

2.7 Energy

This section was prepared pursuant to State CEQA Guidelines Section 15126 and Appendix F, which require that EIRs include a discussion of the potential energy impacts of projects. The analysis considers whether the Cannabis Program would result in inefficient, wasteful, and unnecessary consumption of energy.

Comment letters regarding energy were received in response to the notice of preparation (NOP) that identified concerns regarding energy usage and demands and the use of renewable energy sources. These issues are addressed in this section. All comments received in response to the NOP are presented in Appendix A of this Draft PEIR

A summary of impacts evaluated in this section is provided in Table 2.7.1.

Table 2.7.1 Energy Summary of Impacts

Issue Number	Issue Topic	Project Direct Impact	Project Cumulative Impact	Impact after Mitigation
1	Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources	Alternatives 1–5: Less than Significant	Alternatives 1–5: Less than Significant	Alternatives 1–5: Less than Significant
2	Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency	Alternatives 1–5: Significant	Alternatives 1–5: Significant	Alternatives 1–5: Less than Significant

2.7.1 Existing Conditions

2.7.1.1 *Physical Setting*

Energy Types and Sources

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of energy commodities consumed in California consists of natural gas. In 2022, approximately 55 percent of utility-scale electricity generation was fueled by natural gas. Residential land uses represented approximately 22 percent of California's natural gas consumption in 2021. Nonhydroelectric renewable energy sources provided 34 percent of the state's utility-scale net generation in 2021. With small-scale solar photovoltaics included, nonhydroelectric renewable energy sources supplied 40 percent of California's total in-state electricity generation. For the same year, coal accounted for less than 0.2 percent of the state's utility-scale net generation (EIA 2022a).

In September 2019, the cities of San Diego, Chula Vista, Encinitas, La Mesa, and Imperial Beach adopted an ordinance and resolution to form San Diego Community Power (SDCP), a California joint powers agency. In 2021, the San Diego County and National City voted to join SDCP. SDCP is a community choice aggregation program that allows customers to enroll on a voluntary basis. SDCP purchases electricity from renewable resources that is then delivered to

consumers through a grid infrastructure owned and maintained by San Diego Gas and Electric Company (SDG&E). SDG&E is the primary energy supplier in San Diego County and provides energy service to more than 3.6 million customers (i.e., 1.4 million accounts) in San Diego County and portions of southern Orange County. The utility has a diverse power production portfolio, composed of a variety of renewable and nonrenewable sources. Energy production typically varies by season and by year. Regional electricity loads tend to be higher in the summer because higher summer temperatures drive increased demand for air-conditioning. In contrast, natural gas loads are higher in winter because colder temperatures drive increased demand for natural gas heating. See Tables 2.7.2 and 2.7.3, presented at the end of this section, for further details regarding SDG&E, state, and SDCP power mixes. As shown in Table 2.7.2, SDG&E derived 45 percent of its electricity from eligible renewable sources in 2021 (CEC 2021a). As shown in Table 2.7.3, SDCP derived 55 percent of its electricity from eligible renewable sources in 2021 (CEC 2021b).

2.7.1.2 *Energy Use for Transportation*

In 2021, petroleum products accounted for about 90 percent of the total US transportation sector energy use (EIA 2022b). The California Department of Transportation (Caltrans) projected that 1,804 million gallons of gasoline and diesel were consumed in San Diego County in 2015, an increase of approximately 183 million gallons of fuel from 2010 levels. It is estimated that approximately 2.82 billion gallons of gasoline and 294 million gallons of diesel will be consumed in San Diego County in 2030 (Caltrans 2008).

2.7.1.3 *Energy Use and Climate Change*

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature. For an analysis of greenhouse gas (GHG) production and the Cannabis Program's impacts on climate change, refer to Section 2.9, "Greenhouse Gas Emissions and Climate Change."

2.7.2 *Regulatory Framework*

2.7.2.1 *Federal*

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this act, the National Highway Traffic and Safety Administration, part of the US Department of Transportation, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. The EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large centrally fueled fleets in metropolitan areas. It requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition,

financial incentives are also included in the EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The EPAct of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce US dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the US government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the country. The US Environmental Protection Agency calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. Based on information generated under the CAFE program, the US Department of Transportation is authorized to assess penalties for noncompliance. As of 2024, the CAFE standards require an industry-wide fleet average of approximately 50.4 miles per gallon (mpg) in model year (MY) 2031 for passenger cars and light trucks, and an industry fleet-wide average for heavy-duty pickup trucks and vans (HDPUVs) of roughly 2.851 gallons per 100 miles in MY 2035. The final CAFE standards increase at a rate of 2 percent per year for passenger cars in MYs 2027-31 and 2 percent per year for light trucks in model years 2029-31. The final HDPUV fuel efficiency standards increase at a rate of 10 percent per year in MYs 2030-2032 and 8 percent per year in MYs 2033-2035.

2.7.2.2 State

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. CEC regulates privately owned utilities in the energy, rail, telecommunications, and water sectors.

State of California Energy Action Plan

CEC is responsible for preparing the state energy plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the California Energy Action Plan (2008 update). The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in

implementing incentive programs for zero-emission vehicles (ZEVs) and addressing their infrastructure needs and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. The report includes recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required 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” (Public Resources Code Section 25301(a)). This work culminated in the Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2023 IEPR is the most recent IEPR. The 2023 IEPR provides a summary of priority energy issues currently facing the state and outlines strategies and recommendations to further the state’s goal of ensuring reliable, affordable, and environmentally responsible energy sources. The report contains an assessment of major energy trends and issues within California’s electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state’s economy; and protect public health and safety. Topics covered in the 2023 IEPR include building decarbonization, coordination between state energy agencies, decarbonizing the state’s natural gas system, increasing transportation efficiencies, improving energy reliability, and an assessment of the California Energy Demand Forecast (CEC 2023).

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of ZEVs, into a single package of regulatory standards for vehicle model years 2017–2025. The new regulations strengthened the GHG standards for 2017 models and beyond. In addition, the program’s ZEV regulation requires battery, fuel cell, and plug-in hybrid electric vehicles (EVs) to account for up to 15 percent of California’s new vehicle sales by 2025. In August 2022, CARB adopted the Advanced Clean Cars II program, which sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the state by 2035.

Renewables Portfolio Standard

SB X1-2 of 2011 required all California utilities to generate 33 percent of their electricity from renewables by 2020. SB 100 of 2018 sets a 3-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 52 percent of their electricity from renewables by December 31, 2027; 60 percent by December 31, 2030; and 100 percent carbon-free electricity by December 31, 2045. On September 16, 2022, the state passed SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. The act revises state policy to provide eligible renewable energy resources and zero-carbon resources to supply 100 percent of all retail sales of electricity to California and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. It also establishes energy efficiency targets that achieve statewide, cumulative doubling of the energy efficiency savings in electricity and natural gas end uses by the end of 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

California Building Energy Efficiency Standards (Title 24, Part 6 and Part 11)

The energy consumption of new residential and nonresidential buildings in California is regulated by the state's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and to provide energy efficiency standards for residential and nonresidential buildings.

CEC updates the California Energy Code every 3 years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The current California Energy Code requires builders to use more energy-efficient building technologies for compliance with increased restrictions on allowable energy use. The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into on-site generation by requiring solar photovoltaics on new homes, providing significant GHG savings. The most recent version is the 2022 California Energy Code, which advances the on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements

when natural gas is installed, expanding solar photovoltaic system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. CEC estimates that the 2022 California Energy Code will save consumers \$1.5 billion and reduce GHG emissions by 10 million metric tons of carbon dioxide-equivalent (MMTCO_{2e}) emissions over the next 30 years (CEC 2022).

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code; it became mandatory January 1, 2011 (as part of the 2010 California Building Standards Code). The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CALGreen Code, the 2022 CALGreen Code strengthened regulations pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order (EO) B-18-12.

Assembly Bill 32, Senate Bill 32, and Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 MMTCO_{2e} emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMTCO_{2e} under a business-as-usual scenario (this is a reduction of 47 MMTCO_{2e}, or almost 10 percent, from 2008 emissions). In May 2014, CARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate progress that has been made between 2000 and 2012 (CARB 2014).

In August 2016, SB 32 and AB 197, which serve to extend California's GHG-reduction programs beyond 2020, were signed into law. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG-emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the state's continued efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emission levels by 2050. Achievement of these goals will have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG-emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017). It identifies the reductions needed by each GHG-emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste).

On September 16, 2022, the state legislature passed AB 1279, which codified stringent emissions targets for the state of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022, as directed by AB 1279 (CARB 2022). The 2022 Scoping Plan traces the pathway for the state to achieve its carbon neutrality

goal and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach using various scenarios. CARB adopted the 2022 Scoping Plan on December 16, 2022.

Senate Bill 375 of 2008

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG-emission reduction targets, and land use and housing allocation policies. It requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy or alternative planning strategy, showing prescribed land use allocation in each MPO's regional transportation plan. CARB, in consultation with the MPOs, provided each affected region with reduction targets for GHGs emitted by passenger cars and light trucks for 2020 and 2035. Implementation of SB 375 will have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

Department of Cannabis Control

California Code of Regulations (CCR), Title 4, Division 19 includes the following requirements regarding energy use for commercial cannabis uses.

Section 16305: Renewable Energy Requirements

- (a) Beginning January 1, 2023, all holders of indoor, tier 2 mixed-light license types of any size, and all holders of nursery licenses using indoor or tier 2 mixed-light techniques shall ensure that electrical power used for commercial cannabis activity meets the average electricity greenhouse gas emissions intensity required by their local utility provider pursuant to the California Renewables Portfolio Standard Program in division 1, part 1, chapter 2.3, article 16 (commencing with section 399.11) of the Public Utilities Code.
- (b) If a licensed cultivator's average weighted greenhouse gas emission intensity, as calculated and reported upon license renewal pursuant to section 15020, is greater than the local utility provider's greenhouse gas emission intensity, the licensee shall obtain carbon offsets to cover the excess in carbon emissions from the previous annual licensed period. The carbon offsets shall be purchased from one or more of the following recognized voluntary carbon registries:
 - (1) American Carbon Registry;
 - (2) Climate Action Reserve; or
 - (3) Verified Carbon Standard.

2.7.2.3 Local

San Diego Association of Governments Regional Plans and Programs

The San Diego Association of Governments' (SANDAG's) San Diego Forward: The Regional Plan (2021 Regional Plan) is a regional transportation plan/sustainable communities strategy that combines and updates 2 previous plans, the Regional Comprehensive Plan and the Regional Transportation Plan/Sustainable Communities Strategy, into 1 document that looks toward 2050. The 2021 Regional Plan covers a broad range of topics, including air quality, borders and tribal nations, climate change, economic prosperity, emerging technologies, transit and automobile energy efficiency, fuels, habitat preservation, community health, public

facilities, shoreline preservation, transportation, and water quality. The 2021 Regional Plan emphasizes the importance of multimodal transportation and places special emphasis on active transportation, such as walking and biking, and reducing car use to minimize GHG emissions, diminish air pollution, and maximize public health. The 2021 Regional Plan also includes a sustainable communities strategy, which identifies 5 main strategies to complement the goal of sustainability. These strategies focus on job growth and housing in urbanized areas with existing public transportation options; housing needs for all economic segments of the population; the preservation of open space; investment in an accessible transit network; and reduced GHG emissions through increasing public transportation infrastructure and access, encouraging active transportation through upgrades to pedestrian and bike facilities, and incentivizing EV use and providing additional EV infrastructure. The 2021 Regional Plan is designed to be updated every 4 years in accordance with federal law in collaboration with the 18 cities and San Diego County along with regional, state, and federal partners. The 2021 Regional Plan focuses on regional targets through 2050. The 2021 Regional Plan reduces per capita GHG emissions from cars and light-duty trucks to 20 percent below 2005 levels by 2035, exceeding the region's state-mandated target of 19 percent. The 2021 Regional Plan also meets federal air quality conformity requirements. The following goals are outlined in the 2021 Regional Plan:

- the efficient movement of people and goods;
- access to affordable, reliable, and safe mobility; and
- healthier air and reduced GHG emissions.

2011 San Diego County General Plan

The following General Plan policies related to energy are applicable to the Cannabis Program:

- **Policy COS-14.3: Sustainable Development.** Require design of residential subdivisions and nonresidential development through “green” and sustainable land development practices to conserve energy, water, open space, and natural resources.
- **Policy COS-14.4: Sustainable Technology and Projects.** Require technologies and projects that contribute to the conservation of resources in a sustainable manner, that are compatible with community character, and that increase the self-sufficiency of individual communities, residents, and businesses.
- **Policy COS-14.6: Solar Access for Infill Development.** Require that property setbacks and building massing of new construction located within existing developed areas maintain an envelope that maximizes solar access to the extent feasible.
- **Policy COS-14.7: Alternative Energy Sources for Development Projects.** Encourage development projects that use energy recovery, photovoltaic, and wind energy.
- **Policy COS-14.10: Low-Emission Construction Vehicles and Equipment.** Require County contractors and encourage other developers to use low-emission construction vehicles and equipment to improve air quality and reduce GHG emissions.
- **Policy COS-14.13: Incentives for Sustainable and Low GHG Development.** Provide incentives such as expedited project review and entitlement processing for developers that maximize use of sustainable and low GHG land development practices in exceedance of State and local standards.

- **Policy COS-15.1: Design and Construction of New Buildings.** Require that new buildings be designed and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.
- **Policy COS-15.4: Title 24 Energy Standards.** Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.
- **Policy COS-15.6: Design and Construction Methods.** Require development design and construction methods to minimize impacts to air quality.
- **Policy COS-16.3: Low-Emissions Vehicles and Equipment.** Require County operations and encourage private development to provide incentives (such as priority parking) for the use of low- and zero-emission vehicles and equipment to improve air quality and reduce GHG emissions. [Refer also to Policy M-9.3 (Preferred Parking) in the Mobility Element.]
- **Policy COS-17.4: Composting.** Encourage composting throughout the County and minimize the amount of organic materials disposed at landfills.
- **Policy COS-17.6: Recycling Containers.** Require that all new land development projects include space for recycling containers.

San Diego County Final 2024 Climate Action Plan

In June 2024, the County of San Diego released the Draft Final 2024 Climate Action Plan (CAP). The CAP includes GHG-reduction measures to achieve 43.6 percent and 85.4 percent reductions in community-wide GHG emissions from a 2019 inventory level by 2030 and 2045, respectively. The CAP also includes an aspirational goal to achieve net zero emissions by 2045. Many measures target GHG emissions from the energy sector. The Final CAP was adopted by the Board of Supervisors on September 11, 2024.

Green Building Incentive Program

The San Diego County Green Building Incentive Program is designed to promote the use of resource-efficient construction materials, water conservation, and energy efficiency in new and remodeled residential and commercial buildings. The program offers incentives of reduced plan check turnaround time and a 7.5 percent reduction in plan check and building permit fees for projects meeting program requirements (County of San Diego 2019).

Landscape Ordinance

The County of San Diego’s Landscaping Ordinance was adopted in accordance with the state’s Model Water Efficient Landscape Ordinance, which establishes water efficiency standards for new and existing landscapes to reduce water-related energy use. The County’s ordinance applies to new construction for which the County issues a building permit or a discretionary review where the aggregate landscaped area is 500 square feet or more to obtain outdoor water use authorization. For projects between 500 and 2,500 square feet, the County has a more streamlined process called the prescriptive compliance option. All

landscape areas are subject to a maximum applied water allowance, which sets an upper limit of allowable water use per landscape area.

County Operations Strategic Sustainability Plan

The 2020–2030 County Operations Strategic Sustainability Plan (2020 Strategic Plan) supersedes the previously implemented 2015 Strategic Energy Plan. The 2020 Strategic Plan sets goals to promote sustainability in 4 key sectors of County operations: energy, water, waste, and transportation. The following energy-related goals are outlined in the 2020 Strategic Plan:

- reduce energy use and GHG emissions,
- promote clean energy production,
- provide sound facility energy management,
- achieve cost savings,
- reduce fleet VMT,
- eliminate underutilized vehicles to decrease size of the fleet,
- electrify the fleet where possible, and
- expand EV-charging infrastructure on County sites for both public and fleet.

The 2020 Strategic Plan is intended to consolidate the sustainability planning efforts of other County planning documents under a single County operations purpose (i.e., mission statement).

2.7.3 Analysis of Project Impacts and Determination of Significance

2.7.3.1 *Thresholds of Significance*

According to Appendices F and G of the State CEQA Guidelines, an energy impact is considered significant if implementation of the Cannabis Program would do any of the following:

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The County of San Diego has not established thresholds for determining the significance of energy impacts.

2.7.3.2 *Issues Not Discussed Further*

All issues pertaining to energy are addressed in this analysis.

2.7.3.3 Approach to Analysis

Impacts related to energy are analyzed based on a review of the Cannabis Program and its potential to result in physical changes to the environment if it is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations, as well as policies adopted in the General Plan, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the Cannabis Program.

The environmental analysis in this Draft PEIR is general in nature and does not evaluate energy impacts of specific commercial cannabis cultivation site construction and operation. Instead, the analysis focuses on the worst-case energy-related impacts that could occur from the implementation of the Cannabis Program, assuming 5 alternatives.

While precise site impacts cannot be determined without specific project and property information, the analysis does assess the potential for impacts under various scenarios that are likely to represent actual conditions using the construction and operational assumptions for the alternatives provided in Appendix C.

Levels of energy consumption by the project are measured in kilowatt-hours of electricity, British thermal units (kBtu) of natural gas, gallons of gasoline, and gallons of diesel fuel. Energy consumption estimates were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1 computer program. Where project-specific information was not known, CalEEMod default values based on the project's location were used. Project sizes were calculated using an average square footage derived from the proposed number of license types summarized in Table 1.4 and default assumptions in CalEEMod for construction equipment type and duration were utilized. Table 2.7.4 summarizes the levels of energy consumption per year of construction, and Table 2.7.5 summarizes the levels of energy consumption for the first year of operation in 2026 for each commercial cannabis use type, whereas Tables 2.7.6 and 2.7.7 summarize energy consumption for all cannabis uses assumed to be developed by 2044. (Tables are presented at the end of this section.) An example project-level estimate of emissions was prepared for noncultivation cannabis uses using the largest development footprint and operational features (e.g., employees, traffic, energy use) of the range of the noncultivation uses identified in Table 1.4.

2.7.3.4 Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Guidelines for Determination of Significance

According to Appendices F and G of the State CEQA Guidelines, the Cannabis Program would result in a significant impact if construction and operation of the project would result in the wasteful, inefficient, or unnecessary consumption of energy.

CEQA requires an analysis of the potential for a project to result in "wasteful, inefficient, and unnecessary energy usage" (Public Resources Code Section 21100(b)(3)). Appendix G of the State CEQA Guidelines requires the consideration of the energy implications of a project. Neither the law nor the State CEQA Guidelines establish criteria that define "wasteful, inefficient, or unnecessary" use. As described below, project design features that would

increase energy efficiency and renewable energy consumption and decrease reliance on fossil fuel energy sources are generally assumed to comply with the State CEQA Guidelines.

Impact Analysis

Energy would be required for the construction of commercial cannabis uses. This temporary energy expenditure would be nonrecoverable. Most energy consumption would result from the use of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials. Operation of commercial cannabis sites would consume electricity and natural gas or propane for lighting, space heating, and water heating. Diesel fuel may be used for temporary generators and on-site auxiliary equipment, such as a utility vehicle. Energy would be used indirectly for activities such as water pumping and solid waste removal. Gasoline and diesel fuel would also be consumed for worker commute trips and haul trucks transporting materials and products. However, these discrete increases in new energy demand would occur if a new building is required to support cannabis cultivation and noncultivation uses. Notably, future cannabis cultivation and noncultivation activities could be located in existing buildings requiring minimal renovations and would not require the use of heavy-duty equipment. The energy demand disclosed in this analysis is therefore inherently conservative.

Energy consumption associated with construction was estimated for each commercial cannabis cultivation type using the range of assumed future licensed commercial cannabis cultivation sites presented in Table 1.4 and based on anticipated daily construction activities and is provided in Table 2.7.4, presented at the end of this section, for each commercial cannabis use type. Refer to Appendix C for construction assumptions and detailed modeling input parameters and results. Energy consumption associated with the operation for each commercial cannabis use type based on Table 1.4 is provided in Table 2.7.5, presented at the end of this section. Refer to Appendix C for operation assumptions and detailed modeling input parameters and results.

The energy needs for commercial cannabis construction would be temporary and would not require additional capacity or increased peak or base period demands for electricity or other forms of energy. All buildings constructed would be built to the California Energy Code in effect at the time of construction, as well as CCR Title 4, Section 16305 regarding energy sources subject to the California Energy Code that reduce GHG emissions. Implementation of these energy efficiency provisions on new commercial cannabis facilities would be consistent with General Plan Policies COS 14.3, COS-14.7, COS-14.13, and COS-15.4.

Alternative 1: No Project—Retention of Current Cannabis Regulations

Under Alternative 1, the Cannabis Program would not be adopted. The existing 5 commercial cannabis facilities in the unincorporated areas of El Cajon, Escondido, and Ramona would be allowed to continue to operate under the existing ordinances as well as expand their existing facilities and operations to a total of 10,000 square feet of building area. However, no new commercial cannabis uses would be allowed. However, these expansions would not generate significant construction or operational energy demands beyond existing operations.

This impact would be less than significant under Alternative 1.

Alternative 2: Proposed Project—Cannabis Program Consistent with State Requirements

As identified in Table 1.4, outdoor cultivation activities under Alternative 2 could occur on up to 472 acres of land, with a total of up to 1,772,120 square feet (i.e., approximately 41 acres) of building area. Mixed-light cultivation activities could occur on up to 293 acres of land, with a total of up to 668,184 square feet (i.e., approximately 15 acres) of building area. Indoor cultivation activities could occur on up to 8 acres of land, with a total of up to 240,000 square feet (i.e., approximately 5.5 acres) of building area. Noncultivation uses could occur on up to 259 acres of land, with a total of up to 2,030,400 square feet (i.e., approximately 47 acres) of building area. This would result in a total development footprint (i.e., cultivation activities, buildings, caretaker housing, storage buildings, on-site nurseries, agricultural shade or crop structures, water tanks, ponds, parking, cannabis operation buildings, other associated improvements) of approximately 1,032 acres, with approximately 108 acres (4,710,704 square feet) of building area for Alternative 2. Cannabis facilities would be required to observe a 600-foot buffer from certain state-defined sensitive uses, including schools, daycares, and youth centers.

All new buildings constructed for future commercial cannabis uses would be required to meet the California Energy Code in effect at the time of construction. Although compliance with the California Energy Code would result in energy-efficient buildings, such compliance does not address all potential energy impacts during new licensed commercial cannabis site construction and operation. For example, energy would be required to transport people and materials to and from each site. However, these discrete increases in new energy demand would occur if a new building is required to support cannabis cultivation and noncultivation uses. Notably, future cannabis cultivation and noncultivation activities could be located in existing buildings requiring minimal renovations and would not require the use of heavy-duty equipment. The energy demand disclosed in this analysis is therefore inherently conservative.

Energy would be required for the construction of new commercial cannabis uses. This temporary energy expenditure would be nonrecoverable. Most energy consumption would result from the use of construction equipment and vehicle trips associated with commutes by construction workers and haul trucks supplying materials. Operation of new commercial cannabis sites would consume electricity and natural gas or propane for lighting, space heating, and water heating. Diesel fuel may be used for temporary generators and on-site auxiliary equipment, such as a utility vehicle. Energy would be used indirectly for activities such as water pumping and solid waste removal. Gasoline and diesel fuel would also be consumed for worker commute trips and haul trucks transporting materials and products.

Energy consumption associated with construction was estimated for each commercial cannabis type and based on anticipated daily construction activities and is provided in Table 2.7.4. Refer to Appendix C for construction assumptions and detailed modeling input parameters and results. Energy consumption associated with the operation for each commercial cannabis type is presented in Table 2.7.5. Refer to Appendix C for operation assumptions and detailed modeling input parameters and results.

The energy needs for commercial cannabis site construction would be temporary and would not require additional capacity or increased peak or base period demands for electricity or other forms of energy. All buildings constructed would be built to the California Energy Code in effect at the time of construction, as well as CCR Title 4, Section 16305 regarding energy sources that reduce GHG emissions. Future commercial cannabis uses and associated energy expenditure under the program would be similar to those currently in the county. For this

reason, energy consumption associated with the construction and operation of commercial cannabis cultivation sites that would be licensed under the Cannabis Program would not be considered wasteful, inefficient, or unnecessary.

The impact would be less than significant for Alternative 2.

Alternative 3: Cannabis Program with Expanded County Regulations

Under Alternative 3, the definition of “sensitive uses” would be expanded beyond schools, daycares, and youth centers to also include regional parks, local parks, public trails, recreation facilities, preserves with visitor-serving amenities, religious assembly, childcare centers, public libraries operated by the County or other cities, residential care facilities, and other cannabis facilities. The required sensitive use buffer would be 1,000 feet. In addition, advertising of cannabis on a billboard would be prohibited within 1,000 feet of a sensitive use. The development potential for this alternative is provided in Table 1.4 and is the same as Alternative 2 described above.

As discussed above under Alternative 2, the extent of construction and operational activity for new cannabis sites would vary depending on the location and existing site conditions, such as the existence of on-site buildings that could be used to support the commercial cannabis facility. Neither the change in what is considered a sensitive use under Alternative 3 nor the more conservative buffer distance would alter the increased energy demand projected for Alternative 2.

The impact would be less than significant for Alternative 3.

Alternative 4: Cannabis Program with Outdoor Cannabis Cultivation Prohibition

Under Alternative 4, all commercial outdoor cannabis cultivation within the unincorporated county would be prohibited, and mixed-light and indoor cultivation would be allowed only within a building or greenhouse. This alternative would result in 2,002,524 square feet of cannabis building area and 479 acres of land area dedicated to cannabis cultivation activity as compared to Alternatives 2, 3, and 5 (2,680,304 square feet of cannabis building area and 773 acres of land area dedicated to cannabis cultivation activity). This alternative would also require a 1,000-foot buffer from expanded sensitive uses, as defined by Alternative 3, and prohibit cannabis advertising on a billboard within 1,000 feet of the expanded sensitive uses. The development potential for this alternative is provided in Table 1.4.

Alternative 4 includes a prohibition on outdoor cannabis cultivation with an increased potential for mixed-light and indoor cannabis cultivation licenses and acreage. When assessed at a project-level, the construction and operational energy demand of a single mixed-light and indoor cannabis site would be similar to that disclosed in Tables 2.7.4 and 2.7.5, presented at the end of this section. It is foreseeable, in a cumulative context, that allowance of additional licenses for mixed-light and indoor cultivation under Alternative 4 would result in an increase in total electrical demand to grow cannabis. Nevertheless, future mixed-light and indoor cultivation facilities would be required to comply with the provisions of the California Energy Code and CCR Title 4, Section 16305.

The impact would be less than significant for Alternative 4.

Alternative 5: Cannabis Program with Maximum 1 Acre of Outdoor Cannabis Cultivation Canopy

Under Alternative 5, outdoor commercial cannabis cultivation would be limited to 1 acre of total canopy area, or 25 percent of the lot size, whichever is less. This alternative would also require a 1,000-foot buffer from expanded sensitive uses, as defined by Alternative 3, and prohibit cannabis advertising on a billboard within 1,000 feet of the expanded sensitive uses. The development potential for this alternative is provided in Table 1.4 and is the same as Alternative 2 described above.

As discussed above under Alternative 2, the extent of construction and operational activity for new cannabis sites would vary depending on the location and existing site conditions, such as the existence of on-site buildings that could be used to support the commercial cannabis facility. The development potential under Alternative 5 is similar to Alternative 2. Neither the change in what is considered a sensitive use under Alternative 5 nor the more conservative buffer distance would alter the increased energy demand projected for Alternative 2.

The impact would be less than significant for Alternative 5.

2.7.3.5 Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Guidelines for Determination of Significance

According to Appendix G of the State CEQA Guidelines, the Cannabis Program would result in a significant impact if construction and operation of the project would conflict with a local or statewide plan for renewable energy or energy efficiency.

Impact Analysis

As discussed in Section 2.7.2, the County of San Diego adopted its Final CAP in September 2024. While intended to be used for CEQA streamlining of GHG analysis, Appendix 8, “2024 Climate Action Plan Consistency Review Checklist,” (CAP Checklist) of the Final CAP may be applicable to determine whether the project would conflict with an applicable local plan for renewable energy or energy efficiency.

The CAP Checklist includes 2 steps: Step 1 entails evaluating whether a project would introduce growth outside of the growth projections used in the CAP to estimate future GHG emissions for activities occurring in the county; step 2 provides “consistency requirements” that project proponents are required to incorporate into their project to demonstrate compliance with the CAP. Projects requiring general plan or zoning amendments that would increase the development capacity assumed in the CAP cannot use the CAP Checklist.

The energy-related policies of the CAP may be used to determine whether the project would conflict with a local plan for renewable energy or energy efficiency, such as the CAP.

Alternative 1: No Project—Retention of Current Cannabis Regulations

Under Alternative 1, the Cannabis Program would not be adopted. The existing 5 commercial cannabis facilities in the unincorporated areas of El Cajon, Escondido, and Ramona would be allowed to continue to operate under the existing ordinances as well as expand their existing

facilities and operations to a total of 10,000 square feet of building area. However, no new commercial cannabis uses would be allowed. These expansions would generally not be subject to the County's CAP. Expansion or renovation of existing development undergoing environmental review would be subject the measures of the CAP.

For this reason, some expansion under Alternative 1 could result in conflicts with the County's CAP that are not subject to environmental review. This impact would be significant.

Alternative 2: Proposed Project—Cannabis Program Consistent with State Requirements

Under Alternative 2, outdoor cultivation activities could occur on up to 472 acres of land, with a total of up to 1,772,120 square feet (i.e., approximately 41 acres) of building area. Mixed-light cultivation activities could occur on up to 293 acres of land, with a total of up to 668,184 square feet (i.e., approximately 15 acres) of building area. Indoor cultivation activities could occur on up to 8 acres of land, with a total of up to 240,000 square feet (i.e., approximately 5.5 acres) of building area. Noncultivation uses could occur on up to 259 acres of land, with a total of up to 2,030,400 square feet (i.e., approximately 47 acres) of building area. This would result in a total development footprint (i.e., cultivation activities, buildings, caretaker housing, storage buildings, on-site nurseries, agricultural shade or crop structures, water tanks, ponds, parking, cannabis operation buildings, other associated improvements) of approximately 1,032 acres, with approximately 108 acres (4,710,704 square feet) of building area for Alternative 2. Cannabis facilities would be required to observe a 600-foot buffer from certain state-defined sensitive uses, including schools, daycares, and youth centers.

The following CAP measures may be applicable to future cannabis cultivation sites under the Cannabis Program:

- **Measure E-2: Develop policies and programs to increase energy efficiency and electrification in the unincorporated area.** This measure directs the County to amend the County's Code of Regulatory Ordinances by 2025 to require all-electric equipment in new residential, commercial, and industrial construction to reduce energy emissions from new development.
- **Measure E-3: Develop policies and programs to increase renewable energy use, generation, and storage in the unincorporated area.** This measure entails amending the County's Code of Regulatory Ordinances by 2026 to require (Tier 2) CALGreen or similar renewable energy requirements for new residential and nonresidential construction.

As stated above, there are no project-specific design proposals at this programmatic stage. There is inherent uncertainty at the programmatic level as to whether fully electric development may be feasible for future cannabis cultivation and noncultivation sites based on the need for the use of natural gas in certain operations or propane for sites with limited or no access to other energy sources in rural areas of the county. Because the proposed Cannabis Program does not include provisions to electrify new commercial cannabis uses, the project would not be consistent with the local plan for renewable energy or energy efficiency (i.e., the CAP).

The impact would be potentially significant for Alternative 2.

Alternative 3: Cannabis Program with Expanded County Regulations

Under Alternative 3, the definition of “sensitive uses” would be expanded beyond schools, daycares, and youth centers to also include regional parks, local parks, public trails, recreation facilities, preserves with visitor-serving amenities, religious assembly, childcare centers, public libraries operated by the County or other cities, residential care facilities, and other cannabis facilities. The required sensitive use buffer would be 1,000 feet. In addition, advertising of cannabis on a billboard would be prohibited within 1,000 feet of an expanded sensitive use. The development potential for this alternative is provided in Table 1.4 and is the same as Alternative 2 described above.

Similar to Alternative 2, the proposed Cannabis Program under Alternative 3 does not include provisions to electrify new commercial cannabis uses; therefore, the project would not be consistent with the local plan for renewable energy or energy efficiency.

The impact would be potentially significant for Alternative 3.

Alternative 4: Cannabis Program with Outdoor Cannabis Cultivation Prohibition

Under Alternative 4, all commercial outdoor cannabis cultivation within the unincorporated county would be prohibited, and mixed-light and indoor cultivation would be allowed only within a building or greenhouse. This alternative would result in 2,002,524 square feet of cannabis building area and 479 acres of land area dedicated to cannabis cultivation activity as compared to Alternatives 2, 3, and 5 (2,680,304 square feet of cannabis building area and 773 acres of land area dedicated to cannabis cultivation activity). This alternative would also require a 1,000-foot buffer from expanded sensitive uses, as defined by Alternative 3, and prohibit cannabis advertising on a billboard within 1,000 feet of the expanded sensitive uses. The development potential for this alternative is provided in Table 1.4.

Similar to Alternative 2, the proposed Cannabis Program under Alternative 4 does not include provisions to electrify new commercial cannabis uses; therefore, the project would not be consistent with the local plan for renewable energy or energy efficiency.

The impact would be potentially significant for Alternative 4.

Alternative 5: Cannabis Program with Maximum 1 Acre of Outdoor Cannabis Cultivation Canopy

Under Alternative 5, outdoor commercial cannabis cultivation would be limited to 1 acre of total canopy area, or 25 percent of the lot size, whichever is less. This alternative would also require a 1,000-foot buffer from the expanded sensitive uses, as defined by Alternative 3, and prohibit cannabis advertising on a billboard within 1,000 feet of the expanded sensitive uses. The development potential for this alternative is provided in Table 1.4 and is the same as Alternative 2 described above.

Similar to Alternative 2, the proposed Cannabis Program under Alternative 5 does not include provisions to electrify new commercial cannabis uses; therefore, the project would not be consistent with the local plan for renewable energy or energy efficiency.

The impact would be potentially significant for Alternative 5.

2.7.4 Cumulative Impacts

The geographic scope of cumulative impact analysis for energy is the customers of SDG&E, including the incorporated cities in San Diego County, as well as the unincorporated county. Energy consumption is related to construction activities and operation-related energy demand from existing and new land uses. Construction-related energy use is project-specific and temporary, which would not represent a long-term increase in energy demand under cumulative conditions.

2.7.4.1 *Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources*

The San Diego County General Plan Update EIR did not identify any cumulatively considerable impacts regarding energy use from implementation of the General Plan (County of San Diego 2011).

New commercial cannabis operations under Alternatives 1, 2, 3, 4, and 5 would be required to comply with the California Energy Code and CCR, Title 24, Section 16305, which requires licensees that would exceed the local utility provider's GHG-emission intensity threshold to obtain carbon offsets to cover the excess of carbon emissions from the previous annual licensed period. Carbon offset programs cover several GHG-reducing projects, some of which could be investments in renewable energy projects. For these reasons, energy consumption associated with construction and operation of existing and new licensed commercial cannabis cultivation sites would not be considered wasteful, inefficient, or unnecessary. Table 3.7.8, presented at the end of this section, summarizes the total energy expenditure of 12 overlapping cannabis cultivation constructed simultaneously. Tables 2.7.6 and 2.7.7, presented at the end of this section, summarize the total energy demand of all cultivation and noncultivation sites assumed under Alternatives 2, 3, 4, and 5 by 2044.

Thus, the contribution of cultivation and noncultivation activities associated with cumulative impacts to wasteful, inefficient, or unnecessary use of energy would be less than cumulatively considerable under Alternatives 1, 2, 3, 4, and 5.

2.7.4.2 *Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency*

The San Diego County General Plan Update EIR did not identify any cumulatively considerable impacts regarding conflicts with energy plans from implementation of the General Plan (County of San Diego 2011).

Under Alternative 1, expansion of existing cultivation sites could occur. New commercial cannabis operations under Alternatives 2, 3, 4, and 5 would be required to comply with the California Energy Code and CCR, Title 24, Section 16305, which requires licensees that would exceed the local utility provider's GHG emission intensity threshold to obtain carbon offsets to cover the excess of carbon emissions from the previous annual licensed period. Nevertheless, there are no provisions within the proposed Cannabis Program that precludes future commercial cultivation sites from using natural gas or propane-powered equipment, such as heating, air-conditioning, and ventilation systems. Therefore, future cannabis cultivation sites and noncultivation uses could conflict with the County's CAP, which contains a local plan for

renewable energy and energy efficiency. Future cannabis cultivation sites and noncultivation uses that do not implement the provisions of the CAP pertaining to energy resources could cumulatively combine with other past, present, and future projects to obstruct the energy efficiency goals of the CAP.

Thus, the project's potential to conflict with a local plan for renewable energy or energy efficiency would be cumulatively considerable for Alternatives 1 through 5.

2.7.5 Significance of Impacts Prior to Mitigation

2.7.5.1 *Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources*

Alternatives 1 through 5 of the Cannabis Program would result in less-than-significant impacts associated with the wasteful, inefficient, or unnecessary consumption of energy resources. The Cannabis Program would not result in cumulatively considerable contributions of wasteful, inefficient, or unnecessary use of energy.

2.7.5.2 *Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency*

Prior to mitigation, Alternatives 1 through 5 of the Cannabis Program would result in potentially significant impacts due to conflicts with the County's CAP. The Cannabis Program could result in cumulatively considerable contributions to potentially significant cumulative impacts.

2.7.6 Mitigation

2.7.6.1 *Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources*

No mitigation is required.

2.7.6.2 *Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency*

The following mitigation is identified for Alternatives 1, 2, 3, 4, and 5.

M-EN.2-1: Implement the requirements of the County's Climate Action Checklist

Each cannabis facility application shall include measures enumerated in the County's CAP Checklist as applicable.

2.7.7 Conclusion

The discussion below provides a synopsis of the conclusion reached in each of the above impact analyses and the level of impact that would occur after the mitigation measure is implemented.

2.7.7.1 *Issue 1: Result in a Potentially Significant Environmental Impact Due to Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources*

Implementation of the Cannabis Program under Alternatives 1 through 5 would provide a framework for the permitting and licensing of new commercial cannabis facilities that could result in increased energy demand; however, this increase would not be considered wasteful, inefficient, or unnecessary. In addition, the proposed Cannabis Program would not contribute to a significant cumulative impact with respect to the wasteful, inefficient, or unnecessary consumption of energy resources.

2.7.7.2 *Issue 2: Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency*

The operation of future cannabis cultivation sites and noncultivation uses from the implementation of the Cannabis Program under Alternatives 1, 2, 3, 4, and 5 would have the potential to conflict with the County's CAP. Implementation of Mitigation Measure M-EN.1-1 would require future cannabis cultivation sites and noncultivation uses to comply with the measures of the CAP Checklist, which would include prohibiting the use of natural-gas-powered appliances through all-electric development or achieving Tier 2 status as set forth by the CALGreen Code Appendix A5 Nonresidential Voluntary Measures. This measure would ensure that new development under the Cannabis Program would be consistent with the CAP (i.e., the local plan for renewable energy and energy efficiency). Therefore, with mitigation, this impact would be less than significant.

Table 2.7.2 SDG&E and the State of California Power Mix in 2022

Energy Resources	SDG&E Power Mix (%)	California-Wide Power Mix (%)
Eligible renewables	45	36
<i>Biomass and waste</i>	3	2
<i>Geothermal</i>	0	5
<i>Eligible hydroelectric</i>	0	1
<i>Solar</i>	28	18
<i>Wind</i>	14	11
Coal	0	2
Large hydroelectric	2	9
Natural gas	54	36
Nuclear	0	9
Other	0	<1
Unspecified sources of power ¹	1	7
Total	100	100

Notes: SDG&E = San Diego Gas and Electric Company.

¹ Electricity from transactions that are not traceable to specific generation sources.

Source: SDG&E 2023.

Table 2.7.3 SDCP and the State of California Power Mix in 2022

Energy Resources	SDCP Power Mix (%)	California-Wide Power Mix (%)
Eligible renewables	54	36
<i>Biomass and waste</i>	1	2
<i>Geothermal</i>	3	5
<i>Eligible hydroelectric</i>	1	1
<i>Solar</i>	26	18
<i>Wind</i>	24	11
Coal	0	2
Large hydroelectric	13	9
Natural gas	0	36
Nuclear	0	9
Other	0	<1
Unspecified sources of power ¹	33	7
Total	100	100

Notes: SDCP = San Diego Community Power.

¹ Electricity from transactions that are not traceable to specific generation sources.

Source: SDCP 2023.

Table 2.7.4 Energy Consumption Associated with Construction of Individual New Commercial Cannabis Cultivation Site Types and Noncultivation Sites

Cannabis Use Type	Diesel Fuel (gallons)	Gasoline (gallons)
Outdoor	3,422	550
Mixed-light	5,102	941
Indoor	3,189	450
Noncultivation	3,098	422

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel fuel gallons include off-road equipment and on-road gallons from worker and vendor trips.

Source: Data modeled by Ascent in 2024.

Table 2.7.5 Energy Consumption Associated with Operation of Individual New Commercial Cannabis Cultivation Site Types and Noncultivation Sites

Cannabis Use Type	Energy Consumption	Units
Outdoor	1,211,403	kWh/year
	2,337,681	kBTU/year
Mixed-light	960,691	kWh/year
	497,837	kBTU/year
Indoor	431,458	kWh/year
	419,299	kBTU/year
Noncultivation	2,091,104	kWh/year
	1,083,625	kBTU/year

Notes: kWh/year = kilowatt hours per year; kBTU/year = 1,000 British thermal units per year.

Source: Data modeled by Ascent in 2024.

Table 2.7.6 Cumulative Operational Energy Consumption Associated with Operation of New Commercial Cannabis Cultivation Site Types and Noncultivation Sites (Alternatives 2, 3, and 5)

Cannabis Use Type	Energy Consumption	Units
Outdoor	339,192,840	kWh/year
	654,550,680	kBTU/year
Mixed-light	63,405,606	kWh/year
	32,857,242	kBTU/year
Indoor	11,217,908	kWh/year
	10,901,774	kBTU/year
Noncultivation	355,487,680	kWh/year
	184,216,250	kBTU/year

Notes: kWh/year = kilowatt hours per year; kBTU/year = 1,000 British thermal units per year.

Source: Data modeled by Ascent in 2024.

Table 2.7.7 Cumulative Operational Energy Consumption Associated with Operation of New Commercial Cannabis Cultivation Site Types and Noncultivation Sites (Alternative 4)

Cannabis Use Type	Energy Consumption	Units
Outdoor	0	kWh/year
	0	kBTU/year
Mixed-light	97,029,791	kWh/year
	50,281,537	kBTU/year
Indoor	47,891,838	kWh/year
	46,542,189	kBTU/year
Noncultivation	355,487,680	kWh/year
	184,216,250	kBTU/year

Notes: kWh/year = kilowatt hours per year; kBTU/year = 1,000 British thermal units per year.

Source: Data modeled by Ascent in 2024.

Table 2.7.8 Cumulative Construction Energy Consumption Associated with Construction of 12 New Commercial Cannabis Cultivation Site Types Simultaneously

Cannabis Use Type	Diesel Fuel (gallons)	Gasoline (gallons)
Outdoor	41,064	6,600
Mixed-light	61,224	11,292
Indoor	38,268	5,400
Noncultivation	37,176	5,064

Notes: Gasoline gallons include on-road gallons from worker trips. Diesel fuel gallons include off-road equipment and on-road gallons from worker and vendor trips.

Source: Data modeled by Ascent in 2024.