

3.5 ENERGY

This section describes the environmental and regulatory setting energy resources. It also describes existing conditions and potential impacts relative to energy resources that would result from implementation of the Project, and mitigation for potentially significant impacts, where feasible.

SUMMARY OF IMPACTS

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and the impact is less than significant.

The Project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and the impact is less than significant.

The residential component of the ORCC Specific Plan Project were considered within the energy demand calculations and consistency analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

3.5.1 Environmental Setting

Within Orange County, energy is provided in the form of petroleum fuel (gasoline and diesel), electricity, and natural gas. In 2022, approximately 13.6 billion gallons of gasoline and approximately 3.1 billion gallons of diesel fuel for motor vehicles were purchased within California (CDTFA 2024).

Southern California Edison (SCE) is the utility company that provides electricity to the City of Seal Beach. In 2022, for their standard power mix, approximately 33.2 percent of SCE's electricity came from renewable resources including solar, wind, geothermal, biomass and small hydroelectric sources. Additionally, approximately 45 percent of SCE's total electric power mix is from GHG-free sources, which includes nuclear and large hydroelectric sources of energy (SCE 2024). In 2022, Orange County consumed approximately 20,244 gigawatt hours (GWh) of electricity, 39 percent of which is attributed to residential land uses (CEC 2016a).

Natural gas is used for cooking, space heating, generating electricity, and as an alternative transportation fuel. Natural gas service is provided to the City by the Southern California Gas Company (SoCalGas). In 2022, Orange County consumed approximately 572 million therms of natural gas, 61 percent of which is attributed to residential land uses (CEC 2016b).

3.5.2 Regulatory Setting

The following includes the key federal, state, and local regulations related to energy resources that are applicable to the Project.



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Federal

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission is an independent agency that regulates the interstate transmission of electricity, natural gas, and oil. The Federal Energy Regulatory Commission also reviews proposals to build liquefied natural gas terminals and interstate natural gas pipelines as well as licensing hydropower projects. Licensing of hydroelectric facilities under the authority of the Federal Energy Regulatory Commission includes input from state and federal energy and power generation, environmental protection, fish and wildlife, and water quality agencies.

National Energy Conservation Policy Act

The National Energy Conservation Policy Act (42 U.S. Code [USC] Section 8201 et seq.) serves as the underlying authority for federal energy management goals and requirements and is the foundation of most federal energy requirements. The National Energy Conservation Policy Act also established fuel economy standards for on-road motor vehicles in the United States. The National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. NHTSA and USEPA are taking coordinated steps to enable the production of clean energy vehicles with improved fuel efficiency. NHTSA sets the Corporate Average Fuel Economy (CAFE) levels, which are rapidly increasing over the next several years to improve energy security and reduce fuel consumption. In March 2022, the NHTSA finalized CAFE standards for model years 2024 to 2026. The standards require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks by model year 2026. The NHTSA projects that the foregoing standards will avoid consumption of approximately 234 billion gallons of gasoline between model years 2030 to 2050 (NHTSA 2022).

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA) aimed to increase U.S. energy security, increased CAFE standards for motor vehicles, and included provisions related to energy efficiency, such as renewable fuel standards (RFS), appliance and lighting efficiency standards; and building energy efficiency standards. The EISA required increasing levels of renewable fuels to replace petroleum. The USEPA is responsible for developing and implementing regulations to ensure transportation fuel sold into the U.S. contains a minimum volume of renewable fuel.

The RFS programs regulations were developed in collaboration with refiners, renewable fuel products, and other stakeholders and were created under the Energy Policy Act of 2005. The RFS program established the first renewable fuel volume mandate in the U.S. As required under the EISA, the original RFS program required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. The RFS program was expanded in several ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2, and includes the following:



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- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required by USEPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternate energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

Federal Vehicle Standards

The Energy Policy and Conservation Act of 1975 (EPCA) mandated that the NHTSA establish and implement a regulatory program for motor vehicle fuel economy, known as the CAFE program, to reduce national energy consumption. As codified in Chapter 329 of Title 49 of the USC, as amended by the EISA, EPCA sets forth specific requirements concerning the establishment of average fuel economy standards for passenger cars and light trucks. The EISA, discussed above, amended the EPCA CAFE program requirements by providing the Department of Transportation additional rulemaking authority and responsibilities.

Consistent with its statutory authority in rulemaking to establish CAFE standards for model year 2017 and beyond, NHTSA developed two phases of standards. The first phase included final standards for model years 2017–2021. The second phase, covering model years 2022–2025, included standards that were not final, due to the statutory requirement that NHTSA set average fuel economy standards not more than five model years at a time. Rather, NHTSA wrote that those standards were augural, meaning that they represented its best estimate, based on the information available at that time, of what levels of stringency might be maximum feasible in those model years. In 2012, the agencies jointly adopted more stringent Phase 2 standards for light duty cars and trucks, which would cover model years 2017 through 2025. In August of 2016, the agencies adopted more stringent Phase 2 standards for medium- and heavy-duty vehicles, which would cover model years 2018 through 2027 for certain trailers and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks.

On March 31, 2020, NHTSA and the USEPA released a new rule, the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, setting CAFE and carbon dioxide emissions standards for model years 2021 through 2026 passenger cars and light trucks. The rule rolls back the 2012 standards for model years 2021 through 2026 for passenger cars and light trucks, which had required an average fleetwide fuel economy equivalent of 54.5 miles per gallon in model year 2025 with a 5 percent annual increase to an average fuel economy of about 40 miles per gallon in model year 2025 with annual increases of 1.5 percent starting in 2021. As a part of issuing the new SAFE rule, NHTSA issued a Final Environmental Impact Statement which found that the relaxed standards would result in increased petroleum



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consumption which in turn would result in increases to GHG and criteria pollutant emissions known to contribute to adverse health impacts (NHTSA 2020). The estimated increases from the roll back of the 2012 standards are expected to result in more than a billion metric tons additional climate pollution through 2040 as determined by calculating the difference from the reduction of 2 billion metric tons the 2012 rule was expected to accomplish compared to the standards of the 2020 rule (NHTSA 2020). On January 20, 2021, an EO was issued on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the Part One Rule by April 2021 and review of the Part Two Rule by July 2021. In response to the Part One Rule, in December 2021, the Department of Transportation withdrew its portions of the SAFE rule. As a result, states are now allowed to issue their own GHG emissions standards and zero-emissions vehicle mandates. In addition, the Part Two Rule was adopted to revise the existing national GHG emission standards for passenger cars and light trucks through model year 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and will result in avoiding more than three billion tons of GHG emissions through 2050.

Inflation Reduction Act of 2022

The Inflation Reduction Act (IRA) of 2022 is considered the most ambitious climate law in U.S. history, and is intended to reduce GHG emissions, help build a clean economy, reduce energy costs for Americans, and advance environmental justice. With funding from the IRA, the USEPA has launched a network of clean energy financing and provided grant funding for climate pollution reduction programs (USEPA 2024).

State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is a state agency created by a constitutional amendment to regulate privately-owned utilities providing telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation services and in-state moving companies. The CPUC is responsible for ensuring that California utility customers have safe, reliable utility services at reasonable rates, while protecting utility customers from fraud. The CPUC regulates the planning and approval for the physical construction of electric generation, transmission, or distribution facilities, and local distribution pipelines of natural gas.

California Energy Code

Compliance with the California Energy Code (CCR Title 24, Part 6, California's Energy Efficiency Standards) and Title 20, Public Utilities and Energy, standards must occur for all new buildings constructed in California. These efficiency standards apply to new construction of both residential and nonresidential (i.e., maintenance buildings and pump station buildings associated with the Program) buildings, and they regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit processes, and local government agencies may adopt and enforce energy standards for new buildings provided that these standards meet or exceed those provided in the Title 24 guidelines.



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Warren-Alquist Energy Resources Conservation and Development Act

Initially passed in 1974 and amended since, the Warren-Alquist Energy Resources Conservation and Development Act (Warren-Alquist Act) created the California Energy Commission (CEC), California's primary energy and planning agency. The seven responsibilities of the CEC are forecasting future energy needs, promoting energy efficiency and conservation through setting standards, supporting energy-related research, developing renewable energy resources, advancing alternative and renewable transportation fuels and technologies, certifying thermal power plants 50 megawatts or larger, and planning for and directing state response to energy emergencies. The CEC regulates energy resources by encouraging and coordinating research into energy supply and demand problems to reduce the rate of growth of energy consumption. Additionally, the Warren-Alquist Act acknowledges the need for renewable energy resources and encourages the CEC to explore renewable energy options that would be in line with environmental and public safety goals (Warren-Alquist Act PRC section 25000 et seq.)

California Integrated Energy Policy

SB 1389 requires the CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety." (PRC Section 25301(a)). The CEC adopts an Integrated Energy Policy Report every two years and an update every other year. The most recent version is the 2022 Integrated Energy Policy Report Update (CEC 2022).

California Renewables Portfolio Standard

California's RPS was initially established in 2002 by SB 1078, with the initial requirement that 20 percent of electricity retail sales be served by renewable resources by 2017. The program was accelerated in 2006 under SB 107, which required that the 20 percent mandate be met by 2010. In April 2011, SB 2 was signed into law, requiring electricity retailers in the state to procure 33 percent of their energy sources from renewable energy sources by the end of 2020 (CPUC 2021). In addition, SB 350, passed in 2015, directs California utilities to further increase the amount of renewable energy delivered to customers to 50 percent by 2030.

CPUC implements and administers RPS compliance rules for California's retail sellers of electricity, which include large and small investor-owned utilities, publicly owned utilities, electric service providers, and community choice aggregators. The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources and adopting regulations for the enforcement of RPS procurement requirements of public owned utilities.

Local

City of Seal Beach General Plan

The City's General Plan is a comprehensive long-range general plan for the physical development of the City of Seal Beach (City of Seal Beach 2003). The General Plan contains the current Housing Element



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Update, which was adopted in 2022 and revised in 2024. The City's Housing Element Update includes the following goal and policies to promote energy efficiency:

Housing Element Update

Goal 6: Encourage more efficient energy use in residential developments.

- **Policy 6a:** Promote energy conservation through “green building” techniques that reduce water consumption, improve energy efficiency and lessen a building’s overall environmental impact.
- **Policy 6b:** Promote “smart growth” principles by encouraging compact development in locations that provide opportunities for reduced vehicle trips.

City of Seal Municipal Code

The City's Municipal Code includes various regulations related to energy. Municipal Code Section 10.15.015, Energy Conservation, requires for future passive or natural heating or cooling opportunities to the extent feasible. Municipal Code Section 11.4.10.045, Solar Energy Systems, outlines installation standards for solar energy systems.

3.5.3 Environmental Impacts

This section analyzes the Project's potential to result in significant energy impacts. When an impact is determined to be significant, mitigation measures are identified that would reduce or avoid impacts.

Methodology for Analysis

Project energy demand during construction and operations was determined based on the modeling that was conducted for the Project using CalEEMod and using vehicle and equipment emission factors from the CARB's EMFAC2021 (v1.0.2) and EMFAC OFFROAD2021 (v1.0.5).

Construction energy use was calculated for the most energy-intensive future development under the Project, which is expected to be buildout of Housing Opportunity Site 4 as this site could accommodate the most housing units. At maximum buildout, Housing Opportunity Site 4 can accommodate 552 high-density dwelling units at a density of 46 dwelling units per acre. For operation, energy-use was calculated for 1,773 dwelling units.

The energy calculations are included as Appendix B.

Thresholds of Significance

In accordance with the current CEQA Guidelines Appendix G Environmental Checklist, the following questions were analyzed and evaluated to determine whether energy impacts are significant.



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Would the Project:

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

Impact Analysis and Mitigation Measures

Wasteful, Inefficient, or Unnecessary Use of Energy

Impact EN-1	The Project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
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Impact Analysis

The energy requirements for buildout of the up to 1,773 dwelling units as analyzed in this Draft EIR were determined using the construction and operational estimates generated from the calculation worksheets for energy consumption (Appendix B). This impact addresses the energy consumption from both construction of an individual project and operational activities from the Project and the residential component of the ORCC Specific Plan Project, discussed separately below.

Construction Energy Demand

During construction activities for development of future projects under the Project, energy resources would be consumed in the form of diesel and gasoline fuel from the use of off-road equipment (i.e., tractors, excavators, cranes) and on-road vehicles (i.e., construction employee commutes, haul trucks). Construction is not anticipated to require natural gas. Temporary electricity may be required to provide as-necessary lighting and electric equipment; such electricity demand would be met by portable generator sets and, possibly, local distribution. Fuel demand associated with portable generators is incorporated in the off-road equipment estimate provided below. The amount of electricity used during construction would be minimal.

Specific buildout details of each future development facilitated by the Project are not available at this time; accordingly, this analysis presents estimated construction energy demand associated with buildout of Housing Opportunity Site 4, which would accommodate up to 552 multi-family units. All other Housing Opportunity Sites, the Main Street Program, and the residential component of the ORCC Specific Plan Project are planned to involve development of fewer units and less ground disturbance and, thus, would likely result in less energy consumption during construction. Therefore, the development of Housing Opportunity Site 4 is anticipated to be the most energy-intensive future development due to the size of the site.

Off-Road Equipment

Construction activities associated with buildout of Housing Opportunity Site 4, including site preparation, grading, paving, building construction, and architectural coating, were estimated to consume 46,170



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gallons of diesel fuel from the use of off-road equipment. For comparison, in 2022, approximately 3.1 billion gallons of diesel fuel was purchased within California (CDTFA 2024). Thus, the diesel fuel required to power the off-road equipment during construction of Housing Opportunity Site 4 would represent approximately 0.002 percent of the state's annual diesel demand.

If the construction fuel demand for off-road equipment is scaled up to 1,773 units, then cumulative buildout of all developments facilitated by the Project would utilize approximately 0.005 percent of the state's annual diesel demand.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 3.51 provides an estimate of the total on-road vehicle fuel usage during construction of Housing Opportunity Site 4.

Table 3.5-1: Construction of Housing Opportunity Site 4 – On-Road Vehicle Fuel Consumption

Project Component	VMT	Gasoline Consumptions (gallons)	Diesel Consumption (gallons)	Electricity Consumption (kWh)
Worker Trips	1,885,331	65,515	258	34,352
Vendor Trips	150,472	4,436	7,819	977
Haul Trips	7,000	1	1,146	82
<i>Totals</i>	<i>2,042,804</i>	<i>69,952</i>	<i>9,224</i>	<i>35,411</i>

Notes:

Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.

VMT = vehicle miles traveled

Source: Appendix B.

As shown above, construction of Housing Opportunity Site 4 was estimated to consume 69,952 gallons of gasoline, 9,224 gallons of diesel, and 35,411 kWh of electricity associated with the use of on-road vehicles. For comparison, in 2022, approximately 13.6 billion gallons of gasoline and approximately 3.1 billion gallons of diesel fuel for motor vehicles was purchased within California (CDTFA 2024). Thus, the fuel required to power the on-road motor vehicles during construction of Housing Opportunity Site 4 would represent approximately 0.0005 percent and 0.0003 percent of the state's annual gasoline and diesel demand, respectively.

If the construction fuel demand for on-road vehicles is scaled up to 1,773 units, then cumulative buildout of all developments facilitated by the Project would utilize approximately 0.0016 percent and 0.001 percent of the state's annual gasoline and diesel demand, respectively.

Construction Conclusion

Overall, construction activities associated with each Housing Opportunity Site and within the Main Street Program area facilitated by the Project would result in the consumption of petroleum-based fuels and



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electricity from electric vehicles. However, there are no unusual Project characteristics that would necessitate the use of construction equipment or vehicles 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 each future development facilitated by the Project and the Project as a whole would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operational Energy Demand

Implementation of the Project as analyzed in this Draft EIR would result in future development of up to 1,773 new dwelling units. During operations of the Project, energy would be required to power the residential buildings and to fuel the vehicles travelling to and from the sites.

Building Energy

The 1,733 new dwelling units would require energy for normal operations, such as lighting and temperature controls. Building energy usage was estimated for cumulative Project buildout. Over the course of a year, operational building energy consumption for all dwelling units accommodated by the Project would total approximately 6,642,169 kWh of electricity and 24,075,048 kBtu of natural gas.¹ It is noted that all future buildings would be constructed in compliance with the energy efficiency standards set forth in the California Building Standards Code that is applicable at the time of construction. As the California Building Standards Code will likely require more efficient design measures in the future, this represents a conservative estimate of the total electricity and natural gas Project buildout may require. Therefore, the Project's total energy consumption would not result in the inefficient, wasteful, or unnecessary use of energy.

Transportation Energy

Future users of the 1,773 new dwelling units would travel to and from their residences during normal operations. Transportation energy usage was estimated for cumulative Project buildout and consistent with the VMT assessment prepared for the Project. These estimates were derived using the same assumptions used in the operational air quality and GHG analysis for the Project. Table 3.5-2 provides an estimate of the annual fuel consumed by vehicles traveling to and from the Project sites. As shown in the table, annual vehicular fuel consumption is estimated to be 1,137,357 gallons of gasoline, 133,422 gallons of diesel, and 895,624 kWh of electricity. In 2022, approximately 13.6 billion gallons of gasoline and approximately 3.1 billion gallons of diesel fuel for motor vehicles were purchased within California (CDTFA 2024). Therefore, full buildout of the Project would result in transportation fuel consumption that represents approximately 0.008 percent and 0.004 percent of the state's annual demand for gasoline and diesel, respectively. The Project would not result in vehicle use that is any more inefficient, wasteful, or unnecessary than other vehicle uses in the region.

¹ These estimates do not account for the implementation of any mitigation.



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Table 3.5-2: Project Operations – On-Road Vehicle Fuel Consumption

Vehicle Type	Proportion of Fleet	Gasoline Consumptions (gallons/yr)	Diesel Consumption (gallons/yr)	Electricity Consumption (kWh/yr)
Passenger Cars (LDA, LDT1, LDT2, MDV)	0.9236	1,069,206	3,881	786,447
Trucks (HHDT, MHDT, LHDT1, LHDT2)	0.0701	61,979	125,861	106,883
Motorcycles, Motor Homes, and Buses (MCY, MH, OBUS, SBUS, UBUS)	0.0063	6,171	3,679	2,294
<i>Totals</i>	<i>1.00</i>	<i>1,137,357</i>	<i>133,422</i>	<i>895,624</i>

Notes:

Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.

VMT = vehicle miles traveled

Source: Appendix B.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The impacts from construction and operation from the total 1,773 units were evaluated in the analysis above. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

Based on the analysis above, both construction and operations of future developments facilitated by the Project and the Project as a whole would not result in a potential significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources; therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



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Conflict with Renewable Energy/Energy Efficiency Plan

Impact EN-2	The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.
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Impact Analysis

All developments facilitated by the Project would comply with federal, state, and local regulations aimed at reducing energy consumption. Local regulations have been developed in accordance with federal and state energy regulations, such as the California Building Energy Efficiency Standards (CCR Title 24, Part 6), the California Green Building Standards Code (CALGreen) (CCR Title 24, Part 11), and SB 743, which are also aimed at reducing energy consumption.

This EIR includes a discussion of the residential component of the ORCC Specific Plan Project based on the site location and proposed buildout of the 167 dwelling units that are included within the City's site inventory to meet its RHNA requirements. The residential component of the ORCC Specific Plan Project would be required to comply with all federal, state, and local regulations aimed at reducing energy consumption. Therefore, the 167 dwelling units proposed under the ORCC Specific Plan Project were considered within the analysis of this Project. Specific impact findings associated with the development of the ORCC Specific Plan Project are being evaluated in a standalone EIR.

Conclusion

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

3.5.4 Cumulative Impacts

CEQA requires that EIRs evaluate the potential cumulative impacts of a project. A project's environmental impacts are "cumulatively considerable" if the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects" (CEQA Guidelines Section 15065[a][3]). The geographic scope for cumulative energy impacts is regional.

As discussed in Section 3.0, Environmental Analysis, CEQA Guidelines Section 15130 requires cumulative impact analysis in EIRs to consider a list of planned and pending projects that may contribute to the cumulative impacts of a project. Section 3.0, Table 3.0-3 identifies all past, present, and probable future residential projects in the City and surrounding areas that may impact the Project. Table 3.5-3



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identifies the cumulative past, present, and probable future projects from Table 3.0-3 that may drive a potential cumulative impact related to energy and therefore were analyzed in this cumulative discussion.

Table 3.5-3: Cumulative Projects Related to Energy

#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
1	Old Ranch Country Club Project	Old Ranch Country Club, City of Seal Beach	Construction of a 116-unit, 4-level (188,500 square feet) multi-family housing development; a 51-unit, 3-level senior housing complex; medical office facility; overnight accommodation, including a bar and lounge and specialty restaurant	Preparation of EIR	167
2	Naval Weapons Station	Pacific Coast Hwy & Seal Beach Boulevard	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	150
3	Water Storage Site	Within the Naval Weapons Station, approximately 1,000 feet east of Seal Beach Boulevard, near the housing community off Anchor Way	Potential future housing developments proposed within the Naval Weapons Station	Anticipated	65
4	Lampson Project	4665 Lampson Avenue, City of Los Alamitos	Redevelopment of existing office building with a residential development consisting of cluster homes, townhomes, and apartments totaling 246 units	Approved (By City of Los Alamitos)	246



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#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
5	Onni Marina Shores	6500-6670 E. Pacific Coast Hwy, City of Long Beach (7242011013)	Two, 5-story buildings with a total of 563,529 square feet containing 600 residential units and 4,000 square-feet of ground-level restaurant space	Approved (By City of Long Beach)	600
6	Carmel Partners	6615 E. Pacific Coast Hwy, City of Long Beach (7237020050)	Construction of a six-story mixed-use project consisting of 390 residential dwelling units and 5,351 square feet of commercial/retail space	Approved (By City of Long Beach)	380
7	Holland Partners	6700 E. Pacific Coast Hwy, City of Long Beach (7242012006)	Construction of a new mixed-use project consisting of 281 residential dwelling units, 3,100 square feet of commercial/retail space in a building with 592,100 square feet of area	Approved (By City of Long Beach)	281
8	Long Beach Housing Element Site	6695 E. Pacific Coast Hwy (7237020040); 6411 E. Pacific Coast Hwy (7237020051); No address (7237020904)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	940
9	Long Beach Housing Element Site	1000 N Studebaker Rd (7238015021)	Candidate site identified in the City of Long Beach's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Long Beach)	115



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#	Project Name	Location	Project Characteristics	Status	Total Dwelling Units
10	Orange County Housing Element Sites	11061 Los Alamitos Blvd (086-521-47); 11031 Los Alamitos Blvd (086-521-46); 3352 Katella Ave (086-521-19); 11131 Los Alamitos Blvd (086-521-23); 11088 Wallingsford Rd (086-521-11); 11171 Los Alamitos Blvd (086-521-24)	Candidate site identified in the County of Orange's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By Orange County)	619
11	Westminster Housing Element Sites	13251 Springdale Street (203-073-04); Dorothy Lane /Melanie Lane (203-073-05); Dorothy Lane/Lee Drive (203-073-01 and 203-073-03)	Candidate site identified in the City of Westminster's Housing Element as a site for potential future residential development	Proposed in Housing Element Update (By City of Westminster)	122

Development under the Project in combination with cumulative development identified in Table 3.5-3 could increase regional energy demands.

Implementation of the Project, in conjunction with cumulative development in the City, would result in increased energy consumption within the City. Potential impacts related to energy resources from future developments that is facilitated by the Project would be site-specific and would require applications for development permits that would be evaluated on a case-by-case basis. Unless exempt, each cumulative discretionary project would require separate approval and evaluation under CEQA, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate. Additionally, any future developments facilitated by the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency, including the California Energy Code Building Energy Efficiency Standards (CCR Title 24, Part 6), the CALGreen Code (CCR Title 24, Part 11), and SB 743. Consequently, any future developments facilitated by the Project would not result in significant environmental impacts from the wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation; and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the Project would not cause a cumulatively considerable impact related to energy resources and no mitigation is required.



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3.5.5 References

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