

## 9.0 OTHER CEQA CONSIDERATIONS

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### 9.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. Specifically, Section 15126.2(b) states:

*Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.*

Following is a summary of the impacts associated with the project that were concluded to be significant and unavoidable.

**Agricultural Resources:** As discussed in **Section 6.2, Agricultural Resources**, implementation of the St. John's Seminary Residential Community Project would result in the conversion of Prime Farmland to nonagricultural uses. Any development that occurs at the project site would result in this significant and unavoidable impact. The Camarillo General Plan Land Use Element designates the project site as natural open space and agricultural uses. The project site is zoned RE-5 (5-acre lot minimum). Preserving agricultural areas elsewhere in Camarillo is not an option to mitigate the impact of the proposed project because the General Plan already identifies several parcels within the City boundary that are designated for agriculture. Several large areas are located in the southern part of the City while a few others are in the northern part of the City. As such, development of the proposed project would reduce the amount of agricultural land envisioned under the General Plan and impacts from the proposed project would be significant and unavoidable.

**Historical Resources:** As discussed in **Section 6.5, Cultural Resources**, St. John's St. John's Seminary College campus is eligible for listing in the National Register and CRHR under Criteria C and eligible under the local ordinance.

The relevant aspects of integrity depend upon the criteria applied to the property. For example, a property nominated under events would convey its significance primarily through integrity of location, setting, and association. A property nominated solely under architecture would rely upon integrity of design, materials, and workmanship. Assessing the integrity of rural landscapes requires the application of all criteria for integrity.

As noted in the National Register guidelines, the final decision about integrity is based on the condition of the overall property and its ability to convey significance. Because St. John's Seminary College has retained its integrity of setting, design, location, materials, workmanship, feeling, and association, it has retained its overall integrity. Because it has retained its integrity, it can convey those qualities that make it eligible for listing as a historic resource under National Register Criteria 3, CEQA Criteria 3, and under the local ordinance.

The implementation of the proposed project would result in the demolition of the St. John's Seminary College campus. Consequently, the proposed project will materially alter in an adverse manner those physical characteristics of the buildings that make it eligible for listing as a historic resource as defined in State CEQA Guidelines Section 15064.5 (b1-2). Even with implementation of the mitigation measures outlined below, given complete demolition of the St. John's Seminary College campus buildings, the residual impacts from the proposed project would be significant and unavoidable.

## 9.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines states that the "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely." Section 15126.2(c) further states that "irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The types and level of development associated with the proposed project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the proposed project and would continue throughout its operational lifetime. The development of the proposed project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the proposed project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics) and water. Fossil fuels, such as gasoline and oil, also would be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the proposed

project. However, this resource consumption would be consistent with growth in the Southern California region and that expected to occur under the City of Camarillo General Plan.

### 9.3 GROWTH-INDUCING POTENTIAL

The *California Environmental Quality Act (CEQA) Statutes and Guidelines* requires that an EIR include a discussion of ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.<sup>1</sup> The discussion should also identify any way in which a proposed project would remove obstacles to population growth, and discuss the characteristics of a project that may encourage and/or facilitate other activities that, either individually or cumulatively, could significantly affect the environment. CEQA emphasizes that growth in an area should not be considered beneficial, detrimental or of little significance. The purpose of this discussion is to evaluate the growth-inducing potential of the proposed project.

In general terms, a project may foster growth in a geographic area if it meets any of the criteria identified below:

- The project removes an impediment to growth, such as through the establishment of an essential public service, or the provision of new access to an area that will facilitate additional growth.
- The project results in the urbanization of land in a remote location that will induce the growth of undeveloped areas between the project and existing developed areas, commonly referred to as “Leap-Frog Development.”
- Economic expansion or growth occurs in an area in response to the project, such as by means of a substantial change in revenue base or an expansion of employment.
- The project establishes a precedent-setting action, such as approval of a general plan amendment or change in zoning that will serve as a precedent for other similar projects.

Should a project meet any one of these criteria, it may be considered growth inducing. An evaluation of the proposed St. John’s Seminary Residential Community project in relation to these criteria is provided in this section.

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<sup>1</sup> California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Sections 15126 (d) and 15126.2 (d).

## Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack or insufficiency of essential public services, such as sewer and water service. The following discussion evaluates the effects of the proposed project with respect to this criterion.

The construction of water, sewer, electricity, and natural gas infrastructure is required to support residential and recreational of the uses that would be developed by the proposed project.

In the case of water, development of the proposed project requires the construction of a system designed to convey and distribute potable water to uses in the project area. The water supply and distribution system designed for the proposed project does not provide capacity beyond that required to serve the proposed residential and recreational uses. In addition, the construction of this distribution system would involve the connection to existing water mains located within the surrounding roadway network that serves the existing residential neighborhoods located directly east of the project area. No new water mains other than those required to serve the proposed project are to be constructed. Therefore, the construction of this water infrastructure would not induce any additional growth in the surrounding area.

The proposed project would also involve the extension of wastewater collection lines to serve the proposed residential uses; the existing St. John's Seminary College uses a septic system. Only local sewage collection lines that will flow into existing trunk lines to the west are proposed. These lines will be located within the planned streets and would not provide capacity for additional growth in the area, nor are they configured to facilitate extension into the surrounding area.

Electricity and natural gas transmission infrastructure presently exists adjacent to the project area. Development of the proposed project would necessitate the construction of a distribution system to serve the residential and recreational uses on the site. This system would be designed to accommodate these uses, and would not extend beyond the requirements or boundary of the proposed project site. Given the existence of established energy transmission lines in this area, no growth-inducing impacts are expected with regard to this type of infrastructure.

An established roadway network exists to the north of the project area in Camarillo. The proposed project does not include any new major collector roadways that would provide additional access or traffic capacity that would facilitate development of the surrounding land. The project will be served by the proposed spine road off an existing street (Upland Road) that serves the residential neighborhoods in the northern portion of Camarillo. A secondary emergency access road would be via the existing roadway on

the St. John's Major Seminary campus. The provision of this secondary access roadway to provide emergency access would not serve to allow or promote additional growth.

The Camarillo City Urban Restriction Boundary (CURB) defines a boundary within which development is allowed to take place through 2018 when the City will restrict urban services and urbanized land uses to land located within the CURB. No form of discretionary entitlement that will result in urban land uses placed outside of this boundary will be granted by the City. The current CURB lies north the project area, and generally follows the current Sphere of Influence line for the City. The proposed project does not include any urban land uses outside the CURB. Therefore, implementation of the proposed project would not induce residential development surrounding or near the site.

### **Urbanization of Land in Remote Locations (Leap-Frog Development)**

Development can be considered growth inducing when it is not contiguous to existing urban development and "leaps" over open space areas. The proposed residential development is located within the City's CURB, and located immediately north and west of existing residential development in the City. While the project would extend this existing pattern of development, it would not "leap-frog" over undeveloped areas and introduce development that is not continuous with existing development. As the proposed project site is adjacent to development on the east, west, and south, the extension of the existing urban development pattern in the City by the proposed project would not result in additional growth.

### **Economic Growth**

The proposed project is focused on the development of 300 senior citizen housing units within the next five years. The proposed project site is located in a community presently served by existing retail-commercial uses and other support services and facilities, including public transit. Given the relation of the project to the existing development pattern in the surrounding area, it is not anticipated that the project will foster or promote additional growth of commercial uses in the area, but rather will support existing resources of this nature. Given the size of the proposed project and the relatively small resulting increase in population, it is expected that new residents seeking commercial uses in the City could be absorbed by the existing commercial opportunities in the City and nearby communities.

The future residents of the senior citizen housing units that would be developed may also represent a small, incremental increase in the local labor force. Given the size of the proposed project and the relatively small resulting increase in population, it is expected that new residents seeking employment within the City would be absorbed by existing employment opportunities in the City and nearby communities. The growth in population associated with the proposed project is consistent with the adopted growth projections for the City. Therefore, it is not anticipated that the proposed project alone

would induce growth in commercial, industrial, and office development on presently undeveloped property in the City.

### **Precedent-Setting Action**

As previously mentioned, the project site is located within the City of Camarillo CURB line. The CURB line sets a boundary for development of the City over a 20-year period through December 31, 2020. The proposed residential uses are located to be consistent with the residential land use designations on the City's general plan land use map. Development of the site with residential uses is, therefore, consistent with existing land use plans and policies and is not precedent setting. For an extensive discussion of land use approvals being sought by the applicant and the land use compatibility of the project with the CURB refer to **Section 6.10, Land Use**.

### **Conclusion**

The proposed project would not induce additional growth in the surrounding area.

## **9.4 ENERGY**

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

It is noteworthy that the directives in Appendix F are advisory. In addition, Appendix F states the following: "Potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances specific items may not apply or additional items may be needed. Where items listed below are applicable or relevant to the project, they should be considered in the EIR." Therefore, the evaluation below does not address every directive in Appendix F. As directed by CEQA, the focus of the analysis is whether the Project would result in a wasteful or inefficient consumption of energy, and whether mitigation is required to avoid or reduce inefficient or wasteful consumption of energy.

## ENVIRONMENTAL SETTING

### Electricity Supply

Southern California Edison (SCE) provides electrical power to businesses and residents in the City of Camarillo. To meet customer load, SCE delivered more than 87 billion kilowatt-hours (kWh) of electricity in 2015, providing power to a more than 14 million people across a service territory of approximately 50,000 square miles.

Electricity generated for use in SCE's jurisdiction is from a mix of large hydroelectric, coal-fired, natural gas, and nuclear plants, along with renewable sources of power, including biomass, solar, geothermal and wind. The typical residential customer uses 500 kilowatt-hours per month.<sup>2</sup>

### Natural Gas

Natural gas is provided and distributed to residents and businesses in the City of Camarillo by the Southern California Gas Company (SCGC). According to the 2016 California Gas Report, SCGC is expected to provide an average of 2,526,000 Kilo British Thermal Unit (kBtu) per day by 2021.<sup>3</sup> In addition, due to modest economic growth, energy efficiency standards and programs, renewable electricity goals and the decline in commercial and industrial demand, starting in 2013 and continuing through 2035, natural gas demands are projected to decline at an annual rate of 0.6 percent throughout the SCGC service area.<sup>4</sup>

SCGC purchases gas supplies on a daily, monthly, and longer-term basis from producers and marketers in the State of California, Canada, the Rockies, and elsewhere in the U.S. Southwest. In 2012, natural gas was used in California to produce electricity (45.6 percent), in residential uses (20.8 percent), in industrial uses (14.5 percent), oil and gas industry operations (9.4 percent), in commercial uses and for

<sup>2</sup> Southern California Edison 'About Us' [https://www.sce.com/wps/portal/home/about-us/who-we-are!/ut/p/b1/nVRdb5swFP0r6wOPjm-wDWZvdK1SijQuDVWLXyJjDGHjq4Qk7X79IIq0dl0hmR-Qse45Oveca2OBn7Eo5T5LZZtVpcz7f2Gtp3zm3nkr8GYBZeBdmzaZXXskuGVdQdgVwCfLhSPemcHtnX\\_f45cEP LKExcp1CYCFn7DAQpVt3W5wuFV6raqy1WW71qUBp70BMqp27Zfd1oDDpkIHjWSje2CtshiHdhJToEBQYkUa UW5PkWTK6T4xk5bmUZzwk9ABJUON3tATfqBgAH9DR\\_B9wYjRR6NGrB4zW4yJ9LFI8yo6Bh-6ZUR4ikWjE93oZrJruuNN29bbrwZ0SRwOk7Sq0lxPVFUY8C\\_lptq2-PljJQ47J-xPVcwZXv2JVirCHCUjZNraQjSKAckuZeRo71AdMyohGSM0Lyb0zwwgz-\\_HyItxudvsZfe26HB3eYZ1B8KFxTmNwbMtCjqkkomAzzLVJkJmYIE0pV1ZM\\_ia8Xy2\\_gfcAc-by7958a15M6J9xCy5v3ABd7rOmKovueMSFKX0v-qybPUz4SC4m9M949P7HhXdvV108Fpy8ZRn6-cDfSL4vivVigUTE6v2vICmekIw4EJanV1e\\_AXiq5cw!/dl4/d5/L2dBISEvZ0FBIS9nQSEh/](https://www.sce.com/wps/portal/home/about-us/who-we-are!/ut/p/b1/nVRdb5swFP0r6wOPjm-wDWZvdK1SijQuDVWLXyJjDGHjq4Qk7X79IIq0dl0hmR-Qse45Oveca2OBn7Eo5T5LZZtVpcz7f2Gtp3zm3nkr8GYBZeBdmzaZXXskuGVdQdgVwCfLhSPemcHtnX_f45cEP LKExcp1CYCFn7DAQpVt3W5wuFV6raqy1WW71qUBp70BMqp27Zfd1oDDpkIHjWSje2CtshiHdhJToEBQYkUa UW5PkWTK6T4xk5bmUZzwk9ABJUON3tATfqBgAH9DR_B9wYjRR6NGrB4zW4yJ9LFI8yo6Bh-6ZUR4ikWjE93oZrJruuNN29bbrwZ0SRwOk7Sq0lxPVFUY8C_lptq2-PljJQ47J-xPVcwZXv2JVirCHCUjZNraQjSKAckuZeRo71AdMyohGSM0Lyb0zwwgz-_HyItxudvsZfe26HB3eYZ1B8KFxTmNwbMtCjqkkomAzzLVJkJmYIE0pV1ZM_ia8Xy2_gfcAc-by7958a15M6J9xCy5v3ABd7rOmKovueMSFKX0v-qybPUz4SC4m9M949P7HhXdvV108Fpy8ZRn6-cDfSL4vivVigUTE6v2vICmekIw4EJanV1e_AXiq5cw!/dl4/d5/L2dBISEvZ0FBIS9nQSEh/)

<sup>3</sup> 2016 California Gas Report, prepared by the California Gas and Electric Utilities, Table 1-SCG, website, <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>, accessed October 29, 2016.

<sup>4</sup> Ibid. 2016 California Gas Report, prepared by the California Gas and Electric Utilities, pg. 64.

transportation (8.6 percent), for agriculture (0.5 percent), and other unspecified uses (0.6 percent). The total natural gas usage in 2012 was 23,323 million therms.<sup>5</sup>

## **Petroleum Based Fuel**

In 2015, it is estimated that 14.9 billion gallons of gasoline (non-diesel)<sup>6</sup> and 2.81 billion gallons of diesel fuel<sup>7</sup> were sold statewide. The estimated 2015 gasoline sales for Ventura County were approximately 321 million gallons, and 33 million gallons of diesel fuel.<sup>8</sup>

## **REGULATORY FRAMEWORK**

### **Federal Laws, Regulations and Programs**

#### *Energy Independence and Security Act*

In December 2007, the President signed the Energy Independence and Security Act of 2007, which sets a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022. The Act also sets a national fuel economy standard of 35 miles per gallon (mpg) by 2020. The Act contains provisions for energy efficiency in lighting and appliances and for green building technology implementation in federal buildings. On July 11, 2008, the US EPA issued an Advanced Notice of Proposed Rulemaking (ANPRM) on regulating GHGs under the Clean Air Act (CAA). The ANPRM reviews the various CAA provisions that may be applicable to the regulation of GHGs and presents potential regulatory approaches and technologies for reducing GHG emissions. On April 10, 2009, the US EPA published the Proposed Mandatory Greenhouse Gas Reporting Rule in the *Federal Register* (US EPA 2009). The rule was adopted on September 22, 2009 and covers approximately 10,000 facilities nationwide that account for 85 percent of US GHG emissions.

On September 15, 2009, the US EPA and the US Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) jointly established a national program that set new standards to reduce GHG emissions and improve fuel economy; these standards apply to model year

<sup>5</sup> California Energy Commission, Energy Almanac, Overview of Natural Gas in California, Natural Gas Supply. <http://energyalmanac.ca.gov/naturalgas/overview.html>, accessed October 29, 2016.

<sup>6</sup> California Energy Commission, California Gasoline Data, Facts, and Statistics. [http://www.boe.ca.gov/sptaxprog/reports/MVF\\_10\\_Year\\_Report.pdf](http://www.boe.ca.gov/sptaxprog/reports/MVF_10_Year_Report.pdf), accessed October 29, 2016.

<sup>7</sup> California Energy Commission, Diesel Fuel Data, Facts, and Statistics. [http://www.boe.ca.gov/sptaxprog/reports/Diesel\\_10\\_Year\\_Report.pdf](http://www.boe.ca.gov/sptaxprog/reports/Diesel_10_Year_Report.pdf), accessed October 29, 2016.

<sup>8</sup> California Energy Commission, California Annual Retail Fuel Outlet Report Results (CEC-A15) Spreadsheets, [http://www.energy.ca.gov/almanac/transportation\\_data/gasoline/2015\\_A15\\_Results.xlsx](http://www.energy.ca.gov/almanac/transportation_data/gasoline/2015_A15_Results.xlsx), accessed October 29, 2016.

2012 through 2016 light-duty vehicles. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks had to meet an average standard of 295 grams of CO<sub>2</sub> per mile and 30.1 mpg. By 2016, the vehicles would have to meet an average standard of 250 grams of CO<sub>2</sub> per mile and 35.5 mpg.<sup>9</sup> The US EPA and US DOT formally adopted these standards on April 1, 2010.

### ***Energy Policy and Conservation Act***

Enacted in 1975, this legislation established fuel economy standards for new light-duty vehicles sold in the US. The law placed responsibility on the National Highway Traffic and Safety Administration (a part of the US DOT) for establishing and regularly updating vehicle standards. The 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 mpg by 2025.

### ***Energy Star Program***

In 1992, the US EPA introduced Energy Star as a voluntary labeling program designed to identify and promote energy-efficient products to reduce greenhouse gas emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use established under the program are certified to display the Energy Star label. In 1996, US EPA joined with the US Department of Energy to expand the program, which now also includes qualifying commercial, industrial, and residential buildings.

## **State Laws, Regulations, and Programs**

### ***Title 24***

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.

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<sup>9</sup> The CO<sub>2</sub> emission standards and fuel economy standards stated are based on US EPA formulas.

On April 23, 2008, the CEC adopted the 2008 standards, which applied to projects that submitted an application for a building permit on or after January 1, 2010. The CEC adopted the 2008 standards for a number of reasons: (1) to provide California with an adequate, reasonably priced, and environmentally sound supply of energy; (2) to respond to Assembly Bill 32 (AB 32; the Global Warming Solutions Act of 2006), which requires California to reduce its greenhouse gas emissions to 1990 levels by 2020; (3) to pursue the statewide policy that energy efficiency is the resource of choice for meeting California's energy needs; (4) to act on the findings of California's Integrated Energy Policy Report, which indicate that the 2008 Standards are the most cost-effective means to achieve energy efficiency, reduce the energy demand associated with water supply, and reduce greenhouse gas emissions; (5) to meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures in the update of all state building codes; and (6) to meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.<sup>10</sup> In 2013, updates were made to the 2008 Title 24 standards (effective January 1, 2014).

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 2013 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, 2014. The 2013 CALGreen Code contains requirements for construction site selection, stormwater control during construction, construction solid waste reduction, indoor water use reduction, building material selection, natural resource conservation, site irrigation conservation, and more. 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.

### ***AB 32, Executive Order S-3-05, and Executive Order B-30-15***

In addition to Title 24, AB 32, Executive Order S-3-05, and Executive Order B-30-15 are anticipated to result in the future regulation of energy resources in California. (See **Section 6.7, Greenhouse Gas Emissions**, for additional information on AB 32 and the two executive orders.) In order to achieve the GHG emission reductions targeted under AB 32 and the two executive orders, it is generally accepted that California will need to improve its overall energy efficiency, in addition to the use of more renewable energy resources. Pursuant to AB 32, the California Air Resources Board (CARB) is working with other

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<sup>10</sup> See <http://www.energy.ca.gov/title24/2008standards/index.html>, 2013.

state agencies (including the CEC), to implement feasible programs and regulations that reduce emissions and improve energy efficiency.<sup>11</sup>

### ***Renewable Portfolio Standard***

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

### ***Senate Bill 350***

Senate Bill 350 (SB 350) was signed into law in 2015. The legislation requires that, by 2030, 50 percent of all electricity provided by power plants in California must be from renewable sources. SB 350 further requires the CEC to establish annual targets for statewide energy efficiency savings and demand reduction that would achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030. The bill requires the state Public Utilities Commission to establish efficiency targets for investor-owned electrical and gas corporations consistent with the 2030 goal, and the CEC to establish annual targets for energy efficiency savings and demand reductions for local publicly-owned electric utilities consistent with the 2030 goal. Each retailer of electricity must regularly file an integrated resource plan (IRP) for review and approval.

### ***Other Energy Related Statutes and Executive Orders***

Additional legislations and executive orders focused on energy efficiency in California are summarized briefly below:

- 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 CEC 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. It also requires the CEC to provide

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<sup>11</sup> See <http://www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm#electric>, September 13, 2013 (highlights targeted improvements for the energy sector).

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 established accelerated RPS targets—specifically 33 percent by 2020.
- Executive Order S-21-09: This order requires CARB to adopt regulations, by July 31, 2010, increasing California's RPS to 33 percent by 2020.

## Local Laws, Regulations, and Programs

### *City of Camarillo*

The City has not adopted a climate action plan, policies, or ordinances that regulate energy use or consumption. The City enforces Statewide green building practices through the Title 24 compliance process.

## PROJECT IMPACTS

### Significance Criteria

Neither Appendix F of the *State CEQA Guidelines* nor PRC Section 21100(b)(3)) provides a threshold of significance that might be used to evaluate the potential significance of energy consumption of a proposed project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.” Based on this focus of the guidelines, for purposes of this Draft EIR, the proposed project would have a significant impact related to energy consumption if it would:

- c. Involve the wasteful, inefficient, and unnecessary consumption of energy, especially fossil fuels such as coal, natural gas, and petroleum, associated with project design, project location, the use of electricity and/or natural gas, and/or the use of fuel by vehicles anticipated to travel to and from the project.

### Methodology

Appendix F recommends that an EIR present the total energy required by a project by fuel type and end use, during construction, operation, and removal of the project. The methodology used to estimate the construction-phase energy use is described below.

With respect to energy consumption during occupancy/operation, the increased electricity and natural gas demand due to operation/occupancy of the proposed project were estimated using the CalEEMod emissions model. In addition, as the proposed project would result in daily vehicle trips to and from the

project site, the increase in the consumption of petroleum-based fuel was calculated for the proposed project based on vehicle miles travelled (VMT). CalEEMod was used to estimate VMT for the proposed project. Energy consumption during occupancy/operation is described.

## Project Impacts

### *Construction*

Project construction would require demolition, grading, utility installation, foundation construction, building construction, paving, and landscaping installation. All construction would be typical for the region and building type. During construction of the proposed project, energy would be consumed in the form of petroleum-based fuels (i.e., gasoline and diesel) used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips; and to operate generators to provide temporary power for lighting and electronic equipment. The manufacture of construction materials used by the proposed project would also involve energy use. Due to the large number of materials and manufacturers involved in the production of construction materials (including manufacturers in other states and countries), upstream energy use cannot be reasonably estimated. However, it is reasonable to assume that manufacturers 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. Furthermore, neither the City nor the applicant has control over or the ability to influence energy resource use by the manufacturers of construction materials. Therefore, this analysis does not evaluate upstream energy use.

The average annual and total consumption of gasoline and diesel fuel during project construction was estimated using the same assumptions and factors from CalEEMod that were used in estimating construction air emissions in **Section 6.3, Air Quality**. As shown in **Table 9.4-1, Off-Road Construction Equipment Diesel Fuel Consumption**, and **Table 9.4-2, Construction Worker Gasoline Consumption**, a total of approximately 811,043.53 gallons of diesel fuel, and 3,046,345.20 gallons of gasoline would be consumed over the project's construction horizon, or approximately 261,626.94 gallons of diesel fuel, and 982,692.00 gallons of gasoline annually.

**Table 9.4-1  
Off-Road Construction Equipment Diesel Fuel Consumption**

Phase	Equipment Type	Units	Hours	Horse Power	Load Factor	Number of Days	Fuel Usage Factor <sup>a</sup>	Diesel Usage <sup>b</sup>
Site	Dumpsters/Tenders	4	8	81	0.73	45	0.05	4,257.36
Preparation/	Excavators	2	8	162	0.38	45	0.05	2,216.16
Demolition	Off-Highway Trucks	1	8	255	0.40	45	0.05	1,836.00

9.0 Other CEQA Considerations

Phase	Equipment Type	Units	Hours	Horse Power	Load Factor	Number of Days	Fuel Usage Factor <sup>a</sup>	Diesel Usage <sup>b</sup>
	Rubber Tired Dozers	3	8	255	0.40	45	0.05	5,508.00
	Tractors/Loaders/ Backhoes	3	8	97	0.37	45	0.05	1,938.06
Rough	Excavators	2	8	162	0.38	115	0.05	5,663.52
Grading	Graders	1	8	174	0.41	115	0.05	3,281.64
	Off-Highway Trucks	1	8	400	0.38	115	0.05	6,992.00
	Rubber Tired Dozers	2	8	255	0.40	115	0.05	9,384.00
	Scrapers	4	8	255	0.40	115	0.05	18,768.00
	Tractors/Loaders/ Backhoes	4	8	97	0.37	115	0.05	6,603.76
Fine	Excavators	2	8	162	0.38	116	0.05	5,712.77
Grading	Off-Highway Trucks	1	8	255	0.40	116	0.05	4,732.80
	Graders	1	8	174	0.41	116	0.05	3,310.18
	Rubber Tired Dozers	1	8	255	0.40	116	0.05	4,732.80
	Scrapers	2	8	255	0.40	116	0.05	9,465.60
	Tractors/Loaders/ Backhoes	2	8	97	0.37	116	0.05	3,330.59
Utility	Dumpsters/Tenders	4	8	81	0.73	190	0.05	17,975.52
Construction	Cranes	1	7	226	0.29	190	0.05	4,358.41
	Rubber Tired Dozers	3	8	255	0.40	190	0.05	23,256.00
	Excavators	2	8	162	0.38	190	0.05	9,357.12
	Graders	1	8	174	0.41	190	0.05	5,421.84
	Off-Highway Trucks	1	8	400	0.38	190	0.05	11,552.00
	Tractors/Loaders/ Backhoes	3	7	97	0.37	190	0.05	7,160.06
	Forklifts	3	8	89	0.20	190	0.05	4,058.40
	Generator Sets	1	8	84	0.74	190	0.05	4,724.16
Building	Cranes	1	7	226	0.29	718	0.05	16,470.20
Construction	Forklifts	3	8	89	0.20	718	0.05	15,336.48
	Generator Sets	1	8	84	0.74	718	0.05	17,852.35
	Tractors/Loaders/ Backhoes	3	7	97	0.37	718	0.05	27,057.47
	Welders	1	8	46	0.45	718	0.05	5,945.04
Paving	Off-Highway Trucks	1	8	400	0.38	103	0.05	6,262.40
	Pavers	1	8	125	0.42	103	0.05	2,163.00
	Paving Equipment	2	8	130	0.36	103	0.05	3,856.32
	Rollers	2	8	80	0.38	103	0.05	2,504.96
Architectural Coatings	Air Compressors	1	6	78	0.48	80	0.05	898.56
<b>Project Total</b>								<b>283,943.53</b>

Source: CalEEMod Model Data; DKA Planning 2016

Notes:

a horsepower/gallon/hour

b in gallons

**Table 9.4-2  
Construction Worker Petroleum Fuel Consumption**

Phase	Number of Daily Trips	Number of Days	Average Round-Trip Commute	Fuel Usage (ave mpg) <sup>a</sup>	Fuel Usage (in gallons)
			Distance (in miles)		
<b>Worker Trips (Gasoline)</b>					
Site Preparation/Demolition	18	45	10.8	18.6	162,712.80
Rough Grading	20	115	10.8	18.6	180,792.00
Fine Grading	20	116	10.8	18.6	180,792.00
Utility Construction	18	190	10.8	18.6	162,712.80
Building Construction	205	718	10.8	18.6	1,853,118.00
Paving	15	103	10.8	18.6	135,594.00
Architectural Coatings	41	80	10.8	18.6	370,623.60
<b>Total Gasoline Usage</b>					<b>3,046,345.20</b>
<b>Hauling Trips (Diesel)</b>					
Demolition	350 <sup>b</sup>	--	20	25.1	175,700
Grading	350 <sup>b</sup>	--	20	25.1	175,700
Vendor	350 <sup>b</sup>	--	20	25.1	175,700
<b>Total Diesel Usage</b>					<b>527,100</b>

Source: CalEEMod Model Data; DKA Planning 2016

Notes:

ave – average mpg – miles per gallon

a This is a conservatively estimated total, as it assumes no electric, hybrid or other alternate fuel use vehicles in the fleet mix.

b Number of haul trips total for entire phase

The estimated amounts of energy resources reported in **Tables 9.4-1** and **9.4-2** would be consumed over a period of just over three years (38 months) and would represent a small percentage of the total energy used in the state. More importantly, for reasons presented below, this consumption would not represent a wasteful and inefficient use of energy resources.

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. In addition, the proposed project would feature a sustainable design to comply with CALGreen and the Title 24 Building Code, which would also result in the use of sustainable materials and recycled content that would reduce energy consumption during project construction. Construction materials would include recycled materials and products originating from nearby sources to the extent feasible in order to comply with CALGreen, the Title 24 Building Code, and to reduce costs of transportation.

As discussed in section **6.2, Air Quality**, CARB has adopted Title 13 Section 2485, an Airborne Toxic Control Measure (ATCM), to limit diesel motor vehicle idling in order to reduce public exposure to diesel

particulate matter and other toxic air contaminants. All diesel-fueled commercial heavy- and medium-duty vehicles are required to comply with these measures. The ATCM requires that during construction idling times shall be minimized either by shutting equipment off when not in use, or limiting the maximum idling time to five minutes. It also requires that all construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications, and that all equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. **Mitigation Measure 6.3-1** requires that construction equipment be selected to minimize emissions, and that all diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously shall, at a minimum, meet US EPA particulate matter emissions standards for Tier 3 engines or equivalent. Idling restrictions and the use of newer engines and properly maintained equipment would result in less fuel combustion and energy consumption. Furthermore, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

For the reasons listed above, the proposed project would not involve the inefficient, wasteful, and unnecessary use of energy during construction and the construction-phase impact related to energy consumption would be less than significant.

## Operation

### Electricity and Natural Gas

#### Electricity

**Table 9.4-3, Estimated Electricity Usage at Project Buildout**, below, presents the projected electricity demand for the project.

Source	Quantity	Generation Factor	Annual Consumption (kWh)	Annual Consumption (GWh)
Residential	300 du	5,626.50 kWh/du/y	1,687,950	1.7
Community Center	4,900 sf	10.50 <sup>1</sup> kWh/sf/y	51,450	0.005
		<b>Total</b>	<b>1,739,400</b>	<b>1.705</b>

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— Source:

— South Coast Air Quality Monitoring District (AQMD) CEQA Air Quality Handbook, 1993

— Notes: kWh/y-Kilowatt hour per year; du-dwelling unit; sf-square feet; y-year

— <sup>1</sup> A miscellaneous electricity generation factor was used as a proxy for the recreational buildings.

## Natural Gas

**Table 9.4-4, Estimated Natural Gas Usage at Buildout**, below, presents the projected natural gas demand for the Project. As demonstrated in **Table 9.4-4**, the Project's natural gas demands would be 66,510.25 cubic feet per day (cf/d) or 24 million cubic feet per year (MMcf/y).

Source	Quantity	Generation Factor	Daily Consumption (cf)
Residential	300 du	6,665 cf/du/m	65,736.99
Community Center	4,900 sf	4.8 cf/sf/m <sup>1</sup>	773.26
		<b>Total</b>	<b>66,510.25</b>

– Source:  
 – <sup>1</sup> South Coast Air Quality Monitoring District CEQA Air Quality Handbook, 1993  
 – Notes:  
 – For a more accurate number, daily consumption was determined by calculating the yearly consumption using the monthly generation factor and dividing by the number of days in a year (365).  
 – cf-cubic feet; du- dwelling unit; sf-square feet; m-month  
 – <sup>1</sup> The hotel/motel generation factor was used for the community center as there would potentially be similar uses including showers, washers for towels, restrooms, heating/cooling, and a pool.

As demonstrated in **Table 9.4-3**, the project's electricity demands would be approximately 1,739,400 kilowatt-hours (kWh) per year. SCE has provided a will serve letter to the Applicant. The Will Serve letter states that SCE will serve the project's electrical requirements per the California Public Utilities Commission and the Federal Energy Regulatory Commission. Based upon the California Energy Commission's *California Energy Demand Updated Forecast, 2015-2025*<sup>12</sup>, SCE forecasts that its total energy sales in 2020 will be 111,589 gigawatt-hours (GWh) of electricity. At buildout, the project's electricity consumption would be 0.0015 percent of the conservatively estimated delivery capacity.

As demonstrated in **Table 9.4-4**, the Project's natural gas demands would be 66,510.25 cubic feet per day (cf/d) or 24 million cubic feet per year (MMcf/y). In 2015, SCGC delivered 2,619 MMcf/d of natural gas to accommodate demand within its service area. The project would represent 0.0025 percent of the conservatively estimated total supply delivered for the service area. Furthermore, SCGC has projected that in 2020 there would be additional capacity available to meet natural gas demands, for a total capacity of 3,875 MMcf/d.<sup>13</sup> SCGC has confirmed it has existing natural gas capacity to serve the project and except with respect to local gas lines to provide delivery of natural gas to the project site, would not need

<sup>12</sup> California Energy Commission's California Energy Demand Updated Forecast, 2015-2025, [https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwit7ffRsfLQAhVH22MKHY2vBTIQFggaMAA&url=http%3A%2F%2Fwww.energy.ca.gov%2F2014publications%2FCEC-200-2014-009%2FCEC-200-2014-009-SD.pdf&usq=AFQjCNHcLsli3829FnVS\\_vF4fdNfgo3lDw&bvm=bv.141320020,d.cGc](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=0ahUKEwit7ffRsfLQAhVH22MKHY2vBTIQFggaMAA&url=http%3A%2F%2Fwww.energy.ca.gov%2F2014publications%2FCEC-200-2014-009%2FCEC-200-2014-009-SD.pdf&usq=AFQjCNHcLsli3829FnVS_vF4fdNfgo3lDw&bvm=bv.141320020,d.cGc), November 2016.

<sup>13</sup> 2012 *California Gas Report*, California Gas and Electric Utilities, 2013.

to expand existing facilities or construct new facilities to accommodate the project.<sup>14</sup> Therefore, impacts on natural gas resources would be less than significant.

Title 24 represents the state policy on building energy efficiency. The goals of the Title 24 standards are to improve energy efficiency of residential and non-residential buildings, minimize impacts during peak energy-usage periods, and reduce impacts on state energy needs. The proposed project would comply with Title 24, and therefore would be energy efficient. Furthermore, the Project Applicant is proposing to include the features to minimize energy consumption, many of which are mandated by the CALGreen and the Title 24 Building Code, which would further reduce the amount of electricity and natural gas consumed by the proposed project from the estimates reported above.

It is anticipated that SCE and SCGC would be able to provide electricity and natural gas to the project site using existing infrastructure. Only minor modifications to the distribution system would be required to connect the proposed project to the existing off-site electrical and natural gas systems. Further, the project's demand for electricity by itself would not require the construction of new power generation facilities.

The proposed project is consistent with planning and growth projections for the City of Camarillo, as discussed in **Section 6.12, Population and Housing**. The electrical loads and natural gas demand that would be required by the proposed project are within the parameters of projected load growth in the City, and SCE and SCGC will be able to meet the demand in this area. Therefore, the proposed project would not result in the consumption of energy resources that could not be accommodated within the long-term electricity and natural gas supply and distribution system of SCE and SCGC.

### **Petroleum-Based Fuel**

The proposed project would result in the consumption of petroleum-fuel related to vehicular travel (quantified as vehicle miles travelled (VMT) to and from the Project site. **Table 9.4-5, Estimated Petroleum-based Fuel Usage at Buildout**, below, presents the projected consumption of approximately 37,331 gallons of diesel and 253,100 gallons of gasoline per year, or a total of 290,431 gallons of petroleum-based fuels per year based on an annual estimate of 5,644,680 VMT obtained from the CalEEMod results for the proposed project.

This is a conservative estimate, given that it assumes no electric, hybrid, or other alternate fuel use vehicles in the fleet mix. Furthermore, this level of annual consumption is based on fuel efficiency rates (miles per gallon) shown in **Table 9.4-5**. Federal and state laws and regulations will continue to require

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<sup>14</sup> Southern California Gas Company, Environmental Specialist/Land Planner, James Chuang, written communication July 25, 2013.

further improvements in fuel efficiency in motor vehicles produced and/or sold in the US and total annual consumption of petroleum-based fuel is expected to decrease over time.

As previously discussed, in 2015, it is estimated that 14.9 billion gallons of gasoline (non-diesel)<sup>15</sup> and 2.81 billion gallons of diesel fuel<sup>16</sup> were sold statewide. Thus, at buildout, the proposed project would represent less than 0.0017 percent of the statewide annual gasoline consumption and less than 0.0013 percent of the statewide annual diesel consumption.

For the reasons listed above, the proposed project would not involve the inefficient, wasteful, and unnecessary use of energy during operation and the operation-phase energy impact would be less than significant.

**Table 9.4-5  
Estimated Petroleum-based Fuel Usage at Project Buildout**

Source	Fleet Mix <sup>a</sup>	Generation Factor <sup>b, c</sup>	Annual Consumption (in gallons)
Mobile			
Diesel (gallons)	16.6%	937,017/25.1 mpg	37,331
Gasoline (gallons)	83.4%	4,707,663/18.6 mpg	253,100
<b>Total</b>			<b>290,431</b>

Source: DKA Planning and Impact Sciences 2016

Notes:

mpg = miles per gallon

<sup>a</sup> Data Source: FHWA OHPI, Highway Statistics, Fuel Consumption by State and Type  
<http://www.fhwa.dot.gov/policyinformation/pubs/hf/pl11028/chapter5.cfm>

<sup>b</sup> Data Source: California Department of Transportation, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast,  
<http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF>

<sup>c</sup> Diesel-powered vehicles typically get 30-35% more miles per gallon than comparable vehicles powered by gasoline. US Department of Energy, Fuel Economy Guide, <http://www.fueleconomy.gov/feg/pdfs/guides/FEG2013.pdf>

## Mitigation Measures

No mitigation measures are required.

## Residual Impacts

Impacts would be less than significant.

<sup>15</sup> California Energy Commission, California Gasoline Data, Facts, and Statistics. [http://www.boe.ca.gov/sptaxprog/reports/MVF\\_10\\_Year\\_Report.pdf](http://www.boe.ca.gov/sptaxprog/reports/MVF_10_Year_Report.pdf), accessed October 29, 2016.

<sup>16</sup> California Energy Commission, Diesel Fuel Data, Facts, and Statistics. [http://www.boe.ca.gov/sptaxprog/reports/Diesel\\_10\\_Year\\_Report.pdf](http://www.boe.ca.gov/sptaxprog/reports/Diesel_10_Year_Report.pdf), accessed October 29, 2016.

## **ALTERNATIVES**

Appendix F of the *State CEQA Guidelines* recommends that alternatives should be compared in terms of overall energy consumption and in terms of measures to reduce energy use. The energy use and impacts of alternatives to the proposed project are presented in **Section 7.0, Alternatives**, of this Draft EIR.

## **UNAVOIDABLE ADVERSE EFFECTS**

Appendix F of the *State CEQA Guidelines* recommends that the EIR report any unavoidable adverse impacts associated with the project's energy use. The analysis presented above shows that the proposed project would not result in a significant unavoidable impact associated with the use of energy by the Project.

## **IRREVERSIBLE COMMITMENT OF RESOURCES**

Appendix F states that an irreversible commitment of resources could occur if the project preempts future energy development or future energy conservation. The proposed project is a residential development that would not preempt future energy development on the project site since there are no energy resources located on or near the site. The proposed project would also not preempt future energy conservation, because similar to other residents in the City, the project site property owners would be able to implement energy efficiency improvements that become available in the future.

## **SHORT-TERM GAINS AND LONG-TERM IMPACTS**

Appendix F suggests that the project's short-term gains and long-term impacts can be evaluated by calculating the project's energy cost over the project's lifetime. As noted above, the proposed project would not result in a wasteful use of energy. The project would contribute to senior citizen housing stock that is wanted to help meet the City's housing needs. There would not be a reduction of long-term benefits for short-term gains as a result of the proposed project.