# 17. STATUTORILY REQUIRED SECTIONS

## 17.1 INTRODUCTION

The Statutorily Required Sections chapter of the Draft EIR includes discussions regarding those topics that are required to be included in an EIR, pursuant to CEQA Guidelines, Section 15126.2. The chapter includes a discussion of the proposed project's potential to result in growth-inducing impacts; the cumulative setting analyzed in this EIR; energy conservation; significant irreversible environmental changes; and significant and unavoidable impacts caused by the proposed project.

## 17.2 GROWTH-INDUCING IMPACTS

State CEQA Guidelines section 15126.2(d) requires an EIR to evaluate the potential growth-inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, including the elimination of obstacles to growth, or by encouraging and/or facilitating other activities that could induce growth. Examples of projects likely to have growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or office complexes in areas that are currently only sparsely developed or are undeveloped.

The CEQA Guidelines are clear that while an analysis of growth-inducing effects is required, it should not be assumed that induced growth is necessarily significant or adverse. This analysis examines the following potential growth-inducing impacts related to implementation of the proposed project and assesses whether these effects are significant and adverse (see *CEQA Guidelines*, Section 15126.2[d]):

1. Foster population and economic growth and construction of housing.
2. Eliminate obstacles to population growth.
3. Affect service levels, facility capacity, or infrastructure demand.
4. Encourage or facilitate other activities that could significantly affect the environment.

### Foster Population and Economic Growth and Construction of Housing

As discussed in Chapter 11, Land Use and Planning/Population and Housing/Agricultural Resources, of this EIR, the proposed 119-unit single-family development would increase the available housing within the DCWPCP area, which would be expected to increase population in the area. Using the 3.08 persons/household average household size for the DCWPCP area, the project would house an estimated 367 residents. In addition, the potential construction of up to 12 ADUs would result in 23 additional residents within the project site, for a total of 390 residents. Under the current RS-AG-B-20 zoning for the 24.1-acre portion of the site east of the on-site tributary, up to 52 units could be built, resulting in a population of approximately 160 residents.[1] If ADUs are incorporated on-site similar to the proposed project, five (5) ADUs would be added,

[1] As noted in Chapter 18, Alternatives, of this EIR, 52 units is the theoretical capacity for development of the eastern portion of project site under the current zoning designations; however, development would likely occur at a lower intensity due to on-site requirements, including streets, landscape, EVA, lift station, etc.

resulting in a total population of 169 residents. Thus, the proposed project could result in an increase of approximately 67 single family units and seven ADUs, or 221 residents beyond what is currently anticipated for the site, if the ADUs are included. This new residential population would likely patronize local businesses and services in the area, fostering economic growth. However, population growth resulting from the proposed project would be within the DCWPCP, SACOG, and Placer County growth estimates for the project area. Furthermore, the infrastructure included in the proposed project, including the proposed sewer lift station, would be sized to accommodate only the development that had been previously planned for the project area.

While construction of the proposed project would result in increased construction employment opportunities, which could potentially result in increased permanent population and demand for housing in the vicinity of the project site, employment patterns of construction workers is such that construction workers would not likely, to any significant degree, relocate their households as a result of the construction-related employment opportunities associated with the proposed project.

Although the project would provide short-term employment opportunities, which would likely be filled from the local employee base, with the possible exception of a few household and landscape maintenance jobs, no permanent jobs would be created by the proposed project. Therefore, the project would not result in long-term employment growth in the area.

Appendix G of CEQA Guidelines has been recently amended to clarify that unplanned population growth would be considered a potentially significant impact. However, growth that is planned, and the environmental effects of which have been analyzed in connection with a land use plan or a regional plan, should not by itself be considered an impact. Consequently, the proposed project would result in population growth of the DCWPCP Area, but such growth would be within the buildout projections for the DCWPCP Area, and within growth projections for unincorporated areas within Placer County. Thus, while the project would foster population and economic growth, such growth would be similar to what has been previously anticipated for the project region, and a less-than-significant impact related to population and economic growth would occur.

### Eliminate Obstacles to Population Growth

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services, would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

As discussed in Chapter 15, Utilities and Service Systems, of this EIR, the County's existing water main infrastructure is anticipated to be sufficiently sized to accommodate the increased demand from the proposed project, and the project would not require the construction of new or expanded water conveyance infrastructure. Water conveyance infrastructure needed for the proposed project would be constructed on-site, and would be financed by the project applicant. Consequently, the construction of on-site water infrastructure would not be anticipated to result in elimination of obstacles to population growth.

The proposed on-site sanitary sewer system would include construction of a new lift station to be located on Lot A, on the north side of Vineyard Road, east of the on-site tributary and opposite Misty Lane. In addition, as part of the proposed project, a new eight-inch sewer line would be

constructed off-site within Vineyard Road, between the lift station and the existing City of Roseville manhole located within Foothills Boulevard. While the proposed project includes construction of a sewer lift station and off-site sewer conveyance infrastructure, per CEQA Guidelines Section 15130, the discussion of cumulative impacts in an EIR can rely on discussions of regional or areawide conditions from a general plan and general plan EIR. This growth-inducement discussion, therefore, relies upon the DCWPCP EIR and the Placer County General Plan EIR, which anticipate build-out of the sewer shed encompassing the project site.

As required by Placer County General Plan Policy 4.D.4, new developments are required to construct wastewater conveyance facilities that are adequately sized to provide sewer services based on permitted densities and applicable sewer shed area. As discussed in Chapter 15, of this EIR, and the technical memorandum prepared for the proposed project by Woodward & Curran, the lift station and sewer conveyance infrastructure would be designed specifically to accommodate development of the project's shed area, which includes areas designated in the DCWPCP for future development. The lift station, which would be financed by the project applicant, has been previously planned by the County per the Northeast Area Sewer Master Plan. In compliance with Placer County General Plan Policy 4.D.4, the capacity of the sewer lift station and conveyance infrastructure is intended to provide enough capacity to accommodate only the permitted densities within the project area, which would ensure that future growth occurs in compliance with the land use designations within the DCWPCP for the shed area. Therefore, the proposed project would not eliminate obstacles to growth that was not previously anticipated for the area.

In addition, the proposed project would include off-site improvements to Brady Lane and Vineyard Road. As discussed in Chapter 3, Project Description, of this EIR, the proposed off-site improvements to Brady Lane would consist of the widening of Brady Lane along the project frontage and provision for curb, gutter, and sidewalk improvements southward to the Brady Lane/Vineyard Road intersection. A school bus turnout along the west side of Brady Lane, south of the project site access, would also be included as part of the proposed improvements. The proposed improvements to Vineyard Road would include the widening of Vineyard Road by approximately 12 to 14 feet to accommodate one-half of a future 14-foot, two-way, left-turn lane, one 12-foot through lane, and a new six-foot bike lane. The widened section of Vineyard Road would include an asphalt dike to direct drainage to a bio-retention planter. It should be noted that the project would only construct interim roadway improvements. The interim improvements would not provide more volume capacity within the local roadway network.

The roadway and sewer lift station improvements represent county-planned improvements that have been previously anticipated to occur regardless of implementation of the proposed project. Although implementation of the aforementioned improvements may be considered to eliminate obstacles to growth, the improvements and potential resulting growth have been previously anticipated by the County for the area. As such, the proposed project would not eliminate obstacles to growth in a manner that would encourage previously unplanned growth.

### Affect Service Levels, Facility Capacity, or Infrastructure Demand

Increases in population that would occur as a result of a proposed project may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental impacts. As discussed in Chapter 13, Public Services and Recreation, of this EIR, increased demands for fire and police protection services attributable to the proposed project would not necessitate the construction of new or expanded facilities that could cause significant

environmental impacts. In addition, as discussed in Chapter 15, Utilities and Service Systems, of this EIR, wastewater generated by the proposed project could be accommodated by existing wastewater treatment facilities and infrastructure, and existing water supply infrastructure exists to accommodate the domestic and fire flow demands associated with the proposed project.

The landfill that would serve the proposed project has adequate capacity to manage the solid waste generated as result of the project. Furthermore, mitigation measures set forth in Chapter 10, Hydrology and Water Quality, of this EIR would ensure that the proposed project would not create or contribute runoff water that would exceed the capacity of the County's stormwater drainage systems. Therefore, the proposed project would not increase population such that service levels, facility capacity, or infrastructure demand would require construction of new facilities that could cause significant environmental impacts.

### Encourage or Facilitate other Activities That Could Significantly Affect the Environment

This EIR provides a comprehensive assessment of the potential for environmental impact associated with implementation of the proposed project. Please refer to Chapters 4 through 15 of this EIR, which comprehensively address the potential for impacts from urban development on the project site.

## 17.3 CUMULATIVE IMPACTS

CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that would adversely affect the environment. "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines, Section 15355). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects" (CEQA Guidelines, Section 15355, subd. [a]). "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an "individually limited" or "individually minor" incremental impact that, by itself, is not significant, the increment may be "cumulatively considerable," and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (CEQA Guidelines, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, it should be noted that CEQA Guidelines, Section 15064, Subdivision (h)(5) states, "[…]the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of CEQA Guidelines indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused,

practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

> (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency's control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior certified EIR, which described or evaluated regional or area-wide conditions contributing to the cumulative impact, provide that such documents are reference and made available for public inspection at a specified location;
>
> (2) A summary of the individual projects' environmental effects, with specific reference to additional information and stating where such information is available; and
>
> (3) A reasonable analysis of all of the relevant projects' cumulative impacts, with an examination of reasonable, feasible options for mitigating or avoiding the project's contribution to such effects (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project's fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

A discussion of cumulative impacts is provided within each of the technical chapters of this EIR pursuant to CEQA Guidelines Section 15130.

## Cumulative Setting

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of "past, present, and probable future projects producing related or cumulative impacts" relevant to the various categories, either through the preparation of a "list" of such projects or through the use of "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact" (id., subd. [b][1]).

The majority of the cumulative analysis in this section is based upon a summary of projections contained in the Dry Creek-West Placer Community Plan Buildout as well as other reasonably foreseeable projects within the project region. Such projects include, but are not limited to, the Placer Vineyards Specific Plan, the Riolo Vineyards Specific Plan, and the Double S Ranch project. Limited situations exist where geographic setting differs between project chapter analysis within a particular region. Examples include air quality, for which the cumulative geographic setting is the Sacramento Valley Air Basin (SVAB). Global climate change is, by nature, a cumulative impact. Emissions of GHG contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Although the geographical context for global climate change

is the Earth, for analysis purposes under CEQA, and due to the regulatory context pertaining to GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this EIR is limited to the State of California.

In addition, as discussed in Chapter 14, Transportation and Circulation, of this EIR, the cumulative traffic analysis relied on the County's regional traffic model, which was last updated for the Placer Vineyards Specific Plan EIR and was selected as the most valid source of future background traffic volumes in the study area. According to County staff, the regional traffic model reflects current land use assumptions for development in the DCWPCP area.

## 17.4 ENERGY CONSERVATION

In order to ensure energy implications are considered in project decisions, Appendix G of CEQA Guidelines requires a discussion of the potential energy impacts of projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy. Per Appendix G, a project would result in a significant impact related to energy conservation if the project would:

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

The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to each form of energy supply during construction and operations is provided below.

### California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which will become effective with the rest of the CBSC on January 1, 2020. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The CALGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction.

### Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards resulting in a seven percent reduction in energy consumption from the 2016 standards for residential structures. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

One of the improvements included within the 2019 Building Energy Efficiency Standards will be the requirement that certain residential developments, including some single-family and low-rise residential developments, include on-site solar energy systems capable of producing 100 percent of the electricity demanded by the residences. Certain residential developments, including developments that are subject to substantial shading, rendering the use of on-site solar photovoltaic systems infeasible, are exempted from the foregoing requirement; however, such developments would continue to be subject to all other applicable portions of the 2019 Building Energy Efficiency Standards.

## Construction Energy Use

Appendix F of the CEQA Guidelines identifies several potential sources of energy conservation impacts, including the project's construction energy requirements and energy use efficiencies by amount and fuel type. Construction of the proposed project would result in a temporary increase in energy consumption in the area.

As discussed in Chapter 5, Air Quality and Greenhouse Gas Emissions, of this EIR, construction of the proposed project is conservatively assumed to commence in 2021 and would occur over approximately three years. It should be noted that per State legislation, emissions standards for construction fleets become more stringent each year. As such, should project construction occur at a later date than is currently anticipated, associated emissions and energy use would be reduced relative to the estimates presented within this EIR.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, building construction, etc.), only portions of the site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation, which includes measures to reduce emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, such as Rule 218 related to architectural coatings and Rule 228 related to fugitive dust. As a result, construction equipment operating at the project site would occur over a relatively short duration in comparison to the operational lifetime of the proposed project, and would operate intermittently over the construction period for the project.

The CARB has prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan),[2] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The regulations described above, with which the proposed project must comply, as well as the required mitigation measures set forth in this EIR, would be consistent with the

[2] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* January 20, 2017.

intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Nonetheless, construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment. Consistent with Section 9.36.030 of the Placer County Noise Ordinance, construction activities would be limited to the following hours: a) Monday through Friday, 6:00 AM to 8:00 PM during daylight savings; b) Monday through Friday, 7:00 AM to 8:00 PM during standard time; and c) Saturdays, 8:00 AM to 6:00 PM. Construction activities are not permitted on Sundays and federal holidays.

### Electricity Demand During Construction

Typically, at construction sites, electricity from the existing grid is used to power portable and temporary lights or office trailers. Because grid electricity would be used primarily for steady sources such as lighting, not sudden, intermittent sources such as welding or other hand-held tools, the increase in electricity usage at the site during construction would not be expected to cause any substantial peaks in demand. However, the base demand for electricity in the area would increase. Overall, construction of the project would be over a relatively short duration in comparison to the operational lifetime of the proposed project and electricity demand from the site would occur intermittently throughout the buildout period of the project. As the site develops, operational electricity demand would become the dominant demand source. Operational electricity demand would be much greater than construction, and is discussed further below. It should be noted that standards or regulations specific to construction-related electricity usage do not currently exist.

The Pacific Gas and Electric Company (PG&E) supplies electricity to unincorporated Placer County within the project area and would serve the site following construction of the proposed project. Electricity is provided from PG&E-owned sources, and additional electricity supplies are purchased by PG&E from other energy providers. Thus, PG&E relies on a variety of electricity sources including hydropower, natural gas-fired generators, nuclear, and renewable energy sources.[3] Construction of the proposed project, which would result in temporary increases in electricity demand, would not cause a permanent or substantial increase in demand that would exceed PG&E's demand projections or exceed the ability of PG&E's existing infrastructure to handle such an increase. Therefore, project construction would not result in any significant impacts on local or regional electricity supplies, the need for additional capacity, or on peak or base period electricity demands. In addition, standards or regulations specific to construction-related electricity usage do not currently exist. As such, the temporary increase in electricity due to project construction activities would not be considered an inefficient, wasteful, and unnecessary consumption of energy, and significant adverse impacts on electricity resources would not occur.

[3] Pacific Gas & Electric Company. *Company Profile*. Available at: https://www.pge.com/en_US/about-pge/company-information/profile/profile.page. Accessed June 2019.

### Oil Demand During Construction

Construction of the proposed project would involve vehicle trips to and from the project site by workers, delivery vehicles, and hauling trucks. Worker vehicle trips are assumed to utilize gasoline, and delivery and hauling trucks are assumed to utilize diesel fuel. Diesel fuel would also be used to power the construction and off-road equipment necessary for construction activities, including rubber-tired dozers, tractors, excavators, cranes, and other types of equipment. In addition, diesel-fueled portable generators may be used where electricity from the grid cannot be provided or for where more immediate electricity is needed, such as for welding or other hand tools. Overall, operation of construction equipment at the project site would occur over a relatively short duration in comparison to the operational lifetime of the proposed project and would be intermittent over the period of construction for the project. Operational oil demand would be much greater than construction, and is discussed further below.

A number of federal, State, and local standards and regulations exist that require improvements in vehicle efficiency, fuel economy, cleaner-burning engines, and emissions reductions. For example, as noted above, CARB has adopted the In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Any licensed contractor for the project and equipment would have to be in compliance with all applicable regulations, such as the in-use, off-road, heavy-duty vehicle regulation. Thus, the proposed project would comply with existing standards related to construction fuel efficiency. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

Therefore, the temporary increase in gasoline and diesel consumption due to project construction activities would not be an inefficient, wasteful, and unnecessary consumption of energy, and a significant adverse impact on oil resources would not occur.

### Conclusion

Construction of the proposed project would result in a temporary increase in demand for energy resources. However, the temporary increase would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. As such, the project would not result in an inefficient, wasteful, and unnecessary consumption of energy. Therefore, the proposed project would result in a less-than-significant impact on energy resources during construction.

## Operational Energy Use

In order to ensure energy implications are considered in project decisions, Appendix F of the CEQA Guidelines requires a discussion of the potential energy impacts of a project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F identifies several potential methods of evaluating a project's energy use, which are listed as follows and discussed in further detail below, with the exception of the project's

construction-related energy requirements and energy use efficiencies, which are discussed above:

- The project's energy requirements and energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak and base period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

## Building Energy

The project site is currently vacant and undeveloped. Following implementation of the proposed project, PG&E would provide electricity and natural gas to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity and natural gas for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, refrigeration, appliances, security systems, and more. The proposed project's operational emissions were estimated using CalEEMod. The modeling performed for the proposed project included compliance with PCAPCD rules and regulations (i.e., low-VOC [volatile organic compounds] paints and low-VOC cleaning supplies), as well as with the 2019 California Building Energy Efficiency Standards Code, which is part of the CBSC. In compliance with the 2019 CBSC, 100 percent of the electricity required for project operations would be provided by on-site renewable energy systems. In addition, maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment.

The proposed project would increase the intensity of development within the project site, and result in energy demands for natural gas of approximately 3,074,330 kBTU/yr. Such demands for natural gas would be higher than what currently exists for the project site; however, increased energy and natural gas demand does not necessarily mean that a project would have an impact related to energy resources. Based on Appendix F of the CEQA Guidelines, a proposed project would result in an impact related to energy resources if a project would result in the inefficient use or waste of energy.

As stated above, structures included in the proposed project would be subject to all relevant provisions of the 2019 update of the CBSC, including the 2019 Building Energy Efficiency Standards. Adherence to the most recent CALGreen and the 2019 Building Energy Efficiency Standards would require that 100 percent of the electricity required for operation of the proposed structures would be provided by on-site renewable resources as well as ensure the efficient use of natural gas through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting.

## Transportation Energy

The annual VMT at full buildout of the proposed project is anticipated to be approximately 2,510,835 under Existing Plus Project conditions and 2,423,600 under Cumulative Plus Project

conditions based on the Traffic Impact Analysis prepared for the project.[4] Based on a projected project population of 367 residents, the daily per capita VMT for the project would be approximately 18.7 under Existing plus Project Conditions and 18.1 under Cumulative Plus Project Conditions.

The average fuel economy for the U.S. passenger vehicle fleet was 23.9 miles per gallon (mpg) in 2015, the most recent year such data is available.[5] An average of 23.9 mpg, and an annual VMT of 2,510,835 would result in the consumption of 2,501.33 barrels of gasoline a year. California is estimated to consume approximately 558 million barrels of petroleum per year.[6] Based on the annual consumption within the State, the proposed project would result in a 0.0004 percent increase in the State's current consumption of gasoline under Existing Plus Project conditions; under Cumulative Plus Project conditions, the project's fuel consumption would be slightly reduced. It should be noted that a portion of the trips associated with the proposed project would not necessarily be new trips. Rather, some trips would be redistributed as residents from other areas relocate to the project site. As such, energy consumption associated with project VMT would not be unique to the project.

California leads the nation in registered alternatively-fueled and hybrid vehicles. In addition, State-specific regulations encourage fuel efficiency and reduction of dependence on oil. Improvements in vehicle efficiency and fuel economy standards help to reduce consumption of gasoline and reduce the State's dependence on petroleum products. The 2019 CBSC also requires new developments to include the necessary electrical infrastructure for electric vehicle charging stations. The proposed project would be required to comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, bicycle and pedestrian facilities are provided along portions of Brady Lane and Vineyard Road while a new school bus turnout would be included along the west side of Brady Lane. The proposed project would also include trails, consisting of a decomposed granite trail/sidewalk system that would extend from the northern property line and connect to the three separate linear park areas. Proposed project improvements would include meandering paths along project frontages connecting to existing pedestrian facilities in the project area. The aforementioned sidewalks and paths would provide pedestrian connectivity within the project site and to existing off-site pedestrian facilities, thereby helping to discourage driving and reduce vehicle trips.

## Conclusion

As discussed above, the proposed project operations would involve an increase in energy consumption. However, the proposed project would comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Accordingly, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary usage of energy, and impacts related to operational energy would be considered less than significant.

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4 KD Anderson & Associates, Inc. *Traffic Impact Analysis for Brady Vineyard Subdivision, Placer County, California.* August 5, 2019.

5 U.S. Energy Information Administration. *Total Energy, Table 1.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy*. Accessible at: https://www.eia.gov/totalenergy/data/browser/?tbl=T01.08#/?f=A&start=200001. Accessed on August 2019.

6 U.S. Energy Information Administration. *California: State Profile and Energy Estimates*. Accessible at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=CA. Accessed January 2019.

## 17.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Per CEQA Guidelines Section 15126.2(c), this EIR is required to include consideration of significant irreversible environmental changes that would be caused by the proposed project, should the project be implemented. An impact would be determined to be a significant and irreversible change in the environment if:

- Buildout of the project area could involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of development could generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Development of the proposed project could involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing and eventual development of the project could result in an unjustified consumption of resources (e.g., the wasteful use of energy).

The proposed project would likely result in, or contribute to, the following significant irreversible environmental changes:

- Conversion of vacant land to a fully built-out residential community, thus precluding alternative land uses in the future; and
- Irreversible consumption of goods and services, such as fire, police, and school services, associated with the future population; and
- Irreversible consumption of energy and natural resources, such as water, electricity, and natural gas, associated with the future residents.

## 17.6 SIGNIFICANT AND UNAVOIDABLE IMPACTS

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines §15126.2[b]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the County. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the County as part of the County's certification action. The significant and unavoidable impacts of the proposed project are summarized below.

### Existing Plus Project Conditions impact to Baseline Road/Brady Lane Intersection. (Impact 14-2)

Implementation of the proposed project would result in a significant impact related to the Baseline Road/Brady Lane intersection. Mitigation Measure 14-7 requires either installation of a new traffic signal at the intersection or restriction of left-turn movements at the intersection. However, given that the intersection is located within the City of Roseville, outside of the County's jurisdiction, completion of the required improvements cannot be guaranteed. Furthermore, the City Engineer has indicated that the City of Roseville would not require a signal as a result of the proposed project, and restricting left turns at the intersection is not currently recommended by the City. Thus, the impact would remain significant and unavoidable.

**Cumulative Impact at Baseline Road/Brady Lane, Cook Riolo Road/Vineyard Road, and Vineyard Road/Brady Lane intersections. (Impact 14-7)**

Implementation of the proposed project would result in a significant impact at Baseline Road/Brady Lane, Cook Riolo Road/Vineyard Road, and Vineyard Road/Brady Lane under Cumulative Plus Project Conditions. The Baseline Road/Brady Lane intersection is located outside of the County's jurisdiction, and completion of the required improvements is not currently recommended by the City of Roseville. For the Cook Riolo Road/Vineyard Road and Vineyard Road/Brady Lane intersections, the required improvements are not included in the County's CIP and, thus, completion of the improvements cannot be guaranteed. Therefore, even with payment of applicable traffic impact fees, the project's incremental contribution to the cumulative impacts at the affected intersections would remain cumulatively considerable and significant and unavoidable.