# SECTION 7.0
# OTHER CEQA CONSIDERATIONS

Section 15126 of the State CEQA Guidelines requires the EIR to discuss certain subjects, including: Growth Inducement; Energy Consumption; Significant Environmental Effects that Cannot be Avoided and Significant Irreversible Effects. All of these subjects are presented in Section 7.0.

## 7.1 GROWTH INDUCEMENT

Section 15126(d) of the State CEQA Guidelines requires a discussion of a proposed project's potential to foster economic or population growth, either directly or indirectly, including ways in which a project could remove an obstacle to growth. The Oster/Las Pilitas Quarry's potential to induce growth is discussed in Sections 7.1.1 and 7.1.2.

Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed quarry's growth-inducing potential would therefore be significant if it could result in unavoidable significant effects in one or more environmental issue areas presented in this EIR.

### 7.1.1 Population and Economic Growth

Residential land uses are not proposed as a part of the Oster/Las Pilitas Quarry project and the number of employees (~~three to five~~ less than 10) is not anticipated to significantly increase the demand for housing. Consequently, any increase in population would therefore be less than significant when compared to long-term growth projections for the County.

Buildout of the Oster/Las Pilitas Quarry under the project approvals would result in a maximum annual production of 500,000 tons of aggregate material, including recycled asphalt and Portland cement concrete, over a 25- to 58-year timeframe. The economic growth that could be accommodated by this project would provide benefits in terms of short- and long-term jobs and County tax revenues. This economic growth will also provide additional opportunities for local employment. The proposed Oster/Las Pilitas Quarry would increase the amount of economic activity, and therefore induce growth; however, as described in Section 2.0, Project Description, the growth would be consistent with the economic development goals and policies that have been adopted for the County in the General Plan.

Circulation, water, and drainage infrastructure would be constructed to accommodate the quarry on the site. Because the project will supply its own water and wastewater needs, and its drainage and other facilities will also be integral with the project, there will be no additional demand for services from districts or other municipal service providers, and no associated economic activity. The project will use relatively small amounts of electricity, and

will have a negligible effect on police and fire services. This additional small demand for services and multiplier-effect related economic growth is not expected to significantly impact the region, and the costs of such will be at least partially offset by the additional tax base, both in property taxes and sales taxes. As a result, no significant physical effects are expected to result from economic growth generated by the proposed Oster/Las Pilitas Quarry. Impacts would be less than significant.

### 7.1.2 Removal of Obstacles to Growth

A physical obstacle to growth typically involves the lack of public service infrastructure. Similarly, the elimination or change in a regulatory obstacle, including existing growth and development policies, can result in new population growth.

Buildout of the Oster/Las Pilitas Quarry would not require extension/expansion of public service infrastructure to serve planned development. New internal project infrastructure that would be required includes new roadways within the site, the addition of on-site stormwater drainage facilities, and on-site water infrastructure. The potential for each of these types of infrastructure to induce growth is negligible, in that these facilities would not accommodate development beyond the project site or more intensive development outside of the project area, and hence, would not remove an existing obstacle to future growth. Impacts would be less than significant.

## 7.2 ENERGY CONSUMPTION

According to State CEQA Guidelines the goal of conserving energy implies the wise and efficient use of energy. In order to assure that the energy implications of a proposed project are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of a proposed project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (Public Resource Code Section 21100(b)(3) and State CEQA Guidelines, Appendix F).

The proposed project would provide an additional source for aggregate materials in the region that could be used to supply area projects. A primary source of energy consumption by the proposed project would be petroleum products for vehicles and equipment during the construction and operational phases.

Within the United States, transportation is the second largest consumer of energy accounting for approximately 71 percent of the petroleum used in the United States. Petroleum used by light vehicles accounted for more than half of the energy consumption by the traffic sector in 2009 (about 62 percent). Petroleum consumption from heavy duty (HD) vehicles made up 18 percent of energy consumption in 2009 and is projected to increase to 20 percent of the energy consumption within the transportation sector by 2035 (NHSTA 2011: page 3-9)

The Energy Policy and Conservation Act of 1975 (EPCA) mandated that the National Highway Traffic Safety Administration (NHTSA) establish and implement a regulatory program for motor vehicle fuel economy (Chapter 329 of Title 49 of the U.S. Code as amended by the Energy Independence and Security Act of 2007). The EPCA established average fuel economy standards to reduce energy consumption for passenger automobiles and non-passenger automobiles that weigh less than 10,000 pounds, called the Corporate Average Fuel Economy Program (CAFE).

The complementary Heavy-Duty National Program developed by the Environmental Protection Agency (EPA) and NHTSA applies to combination tractors (semi-trucks), heavy-duty pickup trucks and vans, and vocational vehicles including buses, refuse and utility trucks. The final rules were published in the Federal register Vol. 76, No 179, Thursday September 15, 2011. The new program sets fuel efficiency and greenhouse gas emission standards for the three categories of medium- and heavy-duty trucks beginning in 2014. Heavy-duty trucks account for a large portion of domestic oil use. The new standards for heavy-duty trucks are specifically designed to account for the kind of work performed by the different categories of vehicles:

- Heavy-duty pickup trucks and vans must meet targets for gallons of fuel consumed per mile as well as grams of carbon dioxide ($CO_2$) emissions per mile.
- Combination tractors or semi-trucks and vocational vehicles must meet targets for gallons of fuel consumed and GHG emissions per ton-mile. This figure is calculated by dividing gallons of fuel consumed and grams of $CO_2$ emissions per mile by tons of freight hauled.
- Within each of the categories of trucks, more specific targets are laid out based on the design and purpose of the vehicle. Fuel efficiency improvement goals are then charted for each year and for each vehicle category and type.

Given that the proposed project would be a mining operation, heavy equipment and trucks are a necessary part of project operations. Vehicles and equipment used by the proposed project would be subject to applicable fuel efficiency standards. In addition, the proposed project would help supply area projects which could reduce the number of vehicles miles traveled by not having to source material outside the region. Therefore, project impacts related to energy consumption would be less than significant.

## 7.3 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

This information is presented in the “Environmental Consequences of the Project” section of the Executive Summary.

## 7.4 SIGNIFICANT IRREVERSIBLE CHANGES

The environmental effects of the proposed project are discussed in Section 4 of this EIR and are summarized in the executive summary. Section 15126.2(c) of the State CEQA Guidelines requires a discussion of "significant irreversible environmental changes which would be caused by the proposed project should it be implemented. 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 unlikely. Primary impacts and, particularly, secondary impacts (such as a 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."

Construction and use of the proposed Oster/Las Pilitas Quarry would irreversibly commit construction materials and non-renewable energy resources to this project. These energy resource demands would be used for construction, heating and cooling of buildings, transportation of people and goods, as well as lighting and other associated energy needs. Non-renewable and slowly renewable resources used by the quarry and improvements would include, but are not limited to, lumber and other forest products; sand and gravel; asphalt; petrochemical construction materials; steel; copper; lead and other metals, water, etc. A marginal increase in the commitment of facility maintenance services would also be required. Primary project impacts related to consumption of non-renewable and slowly renewable resources are considered to be less than significant because buildout of the quarry would not use unusual amounts of energy or construction materials.