

SECTION 5: OTHER CEQA CONSIDERATIONS

5.1 - Introduction

This section addresses other considerations of the California Environmental Quality Act (CEQA). More specifically, this section includes a description of growth inducing impacts of the project, which pertains to ways in which the project could promote either direct or indirect growth. Additionally, this section addresses significant irreversible changes to the environment, which would result from implementation of the project. This section includes a discussion of significant and unavoidable impacts of the project, which are significant impacts that result from the project and that can be mitigated, but not to a less than significant level. Finally, consistent with CEQA and the State CEQA Guidelines, Appendix F, this section includes a discussion of energy conservation.

5.2 - Growth Inducing Impacts

Growth inducing impacts are addressed in Section 15126.2(d) of the State CEQA Guidelines. The State CEQA Guidelines define growth inducing impacts as “. . . the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”

Growth inducing impacts can occur when the development of a project imposes new burdens on a community by directly inducing population growth, or by leading to the construction of additional developments in the same area of the project. Also included in this category are projects that would remove physical obstacles to population growth, such as a new road into an undeveloped area or a wastewater treatment plant with excess capacity that could allow additional new development. Construction of these types of infrastructure projects cannot be considered isolated from the development they facilitate and serve. Projects that physically remove obstacles to growth, or projects that indirectly induce growth, are those which may provide a catalyst for future unrelated development in the area (such as a new residential community that requires additional commercial uses to support residents). The growth inducing potential of a project would also be considered significant if it fosters growth in excess of what is assumed in the local master plans and land use plans, or in projections made by regional planning agencies.

As discussed in Section 2, Project Description of this document, the project proposes two industrial buildings that will be designed to be eligible for Leadership in Energy and Environmental Design (LEED) Silver Certification. Building 1 will comprise approximately 811,000 square feet and Building 2 will comprise approximately 1,012,760 square feet, for a total of approximately 1,823,760 square feet of floor area. The two industrial buildings would include approximately 30,000 square feet of office space.

The project site is surrounded by some rural residential development. Existing water and wastewater infrastructure are available in the project area, as detailed in Section 17, Utilities and Service Systems. In order to provide service to the project site, off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard will be constructed. In addition, two on-site water

tanks, each with a capacity of 1 million gallons, will be provided to serve other properties in the Yucaipa Valley Water District (YVWD) service area. There are developed properties in the project area, and 43 additional projects planned in the area. Refer to Table 4-1 and Exhibit 4-1 of Section 4, Cumulative Impact Analysis for a listing of planned projects. While the project does not include the construction of major infrastructure improvements, such as a wastewater treatment plant, it does facilitate the future construction of two 1-million-gallon water storage tanks by the YVWD by providing the concrete pad where the tanks may be placed in the future, and by changing the General Plan designation of this area to Public Facility (PF). If the tanks were not constructed as part of the project, the YVWD would need to site and construct them elsewhere in order to provide water in this region of its service area. The construction of the two water storage tanks, as well as the extension of wastewater and potable water services, would potentially encourage subsequent development by removing infrastructure barriers to growth in the vicinity of the project. However, this growth was already projected and accounted for by the 2015 San Bernardino Valley Regional Urban Water Management Plan, which indicates that the population for YVWD's service area is anticipated to increase from 44,745 in 2015 to 69,207 in 2045.

A General Plan Amendment application to change the Land Use designation from Rural Mountainous (RM), and Very Light Density Residential (VLDR) to Rural Mountainous, Open Space Recreation (OS-R), Public Facility (PF), and Light Industrial (LI) is proposed as part of the project entitlements. The project also includes a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P), to be consistent with the General Plan Amendment. The area re-designated as PF would contain the two proposed water tanks for use by the YVWD. The northern portion of the project site designated as RM will remain designated as RM, and would not be developed as part of this project. The northern portion of the site currently designated VLDR would be changed to OS-R, and would also remain undeveloped.

The new public roadway that is proposed to provide access to the project buildings would also provide access to the four existing, single-family residences located to the north of the project site, but otherwise will not induce growth. The main purposes of the roadway are to provide access to and between the project buildings, to accommodate the turning movements and stacking requirements of the truck-trailer traffic, to provide a distinctive entrance to the project site with a signalized intersection, and to provide alternate access to the existing residences to the north.

Because the project involves the development of an industrial land use in a predominantly rural area of the unincorporated County of Riverside, the construction of off-site water and sewer lines in Cherry Valley Boulevard and Calimesa Boulevard and the inclusion of on-site water storage tanks have the potential induce growth, as the project would not only remove infrastructure barriers to growth in the project area but could also foster economic growth.

The project site is located in The Pass Area Plan and the Cherry Valley Gateway Policy Area. The Gateway Area is already in the process of transitioning to higher-intensity land uses. For example, the Sunny Cal Egg Ranch project, which includes up to 597 residential lots immediately to the south of the project site has been approved. Additionally, the City of Calimesa General Plan designates land adjacent to the area west of the project site as "Commercial Retail," and this area is zoned by the City of Calimesa as "Commercial Regional," which allows for developments with floor area ratios

(FAR) up to 75:1. As specified by the City of Calimesa's General Plan, Commercial Regional properties allow for the development of commercial uses "that will cater to a wide market, including a full range of retail shops and services within a shopping center environment."

In addition, the unincorporated area at the southeast corner of the I-10 Freeway and Cherry Valley Boulevard located directly west of the proposed project is zoned as Scenic Highway Commercial (CPS). There are several other projects in Cherry Valley and the cities of Beaumont and Calimesa in the vicinity of the proposed project, as depicted by Exhibit 3.10-1. These include some industrial projects (Rolling Hills Ranch Industrial Prologis and the Dowling Orchard Business Park).

Because of the evolving nature of the Cherry Valley Gateway Policy area, the General Plan acknowledges the potential for higher intensity uses for undeveloped parcels by stating explicitly that "[h]igher densities may be allowed through a general plan amendment" This evolution can be seen in the history of higher intensity uses located on and around the project site, and in the various higher intensity developments proposed for neighboring parcels. For example, the now defunct Sunny Cal Chicken Ranch immediately south of the site was a major industrial chicken ranch, which included 400 chicken houses with the capacity to process 500 cases of eggs per hour. Additionally, the nearby truck repair business, Luther's Truck and Equipment, has been operating for nearly two decades and employs a staff of 10 to 19 individuals. Thus, the Gateway Policy area has historically accommodated a variety of industrial and commercial uses. Therefore, implementation of the project would not likely induce growth that is inconsistent with historic trends in the area, or inconsistent with the policy of allowing higher densities with approval of a general plan amendment, which will be part of the project entitlements.

5.3 - Significant Irreversible Changes

As mandated by the State CEQA Guidelines, the EIR must address any significant irreversible environmental change that would result from implementation of the project. Pursuant to State CEQA Guidelines (§ 15126.2(c)), such a change would occur if one of the following scenarios is involved:

- The project would involve a large commitment of nonrenewable resources;
- Irreversible damage can result from environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy.)

The environmental effects of the project are discussed in Section 3 of this Recirculated Draft EIR (RDEIR). Implementation of the project would require the long-term commitment of natural resources and land, as discussed in the following paragraphs.

Approval and implementation of actions related to the project would result in an irretrievable commitment of non-renewable resources such as energy supplies and other construction related materials. The energy resource demands would be used for construction, heating, and cooling of

buildings; transportation of people and goods; heating and refrigeration; lighting; and other associated energy needs.

Environmental changes with implementation of the project would occur as the physical environment is altered through continued commitments of land and construction materials to urban development. There would be an irretrievable commitment of materials used in construction. Nonrenewable resources would be committed primarily in the form of fossil fuels and would include fuel, oil, natural gas, and gasoline used by vehicles and equipment associated with implementation of the project.

The consumption of other non-renewable or slowly renewable resources would result from the development of the project. These resources would include but would not be limited to lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, and water.

The project is not anticipated to result in significant irreversible environmental damage because, pursuant to State CEQA Guidelines (Section 15126.2(c)), the project does not meet any of the three scenarios listed above. Irreversible damage is not anticipated from environmental accidents associated with the project, as it will comply with all applicable local and state regulations regarding handling and storage of hazardous materials. While a large commitment to nonrenewable resources would be required, the project would use the energy efficiently and would not result in the wasteful use of energy. Electric trailer movers will be used on-site to move trailers throughout the project site, and to minimize the amount of emissions generated. Other on-site support equipment required to serve the project would also be electrically powered. Short-term construction and long-term operational energy consumption are discussed below.

5.3.1 - Short-Term Construction

The United States Environmental Protection Agency (EPA) regulates non-road diesel engines. The EPA has set emission standards for the engines used in most construction equipment. The EPA has also adopted non-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. The most recent non-road engine and fuel regulations complement similarly stringent regulations for highway diesel fueled vehicles for 2007. In 1994, the EPA adopted the first set of emissions standards (Tier 1) for all new non-road diesel engines greater than 37 kilowatts (50 horsepower). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing nitrogen oxide (NO_x) emissions from these engines by 30 percent. The EPA has since adopted more stringent emission standards for NO_x, hydrocarbons, and particulate matter from new non-road diesel engines. This program includes the first set of standards for non-road diesel engines less than 37 kilowatts (kW). It also phases in more stringent Tier 2 emission standards from 2001 to 2006 for all engine sizes, and includes yet more stringent Tier 3 standards for engines between 37 and 560 kW (50 and 750 horsepower) from 2006 to 2008. These standards will further reduce non-road diesel engine emissions by 60 percent for NO_x and 40 percent for particulate matter (PM) from Tier 1 emission levels. In 2004, the EPA issued the Clean Air Non-road Diesel Rule. This rule, which took effect in 2008 and has been fully phased since 2014, adopted Tier 4 emission standards, in which engine manufacturers produce engines with advanced emission control technologies that will cut emissions from non-road diesel engines by

more than 90 percent. These emission standards are intended to promote advanced clean technologies for non-road diesel engines that improve fuel combustion, but they also result in slight decreases in fuel economy.

The project is anticipated to break ground as early as the first quarter of 2016 and to be completed in approximately 18 months.¹ Table 5-1 provides an estimate of the project's construction fuel consumption.

Table 5-1: Construction Fuel Consumption

Phase	Fuel Consumption (gallons)
Site Preparation	330,630
Mass Grading	520,239
Building Construction	447,382
Tenant Improvements (Architectural Coatings)	110,428
Paving	31,796
Total	1,330,046

Source: FirstCarbon Solutions, 2015.

As shown in Table 5-1, construction activities associated with the proposed project would be estimated to consume 1,330,046 gallons of diesel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

5.3.2 - Long-Term Operations

Transportation Energy Demand

Vehicle fuel efficiency is regulated at the federal level. Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. The fuel economy standard for new passenger cars has been 27.5 miles per gallon since 1990; however, in 2011 this standard was updated to 30.2 miles per gallon. The fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been updated to 24.1 miles per gallon since 2011. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model; rather, compliance is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

¹ Construction of the project would be more likely be initiated in early 2017, but a 2016 estimate is more conservative in terms of energy use and impacts.

Trip generation figures provided in the Traffic Impact Study prepared by Urban Crossroads were used to estimate vehicular fuel consumption associated with trips to and from the project site. Table 5-2 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project. These estimates were derived using the same assumptions used in the operational air quality analysis in Section 3, Air Quality.

Table 5-2: Daily Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Daily Vehicle Miles Traveled	Average Fuel Economy (miles per gallon)	Total Daily Fuel Consumption (gallons)
Passenger Vehicles	35	11,022	33.5	329
Light trucks	27	8,502	25.7	331
Heavy trucks	38	46,680	7.9	5,909
Total	100	66,204	—	6,569

Notes:
Daily trips and vehicle miles traveled provided by CalEEMod modeling output.
Average fuel economy provided by the United States Department of Transportation, Bureau of Transportation Statistics.
Source: FirstCarbon Solutions, 2015.

As shown in Table 5-2, daily vehicular fuel consumption is estimated to be 6,569 gallons of both gasoline and diesel. It is expected that vehicular fuel consumption associated with the project would be similar to other distribution warehouses within the project area, and would not be any more inefficient, wasteful, or unnecessary than for any other similar land use in the region.

Building Energy Demand

The project is estimated to demand 5.75 million kWh of electricity on an annual basis and 3.9 million kBtu of natural gas on an annual basis. These figures were derived from energy consumption rates calculated within CalEEMod.

Furthermore, as detailed in Section 2, the project is designed to comply with the United States Green Building Council's (USGBC's) LEED Silver Certification. The LEED rating system is intended to assess and promote sustainable design and operation, including reducing the energy use and water consumption, among other sustainable materials and indoor environmental quality parameters. LEED recognizes four levels of certification. The number of points a project earns determines the level of LEED certification that the project will receive. Typical certification thresholds are as follows: Certified—40 to 49 points, Silver—50 to 59 points, Gold—60 to 79 points, and Platinum—80-plus points. Additionally, the project includes the use of rooftop solar panels. The on-site solar panels would provide an estimated 23 percent of the project's power needs.

Without LEED and energy efficient features applied (business as usual), the estimated annual use of energy for both buildings would be approximately 5,750 megawatt-hours per year (MWh/year). However, with LEED requirements and energy savings applied, the project is estimated to use approximately 1,524 MWh/year.

Thus, the project would not result in wasteful use of energy.

5.4 - Significant and Unavoidable Impacts

Potential environmental effects of the project and proposed mitigation measures are discussed in detail in Section 3 of this RDEIR. Section 15126.2(b) of the State CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less than significant levels. There are significant and unavoidable impacts from the project. Those impacts include air quality and transportation/traffic. Specific, significant, adverse, and unavoidable impacts for each issue area are discussed below.

Air Quality—The project would exceed South Coast Air Quality Management District (SCAQMD) regional thresholds for NO_x and ROG during operation, even after mitigation. The project would also obstruct implementation of the Air Quality Management Plan because its operational emissions exceed the SCAQMD regional significance thresholds and would impede the timely attainment of ambient air quality standards. The project would also result in cumulatively considerable net increase in a criteria pollutant, ozone, because regional significance thresholds for ROG and NO_x, both ozone precursors, are exceeded. Therefore, the project's operational impact in this regard will be significant, adverse, and unavoidable.

Traffic—Cumulative impacts for I-10 Freeway—Eastbound and Westbound, and the on- and off-ramps at Cherry Valley Boulevard, as well as five intersections and 19 freeway mainline segments would be considered significant, adverse, and unavoidable.

The following environmental issues addressed in the RDEIR were determined to be less than significant, or could be reduced to less than significant levels with mitigation measures:

- Aesthetics
- Agricultural and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

5.5 - Energy Conservation and Appendix F Considerations

Public Resources Code section 21100(b)(3) and State CEQA Guidelines section 15126.4 require environmental impact reports to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the State Legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs; license thermal power plants of 50 megawatts or larger; develop energy technologies and renewable energy resources; plan for and direct state responses to energy emergencies; and, perhaps most

importantly, promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created Appendix F to the State CEQA Guidelines. Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy.

Appendix F of CEQA states:

Potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- decreasing overall per capita energy consumption,
- decreasing reliance on fossil fuels such as coal, natural gas and oil, and
- increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)). Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production. Electricity and gas providers for the project are discussed below. Refer to Section 3.17, Utilities and Service Systems for additional information.

5.5.1 - Electricity

SCE provides electricity service to the project area. There is an existing 12,000-volt mainline that runs along the south side of Cherry Valley Boulevard. SCE confirmed that the project is within its service territory. SCE would serve the project's electrical requirements consistent with the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

Natural Gas

SCGC, which is a Sempra Energy utility, provides natural gas service to the project area. The company's service territory encompasses approximately 20,000 square miles in throughout Central and Southern California (SCGC 2013).

Title 24, Energy Efficiency Standards

California Code of Regulations (CCR) Title 24, which was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, provides energy efficiency standards for residential and nonresidential buildings.

First adopted in 1977, the Standards have been periodically updated approximately on a three-year cycle. The current 2013 standards improve upon the 2008 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect July 1, 2014.

The project consists of two industrial buildings that would be designed to be eligible for LEED Silver Certification. Building 1 would comprise approximately 811,000 square feet, and Building 2 approximately 1,012,760 square feet for a total of approximately 1,823,760 square feet of floor area. Development of the project would convert the site from an undeveloped state to two industrial buildings. This change in land use on-site would increase demand for energy. More specifically, the project is anticipated to increase demand of electricity, natural gas and motor vehicle fuel, air conditioning and fuel associated with construction of the project. Energy resources would be consumed both during project construction and during the lifetime of the project. The project would provide rooftop solar panels that would meet approximately 23 percent of the project's total energy needs. Additionally, Mitigation Measure AQ-1h of this document would require a minimum of two electric vehicle charging stations for automobiles or light-duty trucks at each building, along with bicycle storage, showers, and preferred parking for low-emitting or fuel-efficient vehicles.

The State of California regulates energy consumption under Title 24 of the California Code of Regulations. The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission (CEC) and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The project is also required to adhere to building standards of the County of Riverside.

Although the project would consume energy and have an impact on available energy resources, it will comply with Title 24 and would have a less than significant impact on energy conservation plans.

5.5.2 - Energy Use from Vehicles

While a large commitment to nonrenewable resources would be required, the project would use the energy efficiently and would not result in the wasteful use of energy. Electric trailer movers will be used on-site to move trailers throughout the project site, and to minimize the amount of emissions generated. Other on-site support equipment required to serve the project would also be electrically powered. Short-term construction and long-term operational energy consumption are discussed below.

Short-Term Construction

The United States Environmental Protection Agency (EPA) regulates non-road diesel engines. The EPA has set emission standards for the engines used in most construction equipment. The EPA has also adopted non-road diesel fuel requirements to decrease the allowable levels of sulfur, which can damage advanced emission control technologies. The most recent non-road engine and fuel regulations complement similarly stringent regulations for highway diesel fueled vehicles for 2007. In 1994, the EPA adopted the first set of emissions standards (Tier 1) for all new non-road diesel engines greater than 37 kilowatts (50 horsepower). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NO_x emissions from these engines by 30

percent. The EPA has since adopted more stringent emission standards for NO_x, hydrocarbons, and particulate matter from new non-road diesel engines. This program includes the first set of standards for non-road diesel engines less than 37 kilowatts (kW). It also phases in more stringent Tier 2 emission standards from 2001 to 2006 for all engine sizes, and includes yet more stringent Tier 3 standards for engines between 37 and 560 kW (50 and 750 horsepower) from 2006 to 2008. These standards will further reduce non-road diesel engine emissions by 60 percent for NO_x and 40 percent for particulate matter (PM) from Tier 1 emission levels. In 2004, the EPA issued the Clean Air Non-road Diesel Rule. This rule, which took effect in 2008 and has been fully phased since 2014, adopted Tier 4 emission standards, in which engine manufacturers produce engines with advanced emission control technologies that will cut emissions from non-road diesel engines by more than 90 percent. These emission standards are intended to promote advanced clean technologies for non-road diesel engines that improve fuel combustion, but they also result in slight decreases in fuel economy.

The project is anticipated to break ground as early as the first quarter of 2016 and to be completed in approximately 18 months.² Table 5-3 provides an estimate of the project's construction fuel consumption.

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Long-Term Operations

Transportation Energy Demand

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² Construction of the project is more likely to be initiated in early 2017.

standard for new passenger cars has been 27.5 miles per gallon since 1990; however, in 2011 this standard was updated to 30.2 miles per gallon. The fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been updated to 24.1 miles per gallon since 2011. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model; rather, compliance is determined on the basis of each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

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Building Energy Use

As previously discussed, the project is estimated to demand 5.75 million kWh of electricity on an annual basis and 3.9 million kBtu of natural gas on an annual basis. These figures were derived from energy consumption rates calculated within CalEEMod.

Furthermore, as detailed in Section 2, the project is designed to comply with the United States Green Building Council’s (USGBC’s) LEED Silver Certification. The LEED rating system is intended to assess and promote sustainable design and operation, including reducing the energy use and water consumption, among other sustainable materials and indoor environmental quality parameters. LEED recognizes four levels of certification. The number of points a project earns determines the

level of LEED certification that the project will receive. Typical certification thresholds are as follows: Certified—40 to 49 points, Silver—50 to 59 points, Gold—60 to 79 points, and Platinum—80-plus points. Additionally, the project includes the use of rooftop solar panels. The on-site solar panels would provide an estimated 23 percent of the project's power needs.

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