



6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to Section 15126.2 of the CEQA Guidelines, following is a discussion of short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the proposed project is approved and constructed, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the *City of Newport Beach Municipal Code* (Municipal Code); refer to Section 5.0, *Environmental Analysis* and Section 8.0, *Effects Found Not To Be Significant*.

Ultimate development of the project site would create long-term environmental consequences associated with a transition in land use. Development of the proposed project and the subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical and landscaping) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur as a result of mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity. However, as analyzed in Section 5.0, *Environmental Analysis* and Section 8.0, *Effects Found Not To Be Significant*, impacts associated with the proposed project would be less than significant. Therefore, the proposed project would not have significant long-term implications in this regard.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to Sections 15126(c) and 15126.2(c) of the *CEQA Guidelines*, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in *CEQA Guidelines* Section 15126.2(c):

“[uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”



The project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. Project development would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Project construction would require the consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during project operation would be similar to those currently consumed within the City of Newport Beach. These would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project, and the existing, finite supplies of these natural resources would be incrementally reduced. Project operation would occur in accordance with Title 24, Part 6 of the California Code of Regulations, which sets forth conservation practices that would limit the amount of energy consumed by the project. However, the energy requirements associated with the project would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Limited use of potentially hazardous materials typical of hotel uses, including minor amounts of cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance are the extent of materials anticipated to be utilized on-site. The use of these materials would be in small quantities and used, handled, stored, and disposed of in accordance with the manufacturer's instructions and applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials. In addition, demolition activities would comply with regulatory requirements to ensure that asbestos and lead-based paints are not released into the environment. Compliance with such regulations would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, project construction and operation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. However, continued use of such resources would be on a relatively small scale and consistent with regional and local growth forecasts in the area. As such, although irreversible environmental changes would result from the project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines requires that an EIR analyze growth-inducing impacts of a project. Section 15126.2(d) requires that an EIR:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water



treatment plant might, for example, allow for more construction in service areas], Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

POPULATION, HOUSING, AND EMPLOYMENT

Population

County of Orange. The County encompasses approximately 798 square miles. It is bordered by Los Angeles County to the north, San Bernardino County to the northeast, Riverside County to the east, San Diego County to the south, and the Pacific Ocean to the west. As of January 2013, the County of Orange had a population of 3,081,804¹ people. This represents an increase of approximately 8.3 percent over the County’s January 2000 population of 2,846,289.²

The Southern California Association of Governments (SCAG) serves as the Metropolitan Planning Organization (MPO) for Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial counties. Generally, SCAG serves as the regional planning organization for growth management, transportation, and a range of additional planning and environmental issues within southern California. SCAG develops, refines and maintains SCAG’s regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used for federal and state mandated long-range planning efforts such as the *Regional Transportation Plan / Sustainable Communities Strategy* (RTP/SCS), the Air Quality Management Plan (AQMP), the Federal Transportation Improvement Program (FTIP), and the Regional Housing Needs Assessment (RHNA). As part of its forecasting, SCAG projects that the County’s population will reach 3,266,000 by 2020 and 3,421,000 by 2035.³

City of Newport Beach. On a local level, the City Newport Beach’s January 2013 population was 86,436.⁴ This represents an increase of approximately 23.4 percent over the City’s January 2000 population of 70,032.⁵ SCAG projects that the City’s population will reach 88,700 by 2020 and 90,300 by 2035.⁶ Table 6-1, *Population Estimates*, provides a summary of both 2000 and 2013 population estimates for Orange County and the City of Newport Beach.

¹ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, accessed February 17, 2014.

² State of California, Department of Finance, *E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/>, accessed February 17, 2014.

³ Southern California Association of Governments, *Growth Forecasting*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed February 17, 2014.

⁴ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, accessed February 17, 2014.

⁵ State of California, Department of Finance, *E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/>, accessed February 17, 2014.

⁶ Southern California Association of Governments, *Growth Forecasting*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed February 17, 2014.



**Table 6-1
Population Estimates**

Year	Orange County	City of Newport Beach
Population		
2000 ¹	2,846,289	70,032
2013 ²	3,081,804	86,436
Change	8.3%	23.4%
Source:		
1. State of California, Department of Finance, <i>E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000</i> , http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/ , accessed February 17, 2014.		
2. State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark</i> , http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php , accessed February 17, 2014.		

Housing

County of Orange. The County’s housing stock was estimated to be 1,052,361 units in January 2012. This represents an increase of approximately 8.5 percent over the estimated 969,484 housing units reported in January 2000. The vacancy rate in January 2012 was estimated to be approximately 5.36 percent, and the persons per household estimate for occupied units was approximately 3.018.⁷ SCAG projections indicate that the number of households within the County will increase to 1,049,000 in 2020 and 1,125,000 in 2035.⁸

City of Newport Beach. The City’s housing stock was estimated to be 44,221 units in January 2013. This represents an increase of approximately 18.6 percent over the estimated 37,288 housing units reported in January 2000. The vacancy rate in January 2013 was estimated to be approximately 11.31 percent, with the persons per household estimate for occupied units being 2.089.⁹ According to SCAG projections, the number of households in the City is expected to be 39,500 in 2020 and 40,700 in 2035.¹⁰ Table 6-2, *Housing Estimates*, provides a summary of both 2000 and 2013 housing estimates for Orange County and the City of Newport Beach.

⁷ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, accessed February 17, 2014.

⁸ Southern California Association of Governments, *Growth Forecasting*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed February 17, 2014.

⁹ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark*, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, accessed February 17, 2014.

¹⁰ Southern California Association of Governments, *Growth Forecasting*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed February 17, 2014.



**Table 6-2
Housing Estimates**

Year	Orange County	City of Newport Beach
Housing		
2000 ¹	969,484	37,288
2013 ²	1,056,195	44,221
Change	8.9%	18.6%
Source: 1. State of California, Department of Finance, <i>E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990-2000</i> , http://www.dof.ca.gov/research/demographic/reports/estimates/e-8/ , accessed February 17, 2014. 2. State of California, Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark</i> , http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php , accessed February 17, 2014.		

Employment

County of Orange. According to the California Employment Development Department, the annual average civilian labor force within Orange County totals approximately 1,634,700 as of December 2013. An estimated 5.6 percent of the County's workforce (92,300 persons) was unemployed.¹¹ SCAG projections indicate that the number of employees within the County will be 1,626,000 in 2020 and 1,779,000 in 2035.¹²

City of Newport Beach. According to the California Employment Development Department, the annual average civilian labor force within the City of Newport Beach totals approximately 45,800 persons as of December 2013. An estimated 3.5 percent of the City's workforce (1,600 persons) was unemployed.¹³ SCAG projections indicate that the number of employees within the City will be 77,000 in 2020 and 77,700 in 2035.¹⁴ Table 6-3, *Employment Estimates*, provides a summary of the employment estimates for Orange County and the City of Newport Beach.

¹¹ California Employment Development Department, Labor Force and Unemployment Rate for Cities and Designated Places, with March 2012 Benchmark, http://www.labormarketinfo.edd.ca.gov/CES/Labor_Force_Unemployment_Data_for_Cities_and_Census_Areas.html, accessed February 17, 2014.

¹² Southern California Association of Governments, *Growth Forecasting*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed February 17, 2014.

¹³ California Employment Development Department, Labor Force and Unemployment Rate for Cities and Designated Places, with March 2012 Benchmark, http://www.labormarketinfo.edd.ca.gov/CES/Labor_Force_Unemployment_Data_for_Cities_and_Census_Areas.html, accessed February 17, 2014.

¹⁴ Southern California Association of Governments, *Growth Forecasting*, <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>, accessed February 17, 2014.



**Table 6-3
Employment Estimates**

Year	Orange County	City of Newport Beach
Employment		
2013 ¹	1,364,700	45,800
2020 ²	1,626,000	77,000
2035 ²	1,779,000	77,700
2013 to 2020 Change	19.1%	68.1%
2013 to 2035 Change	30.4%	69.7%
Source: 1. California Employment Development Department, Labor Force and Unemployment Rate for Cities and Designated Places, with March 2012 Benchmark, http://www.labormarketinfo.edd.ca.gov/CES/Labor_Force_Unemployment_Data_for_Cities_and_Census_Areas.html , accessed February 17, 2014. 2. Southern California Association of Governments, <i>Growth Forecasting</i> , http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx , accessed February 17, 2014.		

IMPACT ANALYSIS

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly. The project is located within a primarily developed, urbanized area. Project implementation would result in the development of a hotel; refer to Section 3.0, *Project Description*. Based on the factors discussed below, project implementation would not result in significant growth-inducing impacts.

Removal of an Impediment to Growth. The project site and surrounding area are fully developed and urbanized. Transportation and infrastructure exist to serve the range of recreational, commercial, and residential uses in the project vicinity. Given the built-out nature of the project area and developed infrastructure, the proposed project would not establish an essential public service or provide new access to an area. Therefore, the proposed project would not be considered growth inducing with respect to removing an impediment to growth.

Economic Growth. As stated above, the project involves the development of a 130-room hotel. During project construction, construction-related jobs would be created. However, these jobs would be temporary and would not be growth-inducing. The proposed project would generate 75 hotel employees. This represents approximately 0.16 percent of the City's current employment force. The proposed hotel would serve existing and proposed neighborhoods and would not result in significant jobs or economic growth in the City. Additionally, the project would expand employment opportunities within the City and the additional employees are considered to be a beneficial impact of implementing the proposed project and a beneficial impact to the City.

Population Growth. A project could induce population growth in an area either directly or indirectly. The development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly. As concluded above, transportation and infrastructure exist to serve the range of recreational, commercial, and residential uses in the project vicinity. The project does not involve the extension of roads or other infrastructure into undeveloped areas. Therefore, the project would



not foster population growth through the extension of roads or other infrastructure. The population growth associated with the proposed project is considered a less than significant impact.

Precedent-Setting Action. As demonstrated in Section 5.1, *Land Use and Relevant Planning*, the proposed project would require amendments to the General Plan, Zoning Code, and Coastal Land Use Plan in order to allow the proposed project. However, given that the project involves a land use plan and development regulations that would apply solely within the project site, and the nature of the project and minimal amount of population growth it would generate, the proposed project would not be considered growth inducing with respect to a precedent-setting action.

Development or Encroachment of Open Space. The project is considered an infill development, as the site has been previously disturbed and is surrounded by urbanized uses. Therefore, the project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space.

Although the project is anticipated to increase economic activity in the area, due to the project size and scale, project implementation would not be considered growth inducing, inasmuch as it would not remove an impediment to growth, establish a precedent-setting action, or develop or encroach on an isolated or adjacent area of open space. The project would be considered growth inducing with respect to fostering population growth through additional employment opportunities. However, this impact is considered less than significant, since project implementation would represent only a nominal increase over the City's existing population. Additionally, project implementation would not cause the General Plan buildout or SCAG population forecasts to be exceeded.

6.4 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and *CEQA Guidelines* Appendix F requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Appendix F of the *CEQA Guidelines* provides guidance for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Because Appendix F does not include specific significance criteria, this threshold is based the goal of Appendix F. Therefore, an energy impact is considered significant if the proposed project would:

- Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

6.4.1 PROJECT ENERGY CONSUMPTION

SHORT-TERM CONSTRUCTION

In 1994, the U.S. Environmental Protection Agency (EPA) adopted the first set of emission standards (Tier 1) for all new off-road diesel engines greater than 37 kilowatts (kW). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NO_x emissions from these engines by 30 percent. The EPA Tier 2 and Tier 3 standards for off-road diesel engines are projected to further reduce emissions by 60 percent for NO_x and 40 percent for particulate



matter from Tier 1 emission levels. Construction would consist of demolition, site clearing and grading, paving, and building activities. Table 6-4, Construction Fuel Consumption, provides an estimate of construction fuel consumption for the project based on information provided by the CalEEMod air quality computer model; refer to Appendix 11.4, Air Quality/Greenhouse Gas Emissions Data.

**Table 6-4
Construction Fuel Consumption**

Equipment	Quantity	Horsepower	Load Factor	Fuel Consumption Rate ¹ (gallons per hour)	Duration ² (total hours)	Total Fuel Consumption ^{3,4} (gallons)
Demolition						
Bore/Drill Rigs	1	205	0.5	4.10	44	180
Concrete/Industrial Saws	20	81	0.73	2.37	3520	8,326
Crawler Tractors	2	208	0.43	3.58	176	630
Off-Highway Tractors	1	122	0.44	2.15	88	189
Rough Terrain Forklifts	1	100	0.4	1.60	88	141
Rubber Tired Loaders	2	199	0.36	2.87	176	504
Tractors/Loaders/Backhoes	1	97	0.37	1.44	88	126
Grading						
Excavators	2	162	0.38	2.46	336	827
Graders	1	174	0.41	2.85	168	479
Rubber Tired Dozers	1	255	0.4	4.08	168	685
Excavators	1	162	0.38	2.46	168	414
Graders	2	174	0.41	2.85	336	959
Building						
Cranes	1	226	0.29	2.62	2135	5,597
Forklifts	3	89	0.2	0.71	7320	5,212
Generator Sets	1	84	0.74	2.49	2440	6,067
Tractors/Loaders/Backhoes	3	97	0.37	1.44	6405	9,195
Tractors/Loaders/Backhoes	3	97	0.37	1.44	6405	9,195
Welders	1	46	0.45	0.83	2440	2,020
Paving						
Graders	1	174	0.41	2.85	184	525
Rollers	2	80	0.38	1.22	276	336
TOTAL⁴						51,608

Notes:

1. Derived using the following equation:
Fuel Consumption Rate = Horsepower x Load Factor x Fuel Consumption Factor
Where:
Fuel Consumption Factor for a diesel engine is 0.04 gallons per horsepower per hour (gal/hp/hr) and a gasoline engine is 0.06 gal/hp/hr.
2. Total hours of duration derived from CalEEMod modeling results; refer to Appendix 11.4, Air Quality/Greenhouse Gas Emissions Data.
3. Total Fuel Consumption calculated using the following equation:
Total Fuel Consumption = Duration in Hours x Fuel Consumption Rate
4. Values may be slightly off due to rounding.

Source: Refer to Appendix 11.4, Air Quality/Greenhouse Gas Emissions Data, for CalEEMod assumptions used in this analysis.

As indicated in Table 6-1, project construction would consume a total amount of approximately 51,608 gallons of fuel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Mitigation Measures AQ-1 and AQ-2 would implement dust control techniques (i.e., daily watering), limitations on construction hours, and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc). Additionally, all diesel fueled construction vehicles would be required to meet the latest emissions standards. Therefore, it is expected that construction fuel consumption associated with the



proposed project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

LONG TERM OPERATIONS

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 6-5, Project Operational Fuel Consumption, provides an estimate of the daily fuel consumed by vehicles traveling to and from the proposed project site. As indicated in Table 6-5, operation of the proposed project is estimated to consume approximately 363.38 gallons of fuel daily. The project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Additionally, the proximity of the project site to existing transit stops would result in reduced fuel consumption. Fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

**Table 6-5
Operations Fuel Consumption**

Vehicle Type	Percent of Vehicle Trips ¹	Daily Trips ²	Daily Vehicle Miles Traveled ³	Average Fuel Economy (miles per gallon) ⁴	Total Daily Fuel Consumption (gallons) ⁵
Passenger Cars	76	807	5,074	21.60	234.91
Light/Medium Trucks	19	202	1,268	17.20	73.72
Heavy Trucks/Other	5	53	334	6.10	54.75
TOTAL⁶	100	1,062⁷	6,676⁸	--	363.38

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.
2. Daily Trips calculated by multiplying the total daily trips by percent vehicle trips (i.e., Daily Trips x percent of Vehicle Trips).
3. Daily Vehicle Miles Traveled (VMT) calculated by multiplying percent vehicle trips by total VMT (i.e., VMT x percent of Vehicle Trips).
4. Average fuel economy derived from the Department of Transportation.
5. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
6. Values may be slightly off due to rounding.
7. Based upon data within the *Lido House Hotel Traffic Impact Analysis*, prepared by RBF Consulting, dated April 2014; refer to Appendix 11.3, Traffic Impact Analysis.
8. Total VMT are the reduced VMT (from project design features) obtained from the CalEEMod model.

Source: Refer to Appendix 11.4, Air Quality/Greenhouse Gas Emissions Data, for CalEEMod assumptions used in this analysis.

Other Non-Motorized Transportation Options

The project vicinity is currently served by bus transit lines operated by the Orange County Transit Authority (Route 71). The nearest transit stop to the project site is located adjacent to the project site at the corner of Newport Boulevard and Finley Avenue. The proximity of the project site to existing transit would reduce the number of trips to and from the project site. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy.



Building Energy Demand

The proposed project would be expected to demand 1,905 megawatt hours (MWh) of electricity per year and 18.5 kiloBritish Thermal Units (kBTU) of natural gas. As concluded in Section 5.12, *Public Services and Utilities*, Southern California Edison (SCE) is currently able to supply enough electricity to accommodate the needs of the region. Any land use that would demand enormous amounts of electricity could have significant impacts on the electrical network. The proposed project would not demand a significant amount of electricity. Therefore, it is anticipated that SCE could adequately supply the proposed project.

The project would involve operations typical of a hotel, requiring electricity and natural gas for typical lighting, climate control, and day-to-day activities. Additionally, the proposed project would incorporate several water, energy, solid waste, and land use efficiency measures. Therefore, the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar residential subdivisions within the region.

Energy Efficiency Measures

Title 24, California's Energy Efficiency Standards for Residential and Non-residential Buildings, was established by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2013 Standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the Standards on building alterations. For example, requirements for cool roofs, lighting, and air distribution ducts are expected to save about additional of electricity. These savings are cumulative, doubling as years go by.

Additionally, implementation of the project's design features (i.e., high efficiency lighting, energy efficient appliances, low-flow faucets, toilets, and showers, water-efficient irrigation systems, and exclusion of hearths) would further reduce energy consumption.

The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.