity consumed in the State is produced from power plants located in California, as well as power plants located outside of the State, but owned by state utilities. The remaining 30 percent is imported from the Pacific Northwest and Southwest regions.⁵ More than 18 percent of the State's electricity was generated from non-hydroelectric renewable sources in 2013. Non-hydroelectric sources include biomass, geothermal, small hydro, wind, and solar generation.⁶

¹ US Energy Information Administration, 2012 State Energy Data Consumption

² The British thermal unit is a traditional unit of energy equal to about 1.06 kilojoules, or approximately the amount of energy needed to heat one pound of water by one degree Fahrenheit.

³ US Energy Information Administration, 2012 State Energy Data Consumption

⁴ California Energy Commission, Energy Almanac, US per Capita Electricity Sales (1990-2012)

⁵ California Energy Commission, Energy Almanac, California Electricity Sector Overview

⁶ US Energy Information Administration, Today in Energy, <http://www.eia.gov/todayinenergy/detail.cfm?id=15911>, accessed April 13, 2015

The Azusa Light and Water Department (Department) provides electricity to the City. The Department receives electricity from a variety of sources including, but not limited to, the Lodi Energy Center Power Plant, the Palo Verde Nuclear Generating Station in Arizona, and the Hoover Hydro Power Plant located in Nevada.⁷

Natural Gas

In 2012, total natural gas demand in California is 2,313 billion cubic feet per year (Bcf/y). Only 9 percent of the natural gas consumed statewide is produced within the State. Approximately 16 percent of the State's natural gas is piped in from Canada, 35 percent from the Southwest region, and 40 percent from the Rocky Mountains.⁸ Electricity generation consumes the largest amount of natural gas in the State (2,313 Bcf/y), followed by the industrial sector (577 Bcf/y), the residential sector (485 Bcf/y), the commercial sector (201 Bcf/y), and natural gas powered vehicles (17 Bcf/y).⁹

The Southern California Gas Company provides natural gas to the City.

Gasoline

In 2012, 14.49 billion gallons of gasoline (non-diesel) and 3.30 billion gallons of diesel fuel were sold statewide.¹⁰ While projected gasoline sales for Los Angeles County (County) were expected to be approximately 3,500 million gallons, the number of gallons consumed in the County was 3,451 million gallons.¹¹ Similar to the number of gasoline gallons consumed, the number of diesel gallons consumed was lower than the California Energy Commission's projection. Statewide, 244 million gallons of diesel fuel was consumed in 2012, while the CEC had projected that almost 250 million gallons of diesel fuel would be consumed Countywide.¹²

⁷ Azusa Light and Water Department, Resource Adequacy and Reliability, <http://www.ci.azusa.ca.us/index.aspx?nid=650>, accessed April 13, 2015

⁸ California Energy Almanac, Natural Gas Supply by Region, http://energyalmanac.ca.gov/naturalgas/natural_gas_supply.html, accessed April 13, 2015

⁹ California Energy Almanac, Overview of Natural Gas in California, <http://energyalmanac.ca.gov/naturalgas/overview.html>, accessed April 13, 2015

¹⁰ California Energy Almanac, Retail Fuel Report and Data for California, http://energyalmanac.ca.gov/gasoline/piira_retail_survey.html, accessed April 13, 2015

¹¹ California Energy Almanac, Retail Gasoline Sales by County, http://energyalmanac.ca.gov/gasoline/retail_fuel_outlet_survey/retail_gasoline_sales_by_county.html, accessed April 13, 2015

¹² California Energy Almanac, Retail Diesel Sales by County, http://energyalmanac.ca.gov/gasoline/retail_fuel_outlet_survey/retail_diesel_sales_by_county.html, accessed April 13, 2015

4.4.2 REGULATORY FRAMEWORK

Federal

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) regulates the interstate exchange of electricity, natural gas, and oil, the licensing and permitting of hydroelectric projects, and oversees general environmental issues pertaining to electricity.

Energy Policy and Conservation Act

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (a part of the US Department of Transportation) for establishing and regularly updating vehicle standards. The US Environmental Protection Agency (US EPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards. Since the inception of the CAFE program, the average fuel economy for new light-duty vehicles (autos, pickups, vans, and SUVs) steadily increased from 13.1 mpg for the 1975 model year to 27.5 mpg for the 2012 model year and is proposed to increase to 54.5 by 2025.¹³

Clean Air Act

Section 211(o) of the Clean Air Act (the Act), as amended by the Energy Policy Act of 2005, requires the Administrator of the US EPA to annually determine a renewable fuel standard (RFS) which is applicable to refiners, importers and certain blenders of gasoline, and publish the standard in the Federal Register by November 30 of each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the Act requires to be blended into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the Act. The notice, published in November of 2011, included an RFS of 8.01 percent for 2011.

¹³ US EPA, Regulations and Standards: Light Duty, <http://www.epa.gov/otaq/climate/regs-light-duty.htm>, accessed April 13, 2015

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted August 10, 2005, authorizes the federal surface transportation programs for highways, highway safety, and transit. SAFETEA-LU addresses the many challenges facing our transportation system today—challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment—as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their communities.

State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, and other public utilities. The CPUC regulates SCGC, which provides natural gas service to the City.

Southern California Public Power Authority

The Southern California Public Power Authority (SCPPA) is a joint powers authority consisting of 11 municipal utilities and one irrigation district. SCPPA members deliver electricity to approximately 2 million customers over an area of 7,000 square miles, with a total population of 4.8 million. The Azusa Light and Water Department is a member of the SCPPA. It is not a privately-owned agency and thus is not a member of the California Public Utilities Commission.

California Energy Commission

The California Energy Commission (CEC) was created as the State's principal energy planning organization in 1974, in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with seven basic responsibilities when designing state energy policy:

- Forecasting future energy needs
- Promoting energy efficiency and conservation by setting the state's appliance and building energy efficiency standards
- Supporting energy research that advances energy science and technology through research, development and demonstration projects

- Developing renewable energy resources
- Advancing alternative and renewable transportation fuels and technologies
- Certifying thermal power plants 50 megawatts and larger
- Planning for and directing state response to energy emergencies

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978, in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

In July 1, 2014, the CEC adopted the 2013 Building Energy Efficiency standards, which improve upon the 2008 standards. The 2013 standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and include requirements that would enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The most significant improvements for residential uses include improvements made to windows, envelope insulation, and HVAC systems. Improvements to non-residential uses include lighting controls, windows, and unitary HVAC equipment. The updated 2013 Title 24 standards would be applicable to future projects associated with buildout of the Azusa TOD Specific Plan.

The California Green Building Standards Code, which is Part 11 of the Title 24 Building Standards Code, is commonly referred to as the CALGreen Code. The 2008 edition, the first edition of the CALGreen Code, contained only voluntary standards. The 2010 CALGreen Code is a code with mandatory requirements for new residential and nonresidential buildings (including buildings for retail, office, public schools, and hospitals) throughout California beginning on January 1, 2011. The 2010 CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction waste reduction, indoor water use reduction, building material selection, natural resource conservation, site irrigation conservation, and more. The 2010 CALGreen Code does not provide any mandatory energy efficiency standards beyond those required by Title 24, Part 6 of the California Code of Regulations, but it does specify more stringent voluntary standards (referred to as Tier 1 and Tier 2), which local jurisdictions may adopt as mandatory. Additionally, this code encourages buildings to achieve exemplary performance in the area of energy efficiency. For the purposes of energy efficiency standards, the CEC believes a green building should achieve at least a 15 percent reduction in energy usage when compared to California's mandatory energy efficiency standards.

In addition to Title 24, AB 32 is anticipated to result in the future regulation of energy resources in California. (See **Section 4.6, Greenhouse Gas Emissions**, for additional information on AB 32.) In order to achieve these emission reductions, it is generally accepted that California will need to improve its overall energy efficiency, which includes the use of more renewable energy resources. Pursuant to AB 32, the California Air Resources Board (CARB) will work with other state agencies (including the CEC), to implement feasible programs and regulations that reduce emissions and improve energy efficiency.¹⁴

Additional operative energy conservation programs and policies within California are highlighted briefly below:

- Senate Bill 107: This legislation, which addresses California's Renewables Portfolio Standard (RPS), requires retail sellers of electricity to procure 20 percent of retail sales from renewable energy by 2010.
- Assembly Bill 1613: This legislation, also known as the Waste Heat and Carbon Emissions Reduction Act, was designed to encourage the development of new combined heat and power systems in California with a generating capacity of up to 20 MW.
- Senate Bill 1: This legislation enacted the Governor's Million Solar Roofs program and has an overall objective of installing 3,000 MW of solar photovoltaic systems.
- Senate Bill 1389: This legislation requires the California Energy Commission to prepare a biennial integrated energy policy report that contains an assessment of 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.
- Executive Order S-14-08: This order, issued by Governor Schwarzenegger, established accelerated RPS targets—specifically 33 percent by 2020.
- Executive Order S-21-09: This order, also issued by Governor Schwarzenegger, requires CARB to adopt regulations, by July 31, 2010, increasing California's RPS to 33 percent by 2020.

Local

City of Azusa General Plan

The City's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the General Plan. City policies pertaining to energy resources are included in Chapter 3, The Built Environment, of the City's General Plan. Energy resource policies relevant to the project include:

¹⁴ California Air Resources Board, Economic Sectors Portal, <http://www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm#electric>, accessed April 13, 2015

Policy 1.4	Minimize electrical consumption through site design, use of efficient systems, and other techniques.
Policy 1.5	Continue the City's electrical conservation efforts; review programs periodically and modify and/or expand them as appropriate and feasible.
Policy 1.6	Continue to require the incorporation of electrical conservation features in the design of all new construction and site development. Encourage the retrofit to existing buildings and development to include electrical conservation features including, but not limited to, wireless technology and solar energy.

4.4.3 ENVIRONMENTAL IMPACTS

Thresholds of Significance

The following thresholds for determining the significance of impacts related to energy resources are included in Appendix F of the most recent update of the *State CEQA Statutes and Guidelines*. Adoption and/or implementation of the Azusa TOD Specific Plan could result in significant adverse impacts to energy resources, if any of the following could occur:

Threshold ENG-1	Would the project use fuel or energy in a wasteful manner?
Threshold ENG-2	Would the project result in substantial increase in demand on energy resources during peak and base period demands and in relation to projected energy supplies?
Threshold ENG-3	Would the project result in substantial increase in transportation energy use?

Impact Analysis

Threshold ENG-1 Would the project use fuel or energy in a wasteful manner?

Threshold ENG-2 Would the project result in substantial increase in demand on energy resources during peak and base period demands and in relation to projected energy supplies?

According to Appendix F of the *State CEQA Guidelines* conserving energy is defined as: decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the *State CEQA Guidelines* nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.” To clarify, a project’s energy usage would be considered “wasteful, inefficient, and unnecessary” if the project were to violate state and federal energy standards, including Title 24 of the California Code of Regulations. In addition, feasible opportunities to conserve energy or to use alternative fuels or energy systems should be considered.

Construction

Buildout of the Specific Plan would allow for the construction of up to 840 multi-family units, 150 hotel rooms, and 403,000 square feet of retail, personal services, and office uses. Construction activities could include grading, utility installation, foundation construction, building construction, paving and landscaping installation. All construction would be typical for the City and building types.

During construction of the future projects, energy would be consumed in three general forms: (1) petroleum-based fuels used to power off-road construction vehicles and equipment on the project sites, construction worker travel to and from the project sites, as well as delivery truck trips; (2) electricity associated with providing temporary power for lighting and electronic equipment; and (3) energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction contractors would be required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption. Construction materials could include recycled materials and products originating from nearby sources to the extent feasible in order to comply with the sustainable recommendations included in the Specific Plan (see Specific Plan Section 1.0

– Introduction), and to reduce costs of transportation. Also, given rising fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

During construction of future projects, electricity would be required to serve construction trailers, power tools, tool sheds, work and storage areas, and other facilities associated with development activities. Electricity would be expected to be supplied by gasoline, propane, or diesel-powered generators, rather than drawing power from the local electrical grid. Electricity consumption that would be required during construction would be limited and temporary, and would cease upon the completion of construction. Further, the use of electricity would vary depending on site-specific operations and the amount and type of construction occurring at any given time. Overall, as construction activities associated with buildout of the Specific Plan would not draw power from the local electrical grid, it would not have an adverse impact on available electricity supplies.

There is growing recognition among developers and retailers that sustainable construction is not any more expensive than “business as usual” construction methods, and further, that there are long-term significant cost-savings potential in utilizing green building practices and materials. While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. In addition, the Specific Plan includes sustainability design guidelines to encourage the use of sustainable materials and techniques during construction, reducing energy consumption during construction of future development.

Therefore, buildout of the Specific Plan would not involve the inefficient, wasteful, and unnecessary use of energy resources in its construction phase and impacts would be less than significant.

Operation

As detailed in **Section 4.15.1, Electricity and Natural Gas**, and shown in **Table 4.4-1, Azusa TOD Specific Plan Proposed Development Electricity Consumption**, the Specific Plan's electricity demands would be 10.6 gigawatt-hours (GWh) per year. While this increase in demand would result in a 65.8 percent increase over existing conditions, future projects would be constructed on infill sites or sites which were previously developed and that the City has designated for future development. Further, buildout of the Specific Plan would occur over a period of 20 years and approval of the future projects would be dependent on the ability of existing electrical infrastructure or expansion of existing facilities to serve the project sites.

**Table 4.4-1
Azusa TOD Specific Plan Proposed Development Electricity Consumption**

Use Type	Proposed Development	Generation Rate	Annual Consumption (Kwh)	Annual Consumption (GWh)
Retail	226,000 sf	13.55 Kwh/sf/y	3,062,300	3.1
Services	84,000 sf	13.55 Kwh/sf/y ¹	1,138,200	1.1
Office	93,000 sf	12.95 Kwh/sf/y	1,204,350	1.2
Lodging	48,750 ² sf	9.95 Kwh/sf/y	485,063	0.5
Multi-Family	840 units	5,626.5 Kwh/du/y	4,726,260	4.7
		Total	10,616,173	10.6

Source: SCAQMD 1993CEQA Air Quality Handbook, Table A9-11-A

Notes: Services land use category includes: restaurants, banks, personal services

Institutional land use category includes: religious facilities and mortuaries

sf=square feet; kWh/unit/yr = kilowatt-hour/unit/year; kWh/sf/yr = kilowatt-hour/square feet/year; GWh = gigawatt hour

¹ = Retail generation rate was used as a proxy for services

² = Based on 150 rooms and the average hotel room size of 325 square feet. (150x325 = 48,750 sq ft)

Table 4.4-2, Azusa TOD Specific Plan Proposed Development Natural Gas Consumption, below, presents the projected natural gas demand upon buildout of the Specific Plan. As shown in **Table 4.4-2**, the Specific Plan's natural gas demands would be 4,688,660 cubic feet per month (cf/m) or 56.2 million cubic feet per year (MMcf/y). While this increase in demand would result in a 65.3 percent increase over existing conditions, buildout of the Specific Plan would occur over a period of 20 years and approval of the future projects would be dependent on the ability of existing natural gas infrastructure or expansion of existing facilities to serve the project sites. In addition, as discussed above, development would occur on vacant parcels or parcels that were previously developed and have been approved by the City for future development.

**Table 4.4-2
Azusa TOD Specific Plan Proposed Development Natural Gas Consumption**

Land Use	Proposed Development	Generation Rate	Monthly Consumption (cf/m)	Yearly Consumption (MMcf/y)
Retail	226,000 sf	2.9 cf/sf/m	655,400	7.9
Services	84,000 sf	2.9 cf/sf/m ¹	243,600	2.9
Office	93,000 sf	2.0 cf/sf/m	186,000	2.2
Lodging	48,750 ² sf	4.8 cf/sf/m	234,000	2.8
Multi-Family	840 units	4,011.5 cf/du/m	3,369,660	40.4
		Total	4,688,660	56.2

Source: SCAQMD 1993CEQA Air Quality Handbook, Table A9-12-A

sf = square feet; cf = cubic feet; cf/m = cubic feet/month; MMcf = million cubic feet; MMcf/y = million cubic feet/year cf/du/m = cubic feet/dwelling unit/month; cf/sf/m = cubic feet/square feet/month

¹ = The retail generation factor was used as a proxy for services

² = Based on 150 rooms and the average hotel room size of 325 square feet. (150x325 = 48,750 sq ft)

Uses associated with buildout of the Specific Plan would result in the consumption of petroleum-fuel related to vehicular travel (quantified as vehicle miles traveled (VMT) to and from the specific plan area. While gasoline and diesel fuel consumption could increase due to population growth and an increase in uses in the specific plan area, the Specific Plan emphasizes the need for transit-oriented development that includes mixed uses, creating an environment that is accessible to pedestrians, bicyclists, transit users, and motorists.

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the project's operational demands is determined by the energy portfolio mix managed by the Department, the service provider for the specific plan area, and limitations on the availability or feasibility of on-site energy generation. In 2015, approximately 24.2 percent of all the electricity delivered by the Department will be from renewable sources, as shown in **Table 4.4-3, Azusa Light and Water Department Energy Delivery from Renewable Resources.**

Table 4.4-3
Azusa Light and Water Department Energy Delivery from Renewable Resources

Resource Type	Delivered (MW)	Percentage of Renewable Portfolio
Wind	12.5	51.7%
Solar	7	28.9 %
Small Hydro	4.7	19.4 %
Total	24.2	100%

Source: Azusa Light and Water Department, *Renewable Energy*, <http://www.ci.azusa.ca.us/index.aspx?nid=679>, accessed April 13, 2015
Notes: MW = megawatt

In addition, the Department is negotiating a contract for additional renewable energy from two projects in San Bernardino County, including 3 megawatts (MW) from a future photovoltaic project and 3 MW from an existing solar thermal project.¹⁵ With respect to on-site renewable energy sources, because of the Specific Plan's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels.

As previously discussed, the Specific Plan includes sustainable design practices, such as maximizing energy efficiency through lot configuration, the inclusion of cool roofs and solar panels, and the installation of electrical vehicle charging stations, bioswales and permeable paving. Further, the specific plan area would incorporate features that would help reduce reliance on automobile travel (i.e., VMT), including pedestrian and bicycle improvements and nearby access to transit options (i.e., the bus and the Gold Line). As discussed in **Section 4.15.4, Water Supply**, the Specific Plan would incorporate numerous features to reduce water usage, including drought tolerant landscaping and water efficient irrigation.

Although the proposed uses would create additional demands on electricity and natural gas supplies and distribution infrastructure, these demands are within the service capabilities of the Department and SCGC. Future development would be required to meet Title 24 requirements and incorporate energy saving design elements within the Specific Plan. Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the *State CEQA Guidelines* and impacts would be less than significant.

¹⁵ Azusa Light and Water Department, *Renewable Energy*, <http://www.ci.azusa.ca.us/index.aspx?nid=679>, accessed April 13, 2015

Level of Significance Before Mitigation

Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts would be less than significant.

Threshold ENG-3 Would the project result in substantial increase in transportation energy use?

Buildout of the Specific Plan would result in population and employment growth within the specific plan area, thus there could be an associated increase in the overall VMT. This increase in VMT could result in additional fuel consumption, and therefore an increase in energy use associated with transportation within the plan area.

The transit oriented development (TOD) strategies, standards, and guidelines included in the Specific Plan supports a multi-modal transportation system including transit use and walkability (See Specific Plan Section 1.0 – Introduction, Guiding Principles). Further, the land use patterns included in the Specific Plan promote a reduction in vehicle use, reducing the energy use associated with vehicle transportation. Specifically the transit oriented development guiding principles include zoning and land use regulations which focus on and prioritize TOD opportunities, provide district-specific development standards and design guidelines that support TOD, as well as increase safe, direct, and convenient pedestrian access to transit facilities, establish pedestrian linkages to and from the Downtown Gold Line Station to support a walkable station, and increase development in the Gold Line District to support transit use. The proposed 840 multi-family units, and retail and office uses would be built near the Downtown Gold Line station to further reduce VMT. This would allow residents and employees working in the area to combine several errands into one trip without the use of a vehicle.

The Specific Plan promotes alternative modes of transportation with the goal of reducing VMT. Pedestrian and bicycle linkages would be improved throughout the plan area including enhancing connectivity between alleys and primary roadways, improving crosswalks by incorporating bulbouts and

their appearance, and installing bicycle facilities (e.g., bicycle lanes and parking)(see Specific Plan, Section 3.0 – Mobility, Complete Streets, and Streetscape Improvements).¹⁶

With adherence to and implementation of the Specific Plan’s policies, development standards, and design guidelines, impacts related to transportation energy use would be less than significant.

Level of Significance Before Mitigation

Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts would be less than significant.

4.4.4 CUMULATIVE IMPACTS

Although buildout of the Specific Plan would result in the consumption of energy resources, this consumption is not itself necessarily an adverse environmental effect, rather, it is the wasteful, inefficient, and unnecessary use of energy resources from more than one project and many sources, such as mobile (vehicle) sources, that is of concern. The resultant consequences of inefficient, wasteful, and unnecessary energy use can cause adverse environmental effects. A project’s energy use typically would be very small in comparison to state or global energy use and, consequently, in isolation, future projects have no significant direct impact. The project’s energy use would not be considered to be substantial when compared to statewide energy use.

Given the project’s consistency with state energy reduction goals and objectives, the contribution to a cumulative inefficient, wasteful, and unnecessary use of energy resources would be less than significant and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing energy use. Similarly, related projects would also be anticipated to comply with these same energy reduction goals and objectives as required by the various local governing codes and regulations.

¹⁶ A bulbout is a type of curb extension. Bulbouts create sharper turns for motorists (causing vehicles to reduce their speed when making a right hand turn), while increasing pedestrian space.

Therefore the analysis presented in the section, above, leads to a conclusion that buildout of the Specific Plan would not contribute to a cumulative impact regarding the inefficient or wasteful use of energy resources would be less than significant.

Level of Significance Before Mitigation

Impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Impacts would be less than significant.