



9.0 ENERGY

9.1 Regulatory Setting

While many federal and State programs and regulations are in place to promote improvements in energy efficiency and energy conservation, most are not directly applicable to implementation of the proposed PWP and site-specific improvement projects. Therefore, the following highlights only those measures that would have the effect of enhancing the energy efficiency of the proposed project and ongoing operation of the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area.

9.1.1 Renewables Portfolio Standard

Senate Bill (SB) 1078, SB 107, Executive Order (EO) S-14-08, and SB X1-2 have established increasingly stringent renewable portfolio standard (RPS) requirements for California's utility companies. RPS-eligible energy sources include wind, solar, geothermal, biomass, and small-scale hydro projects.

- SB 1078 required investor-owned utilities to provide at least 20 percent of their electricity from renewable resources by 2020.
- SB 107 accelerated the SB 1078 timeframe to take effect in 2010.
- EO-S-14-08, codified by SB X1-2, increased the RPS further to 33 percent by 2020.
- SB 350 increased the RPS to 50 percent by 2030.
- SB 100 increased the RPS to 60 percent by 2030 and required the State's electricity to come from carbon-free resources by 2045.

These requirements improve energy efficiency and minimize the adverse environmental effects associated with energy use through reducing the carbon content of electricity generation and reduce GHG emissions associated with both existing and new development.

9.1.2 California Code of Regulations, Title 24

New buildings constructed in California must comply with the standards contained in California Code of Regulations (CCR) Title 24. Title 24 Parts 6 and 11 are the California's Building Energy Efficiency Standards. Part 6, the California Energy Code, governs energy consumed by commercial and residential buildings in California. This includes the HVAC system; water heating; and some fixed lighting. Non-building energy use, or "plug-in" energy use, is not covered by Title 24. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods; the most recent update was in 2019 and took effect January 1, 2020. Nonresidential buildings are anticipated to consume 30 percent less energy as compared to nonresidential buildings constructed under the 2016 California Energy Code, primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The California Energy Code is enforced through the local plan check and building permit process.

On July 17, 2008, the California Building Standards Commission adopted the California Green Building Standards Code (Part 11, Title 24, Part 11), commonly known as CALGreen, the nation's first green building standards. The code was last updated



in 2019, effective January 1, 2020. Part 11 establishes mandatory standards, including planning and designing for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The provisions of the code apply to the planning, design, construction, use and occupancy of all newly constructed or substantially renovated buildings and structures throughout California. Some key provisions of the code include, but are not limited to, requirements related to the installation of electric vehicle charging infrastructure in residential and nonresidential developments, establishment of maximum fixture water use rates to reduce indoor water use consumption, diversion of 65 percent of construction and demolition waste from landfills, and mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, and flooring. The code also includes additional voluntary measures to achieve increased energy savings: Tier 1 prerequisites set a higher baseline than CALGreen mandatory measures, while Tier 2 prerequisites include all of Tier 1 plus some enhanced or additional measures.

9.1.2.1 Executive Order B-18-12

Executive Order B-18-12 requires all new State buildings and major renovations beginning design after 2025 to be constructed as Zero Net Energy facilities. The Executive Order sets an interim target for 50 percent of new facilities beginning design after 2020 to be Zero Net Energy. It directs State agencies to take measures toward achieving Zero Net Energy for 50 percent of the square footage of existing State-owned building area by 2025.

9.2 Environmental Setting

9.2.1 Energy Supply and Demand

9.2.1.1 Electricity

California's total energy consumption is the second highest in the nation; however, in 2018 the state's per-capita energy consumption was the fourth-lowest, due in part to its mild climate and its energy efficiency programs (EIA 2020a). Electricity supply in California involves a complex grid of power plants and transmission lines location in the Western United States, Canada, and Mexico. Electricity accounts for approximately 14 percent of all energy consumption in the State; the total system power for California in 2019 was 277,704 gigawatt-hours (GWh) of electricity, down 2.7 percent from 2018 (CEC 2020a). The trends observed in energy demand in the State have been flat or slightly declining as energy efficiency programs have resulted in end-use energy savings and as customers install behind-the-meter energy systems that directly displace utility-supplied generation. In 2018, California ranked first in the nation as a producer of electricity from solar, geothermal, and biomass resources and fourth in the nation in conventional hydroelectric power generation.

Within San Luis Obispo County, total electricity consumption in 2019 was approximately 1,707 GWh, of which, 62 percent, or 1,060 GWh, was attributable to non-residential use and 38 percent, or 647 GWh, was attributable to residential use (CEC 2020b).

Pacific Gas & Electric (PG&E) is responsible for providing electric power supply to the Pismo State Beach area. One of the largest combined natural gas and electrical energy companies in the United States, PG&E generates, transmits, and distributes electrical service to approximately 16 million people throughout its approximately 70,000-square-mile service area, which stretches north to south in California from Eureka to Bakersfield and west to east from the Pacific Ocean to the Sierra Nevada (PG&E 2020). PG&E provides power from a variety of sources, including nuclear,



hydroelectric, natural gas, and renewable energy resources such as wind, geothermal, biomass, solar, and small hydro. In addition to a base power mix shown, PG&E offers 100 percent and 50 percent solar electricity source options for customers. In 2018, approximately 86 percent of energy delivered by PG&E through its base mix was from non-GHG-generating sources: 39 percent of energy delivered by PG&E was from qualified renewable sources, thereby reaching the State's 2020 renewable energy goal ahead of schedule. PG&E owns and operates eight solar plants and has connected approximately 465,000 private rooftop solar customers to its energy grid. PG&E's hydroelectric system is spread across California, consisting of 100 reservoirs that feed 65 powerhouses and a pumped storage facility, with a total generating capacity of nearly 4,000 megawatts (PG&E 2020).

In 2021, Central Coast Community Energy (3CE) will expand its service area to include the Cities of Pismo Beach and Grover Beach. 3CE, previously called Monterey Bay Community Power, is part of the California Community Choice Association of energy providers. 3CE provides carbon-free electricity that, in 2018, was a power generation mix of 34 percent qualified renewable resources and 68 percent large hydroelectric, with a 100 percent qualified renewable resources (50 percent solar and 50 percent wind) option for customers (CEC 2019b).

The PWP area has limited electrical infrastructure due to the vast acreage of open sand dunes and other open spaces lands that are not permanently developed for residential, commercial, industrial, or other inhabitable use. There is electricity, both in the form of aboveground and underground infrastructure, along the streets that serve the PWP area, including Grand Avenue and Pier Avenue.

9.2.1.2 Natural Gas

California's total natural gas consumption for 2019 was approximately 2,154 billion cubic feet (215,400 billion British thermal units [Btu]), approximately 2,094 billion cubic feet (209,400 Btu) of which was delivered to consumers (EIA 2020b). CEC estimates that nearly 45 percent of the natural gas burned in California was used for electricity generation, and much of the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. Nearly 90 percent of the State's natural gas supply is from out-of-state imports. Because natural gas provides load when the availability of hydroelectric power generation and/or other sources decrease, use varies greatly from year to year. The availability of hydroelectric resources, the emergence of renewable resources for electricity generation, and overall consumer demand are the variables that shape natural gas use in electric generation.

The Pismo State Beach area is within the natural gas service area of Southern California Gas Company (So Cal Gas). SoCalGas is the largest natural gas distribution utility, serving 21.8 million consumers throughout its 24,000 square mile service area (SoCalGas 2020). In 2019, SoCalGas customers consumed approximately 5,425 million therms of natural gas, approximately 45 percent of which was consumed by residential users and 31 percent by industrial users (CEC 2020c). According to SoCalGas, statewide natural gas demand is projected to decline at an average rate of 1.0 percent each year through 2035, specifically in the major market segment areas of residential, electric generation, commercial, and industrial, due to aggressive energy efficiency programs in these sectors and statewide efforts to increase electrical generation through alternative resources that produce few or no carbon emissions (California Gas and Electric Utilities. 2020).



9.2.1.3 Petroleum

The transportation sector accounts nearly half of end-use energy consumption in California (EIA 2020c). Among the various types of fuel sources, gasoline is the most used transportation fuel in California, primarily consumed by light-duty cars, pickup trucks, and sport utility vehicles, and diesel fuel is the second largest transportation fuel used in California, primarily consumed by heavy-duty trucks, delivery vehicles, buses, trains, ships, boats and barges, farm, construction and heavy duty vehicles and equipment (CEC 2020 d, e).

While gasoline and diesel fuel remain the primary fuels used for transportation in California, the types of transportation fuel have diversified in California and elsewhere. Historically gasoline and diesel fuel accounted for nearly all demand; now, however, numerous options are available, including ethanol, natural gas, electricity, and hydrogen. California has provided incentives to increase the use of non-carbon-emitting vehicles and by the end of 2018, California drivers owned almost 500,000 electric and plug-in hybrid vehicles. In 2019, nearly one-fourth of the nation's electric vehicle charging stations were in California (U.S. Energy Information Administration 2020c).

9.3 Project Impacts

Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the PWP would result in a potentially significant impact related to population and housing if it would:

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

9.3.1 Impacts and Mitigation

9.3.1.1 Impacts from PWP Implementation

Implementation of the park management programs and plans under the proposed PWP would not result in a net increase in energy demand or any conflict with a plan for renewable energy or energy efficiency. Park facilities and grounds maintenance activities, as well as the majority of the other programs and plans, under the proposed PWP have been occurring and presently occur in the PWP area, and therefore, are considered part of the baseline conditions for this analysis. Natural resource management programs, as described in Section 3.4.3, are covered under the draft Habitat Conservation Plan and EIR and do not result in a substantial increase in energy demand or the wasteful use of fuel or energy, and no state or local plans targeting renewable energy or energy efficiency are applicable to the PWP. Implementation of the PWP would not change or result in new land use or new buildings for human habitation. There will be no net increase in park user or staff vehicle activity or use of off-road maintenance equipment associated with implementation of the proposed PWP, and therefore no net increase in fuel demand for transportation purposes associated with PWP implementation. Accordingly, the proposed PWP would not use energy in a wasteful, inefficient, or unnecessary way, nor would it conflict with or obstruct implementation of a state or local plan adopted for the purposes of increasing energy efficiency and renewable energy; there is **no impact** on energy resources from implementation of the PWP.



9.3.1.2 Impacts from PWP Proposed Development Projects and Small Development Projects

Impact 9-1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Construction of site-specific projects would involve consumption of construction-related energy in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). The primary energy demands during construction would be associated with construction equipment and vehicle fueling. Energy in the form of fuel and electricity would be consumed during this period by construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site.

Table 9-1 presents the total fuel consumption anticipated for construction activities, shown both for the overall construction period and amortized over an assumed 25-year lifetime. The data in Table 9-1 are based on the emissions calculations for proposed construction activities (using CalEEMod, as detailed in the methodology for GHG emissions in Section 11 of this EIR) and application of standard CO₂ emissions coefficients for diesel and gasoline fuel to estimate fuel consumption for each phase of construction activities. Refer to Appendix B for detailed model inputs, assumptions and calculations.

Over the anticipated 8-year construction period, implementation of new development and public facilities and infrastructure required to serve new development would require approximately 251,065 gallons of diesel and 30,056 gallons of gasoline. Fuel consumed during construction would be temporary in nature and would not represent a significant demand on available fuel, beyond normal construction fuel usage. These fuel consumption estimates do not account for increased use of alternative fuels, or hybrid or electric vehicles that may occur over time. There are no anticipated unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Where feasible, Parks staff would conduct construction-related activities, thereby reducing worker trips and distances, and related fuel demand compared to the assumptions used to derive the estimates in Table 9-1.

Table 9-1. Construction-Related Energy Demands

Site-Specific Project	Anticipated Construction Duration	MT CO ₂ e per Year	Predominant Fuel Type	Factor (MT CO ₂ per Gallon) ^b	Gallons per Year
Pier & Grand Ave. Entrances and Lifeguard Towers–Off-road	3 months	31.13	Diesel	0.01016	3,064
Pier & Grand Ave. Entrances and Lifeguard Towers–Haul	3 months	0.23	Diesel	0.01016	23
Pier & Grand Ave. Entrances and Lifeguard Towers–Vendor	3 months	3.33	Diesel	0.01016	328
Pier & Grand Ave. Entrances and Lifeguard Towers–Worker	3 months	3.68	Gasoline	0.008887	414

Site-Specific Project	Anticipated Construction Duration	MT CO ₂ e per Year	Predominant Fuel Type	Factor (MT CO ₂ per Gallon) ^b	Gallons per Year
Trash Enclosure at Post 2 / Beach Trash Management–Off-road	3 months	28.65	Diesel	0.01016	2,819
Trash Enclosure at Post 2 / Beach Trash Management–Haul	3 months	0.76	Diesel	0.01016	75
Trash Enclosure at Post 2 / Beach Trash Management–Vendor	3 months	0.00	Diesel	0.01016	0
Trash Enclosure at Post 2 / Beach Trash Management–Worker	3 months	2.44	Gasoline	0.008887	274
North Beach Campground Facility Improvements–Off-road	6 months	31.13	Diesel	0.01016	3,064
North Beach Campground Facility Improvements–Haul	6 months	0.23	Diesel	0.01016	22
North Beach Campground Facility Improvements–Vendor	6 months	3.41	Diesel	0.01016	336
North Beach Campground Facility Improvements–Worker	6 months	3.77	Gasoline	0.008887	424
Oceano Campground Campfire Center Replacement–Off-road	3 months	30.61	Diesel	0.01016	3,013
Oceano Campground Campfire Center Replacement–Haul	3 months	0.49	Diesel	0.01016	48
Oceano Campground Campfire Center Replacement–Vendor	3 months	0.00	Diesel	0.01016	0
Oceano Campground Campfire Center Replacement–Worker	3 months	3.30	Gasoline	0.008887	371
Replacement of the Safety and Education Center–Off-road	3 months	27.83	Diesel	0.01016	2,739
Replacement of the Safety and Education Center–Haul	3 months	0.23	Diesel	0.01016	22
Replacement of the Safety and Education Center–Vendor	3 months	1.03	Diesel	0.01016	101
Replacement of the Safety and Education Center–Worker	3 months	3.24	Gasoline	0.008887	365
Pismo State Beach Boardwalk–Off-road	3 months	120.43	Diesel	0.01016	11,854
Pismo State Beach Boardwalk–Haul	3 months	2.41	Diesel	0.01016	237
Pismo State Beach Boardwalk–Vendor	3 months	0.00	Diesel	0.01016	0



Site-Specific Project	Anticipated Construction Duration	MT CO ₂ e per Year	Predominant Fuel Type	Factor (MT CO ₂ per Gallon) ^b	Gallons per Year
Pismo State Beach Boardwalk–Worker	3 months	9.59	Gasoline	0.008887	1,080
Butterfly Grove Public Access–Off-road	3 months	29.98	Diesel	0.01016	2,951
Butterfly Grove Public Access–Haul	3 months	0.22	Diesel	0.01016	22
Butterfly Grove Public Access–Vendor	3 months	2.92	Diesel	0.01016	287
Butterfly Grove Public Access–Worker	3 months	1.23	Gasoline	0.008887	138
Oceano Campground Infrastructure Improvement–Off-road	9 months	200.01	Diesel	0.01016	19,686
Oceano Campground Infrastructure Improvement–Haul	9 months	0.44	Diesel	0.01016	43
Oceano Campground Infrastructure Improvement–Vendor	9 months	6.08	Diesel	0.01016	599
Oceano Campground Infrastructure Improvement–Worker	9 months	10.71	Gasoline	0.008887	1,205
40-Acre Riding Trail Installation–Off-road	6 months	51.30	Diesel	0.01016	5,050
40-Acre Riding Trail Installation–Haul	6 months	0.00	Diesel	0.01016	0
40-Acre Riding Trail Installation–Vendor	6 months	4.28	Diesel	0.01016	421
40-Acre Riding Trail Installation–Worker	6 months	3.33	Gasoline	0.008887	375
Oso Flaco Boardwalk Replacement–Off-road	6 months	150.62	NA	NA	14,824
Oso Flaco Boardwalk Replacement–Haul	6 months	0.73	NA	NA	72
Oso Flaco Boardwalk Replacement–Vendor	6 months	0.60	NA	NA	60
Oso Flaco Boardwalk Replacement–Worker	6 months	4.06	NA	NA	457



Site-Specific Project	Anticipated Construction Duration	MT CO ₂ e per Year	Predominant Fuel Type	Factor (MT CO ₂ per Gallon) ^b	Gallons per Year
Park Corporation Yard Improvement (Phase 1)–Off-road	9 months	222.60	Diesel	0.01016	21,909
Park Corporation Yard Improvement (Phase 1)–Haul	9 months	1.30	Diesel	0.01016	128
Park Corporation Yard Improvement (Phase 1)–Vendor	9 months	35.95	Diesel	0.01016	3,538
Park Corporation Yard Improvement (Phase 1)–Worker	9 months	37.41	Gasoline	0.008887	4,209
Park Corporation Yard Improvement (Phase 2)–Off-road	9 months	63.41	Diesel	0.01016	6,242
Park Corporation Yard Improvement (Phase 2)–Haul	9 months	0.00	Diesel	0.01016	0
Park Corporation Yard Improvement (Phase 2)–Vendor	9 months	1.12	Diesel	0.01016	110
Park Corporation Yard Improvement (Phase 2)–Worker	9 months	6.08	Gasoline	0.008887	684
Oso Flaco (Initial) Improvement–Off-road	2 years	525.13	Diesel	0.01016	51,686
Oso Flaco (Initial) Improvement–Haul	2 years	0.22	Diesel	0.01016	21
Oso Flaco (Initial) Improvement–Vendor	2 years	138.45	Diesel	0.01016	13,627
Oso Flaco (Initial) Improvement–Worker	2 years	127.78	Gasoline	0.008887	14,379
Oso Flaco (Future) Improvement–Off-road	3 years	850.74	Diesel	0.01016	83,734
Oso Flaco (Future) Improvement–Haul	3 years	0.00	Diesel	0.01016	0
Oso Flaco (Future) Improvement–Vendor	3 years	134.78	Diesel	0.01016	13,266
Oso Flaco (Future) Improvement–Worker	3 years	54.36	Gasoline	0.008887	6,117
Pismo Creek Estuary Seasonal (Floating) Bridge–Off-road	6 days	1.38	Diesel	0.01016	136
Pismo Creek Estuary Seasonal (Floating) Bridge–Haul	6 days	0.08	Diesel	0.01016	8
Pismo Creek Estuary Seasonal (Floating) Bridge–Vendor	6 days	1.15	Diesel	0.01016	113



Site-Specific Project	Anticipated Construction Duration	MT CO ₂ e per Year	Predominant Fuel Type	Factor (MT CO ₂ per Gallon) ^b	Gallons per Year
Pismo Creek Estuary Seasonal (Floating) Bridge–Worker	6 days	0.19	Gasoline	0.008887	21
Total Gallons–Diesel	-	-	-	-	251,065
Total Gallons–Gasoline	-	-	-	-	30,056
Average Annual Demand –Diesel (over 8-year construction timeline)	-	-	-	-	31,383
Average Annual Demand – Gasoline (over 8-year construction timeline)	-	-	-	-	3,757

Source: Modeled by AECOM, 2020. See Appendix B for detailed modeling inputs, assumptions, and calculations.

Once the projects are constructed, operations would not result in a net increase in users or staff to serve the PWP area. Therefore, while use patterns may shift in how users use the PWP area and facilities, there would not be a net increase in vehicle trips or related fuel use. Operation of buildings and facilities in the PWP area would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, electronics, and office equipment. Energy demand to serve current building and facility operations is considered a part of the baseline conditions for the purposes of this analysis. Using CalEEMod, electrical and natural gas demands were modeled to estimate energy use that would be required to serve new buildings and facilities under the proposed site-specific projects, as shown below in Table 9-2.

Table 9-2. Energy Demand, New Building Operations

Project	Electrical Demand (kWh/year)	Natural Gas Demand (kBtu/year)
Park Corporation Yard Phase 1	179,114	106,078
Park Corporation Yard Phase 2	135,335	97,095
Oso Flaco Initial Improvements	62,658	41,891
Oso Flaco Future Improvements	162,933	277,536
Total	540,039	522,600

Source: Modeled by AECOM, 2020. See Appendix B for detailed modeling inputs, assumptions, and calculations.

Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit

Note that the CalEEMod “mitigated” scenario is used to inform energy demand without mitigation, as this scenario represents operation of the new buildings and facilities that would meet current Title 24 Standards, which are more energy efficient than the 2016 standards, which are the CalEEMod default data.

Projects under the PWP would be constructed to meet currently-applicable energy efficiency standards at the time of construction. As discussed in the Regulatory Setting above, energy efficiency requirements have and will continue to become more stringent over time. In accordance with California Code of Regulations Title 20 and Title 24, development under the



PWP will be required to comply with the building energy standards and California Building Standards Code, including CALGreen. This includes meeting energy standards for water and space heating and cooling equipment, insulation for doors, pipes, walls, and ceilings, and appliances, and other requirements. The CEC estimates that the 2019 Building Energy Efficiency Standards reduce average energy demand of new nonresidential development by 30 percent relative to comparable buildings constructed under the 2016 California Energy Code, and more so for older buildings (CEC 2018). As such, replacement buildings and facilities constructed under the proposed site-specific projects would be anticipated to be more energy efficient than the existing buildings and facilities and are not included in the estimated new (net increase) in energy demand associated with construction of the proposed site-specific projects; these replacement buildings and facilities include the Pier and Grand Avenue Entrances, the Butterfly Grove Public Access Project improvements, Oceano Campfire Center, and the Safety and Education Center.

In addition, in 2018, approximately 86 percent of energy delivered by PG&E through its base mix was from non-GHG-generating sources: 39 percent of energy delivered by PG&E was from qualified renewable sources, thereby reaching the State’s 2020 renewable energy goal ahead of schedule and on track to meet or exceed the subsequent State RPS requirements for 2030, ensuring that electricity consumption in the PWP area relies heavily on renewable sources. The energy demand estimates used in this analysis do not account for the likely increase in energy efficiency that would be achieved as a result of future CCR revisions to Title 20 and Title 24, and therefore are considered conservative. Furthermore, the default assumptions used by CalEEMod for the purposes of emissions modeling and estimating energy demands are based on more typical commercial buildings, which would typically generate much greater energy demand in the form of building heating and cooling, electricity to power office equipment, and water demand, than the outdoor recreation focused buildings and facilities that are proposed as part of the site-specific projects. Therefore, these energy demands are likely an over-estimate of the total net increase in energy requirements that would result from implementation of the proposed site-specific projects. As a result, new projects would be more energy efficient than existing projects of the same type within the PWP area that were constructed prior to the existence of energy efficiency standards or under previous less stringent energy efficiency standards. In addition, older buildings tend to decrease in energy efficiency as infrastructure begins to degrade with time. Therefore, the space heating and cooling, lighting, and other operational-related energy uses under the site-specific projects would tend to have lower per-capita energy consumption in association with building energy needs than buildings of similar design and operation in the PWP area and the region.

Considering this information, the site-specific projects would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy and this impact is considered **less than significant**. No mitigation is required.

Energy efficiency is a possible indicator of environmental impacts. The actual adverse physical environmental effects associated with energy use and the efficiency of energy use are detailed throughout this EIR in the environmental topic-specific sections. For example, the use of energy to power construction equipment can lead to emissions of criteria air pollutants, the impacts of which are addressed in Section 06, “Air Quality,” of this EIR. There is no physical environmental effect associated with energy use that is not addressed in the environmental topic-specific sections of this EIR.



Mitigation Measures: No mitigation is required.

Impact 9-2. Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency.

As described above in the discussion of Impact 9-1, implementation of the proposed site-specific projects would be primarily construction-only projects and not result in the development of new land uses that would induce new demand for electricity and natural gas. However, the Oso Flaco Phase 1 and Phase 2 projects and the Park Corporation Yard Improvement Project would include the construction and operation of new buildings that would generate new demand for electricity and natural gas. State plans and policies for renewable energy and energy efficiency include the most recently adopted California Energy Code and California Green Building Standards Code (CalGreen). The design and construction of new and retrofit buildings would be required to comply with the California Code of Regulations. The California Energy Code and CalGreen are expected to become increasingly more stringent over time to further the State's renewable energy and GHG reduction goals. Replacement of existing infrastructure would also result in new facilities built to current standards, which are more energy efficient than older facilities that were built to prior, less stringent, standards. Implementation of the proposed site-specific projects would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, this impact is **less than significant**.

Mitigation Measures: No mitigation is required.

9.4 Cumulative Effects

Increased demand for energy resources, primarily fuel, electricity, and natural gas, is a byproduct of all future land uses and development throughout the region. Energy is consumed during all construction activities, typically in the form of diesel fuel for off-road construction equipment and a mix of gasoline and diesel fuel for construction-related vehicle trips. Operational energy is consumed for heating, cooling, and electricity in homes and businesses; for public infrastructure and service operations; and for agriculture, industry, and commercial uses.

San Luis Obispo County and some of the cities within the region implement general plans and other policy documents that include goals and policies to reduce energy demands through the use design features, building materials, and building practices; encourage the use of renewable energy sources; and ensure adequate electricity and natural gas and related distribution systems are available to meet energy demands. In addition, many service providers, including PG&E, which would serve the PWP area, encourage energy conservation through programs, such as offering rebates for installation of energy efficient appliances and lighting fixtures. The location, density, mix of land uses, and quality of the multi-modal transportation system is directly related to the amount of travel and transportation-related energy demands.

As described in Section 9.3, the proposed project would not result in a net increase in transportation-related energy use, would improve the energy efficiency in some cases in which older infrastructure would be replaced with new buildings and facilities, and would result in minor energy demands associated with building and facility operations of new (not replacement) buildings and facilities. Energy-requiring activities range from equipment operation, to building and facility operations. All new building construction would also meet or



exceed the energy performance standards found in CCR Title 24, including the Building Energy Efficiency Standards in the California Green Building Standards Code (CCR Title 24, Part 11).

There is no significant cumulative impact, and implementation of the proposed PWP and site-specific projects **would not result in a cumulatively significant** incremental contribution to a significant cumulative impact related to the wasteful, inefficient, excessive, and unnecessary consumption of energy or interfere with any applicable renewable energy or energy efficiency plans.

