22. CEQA MANDATED COMPONENTS

This chapter summarizes the EIR findings in terms of the various assessment categories suggested by the California Environmental Quality Act (CEQA) Guidelines for EIR content. The findings of this EIR are summarized below in terms of project-related potential cumulative impacts, growth-inducing effects, significant unavoidable impacts, irreversible environmental changes, effects not found to be significant, and energy conservation.

22.1 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The cumulative growth recognized in this EIR is the ABAG housing, population, and employment projections, as well as regional traffic model forecasts, incorporated into the San Mateo County Transportation Commission (CTC) Countywide Model (see EIR Chapter 3, Project Description; and Chapter 18, Transportation and Circulation). Therefore, analyses of cumulative impacts in this EIR are based on the “summary of projections” method, rather than the “list of projects” method, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines.

The proposed City of Burlingame 2040 General Plan is itself a cumulative project because the plan would be implemented across the entire Planning Area incrementally and cumulatively over many years (the horizon year of the General Plan is 2040). This program EIR evaluates the 2040 General Plan as one “project” in accordance with CEQA (see EIR Chapter 1, Introduction).

All potentially significant cumulative impacts are addressed in this chapter with the following exceptions. Cumulative transportation impacts are analyzed in Chapter 18 (Transportation and Circulation), using projections from the CTC Countywide Model. In addition, since the effects of global climate change are the result of GHG emissions worldwide, individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project’s contribution to global climate change is cumulatively considerable. Accordingly, the GHG analyses in Chapter 10 (Greenhouse Gas Emissions) is a cumulative impact analysis.

Additional cumulative effects are discussed below.

22.1.1 Cumulative Aesthetic and Visual Resources Impacts

Impacts on aesthetics are localized impacts, and there are no significant impacts on aesthetics and visual resources identified with 2040 General Plan implementation (see EIR Chapter 5--Aesthetics and Visual Resources). Accordingly, the proposed project would not make a cumulatively considerable contribution to any significant cumulative impact with respect to aesthetics.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.2 Cumulative Agricultural Resources Impacts

The City of Burlingame is an almost fully developed, urbanized area that does not contain any areas zoned or designated solely for commercial agriculture or forestry resources; therefore, there are no potential impacts from future development under the 2040 General Plan. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation*. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.4 Cumulative Air Quality Impacts

As discussed in Chapter 7, the implementation of the Burlingame 2040 General Plan would be consistent with the BAAQMD 2017 Clean Air Plan and would not result in increases in VMT that would exceed estimated population growth. In addition, the General Plan would not result in significant community risk and hazard impacts, or significant odor impacts. The BAAQMD's CEQA Air Quality Guidelines do not contain plan-level guidance for evaluating cumulative impacts; however, the proposed project is consistent with the 2017 Clean Air Plan, and the Clean Air Plan outlines the means by which the BAAQMD would attain air quality standards over the long-term, as well as eliminate disparities in health risks in the San Francisco Bay Area. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation*. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.5 Cumulative Biological Resources Impacts

Because Burlingame has been largely urbanized for many years, important biological resources are almost entirely associated with existing undeveloped areas of the City. Most of these are protected from future development by existing land use designations: parks and open space areas, creek corridors, lagoons, bay and estuaries, and areas of undevelopable topography or where geologic or other hazards exist. The 2040 General Plan includes an extensive array of coordinated policies and implementation programs to protect biological resources (see EIR Chapter 8--Biological Resources). These policies support and expand protections beyond those that are already in place, including Federal, State, and regional plans and regulations. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.6 Cumulative Geology, Soils, and Minerals Impacts

The proposed General Plan's impacts with respect to geology, soils, and minerals would be site-specific and would not combine with the equally site-specific impacts of other projects outside the Planning Area. Although it might be possible for two adjacent improperly constructed projects to cumulatively affect a third facility (e.g., an underground utility line), the implementation of adopted City regulations would not permit such improper construction.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.7 Cumulative Hazards and Hazardous Materials Impacts

Because of the applicable laws, standard policies, and General Plan policies and implementation programs described in EIR Chapter 11 (Hazards and Hazardous Materials), the proposed General Plan would create very little risk from hazards and hazardous materials. For all potential exposure pathways other than transport of hazardous waste, the area of potential impact would be limited to a particular development site and its immediate vicinity. No significant cumulative impact is anticipated. With respect to hazardous waste facilities outside Burlingame that would accept waste from the Planning Area, those facilities are subject to their own safety and environmental regulations, and the amounts of waste that those facilities would receive from the Planning Area would be too limited and too intermittent to represent a cumulatively considerable contribution to any cumulative impact.

Mitigation*. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.8 Cumulative Historic and Cultural Resources Impacts

If the City determines that one or more historic or cultural resources exist on any future development site, impacts on those resources would be avoided or reduced by complying with existing regulations and by implementing the policies and implementation programs of the proposed General Plan (see EIR Chapter 12--Historic and Cultural Resources). No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation*. No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.9 Cumulative Hydrology and Water Quality Impacts

The proposed General Plan includes numerous policies and implementation programs to improve hydrology and water quality (see EIR Chapter 13--Hydrology and Water Quality). Therefore, the proposed project would not contribute to any significant cumulative flooding impact. Individual development projects could potentially cause soil erosion, contaminant spills, and long-term water quality effects, but would be subject to universally applied regulatory

requirements. Compliance with these requirements would ensure that any cumulative impacts would be less than significant.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.10 Cumulative Land Use and Planning Impacts

The proposed project would not make a cumulative considerable contribution to any significant cumulative land use impact, for the following reasons. First, with respect to physically dividing an established community, the proposed project's effect would be positive rather than negative because the project would create greater public connectivity than currently exists in the Planning Area, especially in downtown Burlingame, North Burlingame and the Bayfront. Second, with respect to consistency with adopted land use plans and policies, the proposed project is based upon, and consistent with, regional and local plans as discussed in Chapter 14 (Land Use and Planning) of this EIR. Because the City could not approve individual projects that were inconsistent with adopted City plans and policies, no significant cumulative impact would occur. Accordingly, the proposed project would not make a cumulatively considerable contribution to any significant cumulative land use or planning impact.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.11 Cumulative Noise Impacts

Implementation of the General Plan would result in construction noise and vibration as individual development projects are constructed over time. Each individual development would be subject to City regulations and policies regarding construction noise and vibration (see Chapter 15). These policies establish the overall goal and intent of the City to protect residents from excessive construction noise and vibration and require the appropriate evaluation of construction noise and vibration impacts at sensitive receptor locations and the implementation of feasible construction noise and vibration control measures when development occurs near noise-sensitive land uses. Therefore, construction noise would not make a cumulatively considerable contribution to a significant cumulative construction noise impact.

Implementation of the General Plan would also result in long-term increases in traffic and stationary source noise levels, as well as the potential exposure of new, noise sensitive receptors to noise effects from traffic, rail, airport, and commercial and industrial noise sources. Each individual development project would be subject to City regulations and policies that limit and control noise generation and exposure from these noise sources and render potential cumulative increases in noise levels a less than significant impact in most areas of the City; however, increases in traffic under General Plan build-out conditions would significantly increase noise levels on one segment of Broadway (between El Camino Real and Bernal Avenue). As this impact (Impact NOI-3) occurs under Year 2040 build-out conditions, it is considered a ***cumulatively significant and unavoidable impact***.

Mitigation. As described in Chapter 15, the General Plan contains a number of policies that have the potential to reduce vehicle trips on the City's roadway system and associated traffic noise levels; however, cumulative noise increases on Broadway (between El Camino Real and

Bernal) would remain significant and unavoidable. No additional mitigation is feasible for this impact.

22.1.12 Cumulative Population and Housing Impacts

The proposed 2040 General Plan is based upon ABAG population, housing, and employment projections. This EIR concludes that, with the policies and programs included in the 2040 General Plan, the impacts of this growth would be less than significant (see EIR Chapter 16--Population and Housing). Because the proposed project would not displace residents or housing, the proposed project would not contribute to a displacement impact. The proposed project would not make a cumulatively considerable contribution to a significant cumulative population, housing, or employment impact.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.13 Cumulative Public Services Impacts -- Fire Protection/Emergency Medical Service (EMS)

Implementation of the proposed General Plan would increase the demand for fire protection/EMS, including additional firefighters and requisite training, support staff, equipment, or other resources over time. The General Plan includes numerous policies and implementation programs to improve fire protection/EMS (see EIR Chapter 17--Public Services). Therefore, cumulative development would have a less-than-significant impact on these services.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.14 Cumulative Public Services Impacts -- Police Protection

Implementation of the 2040 General Plan would cumulatively increase the demand for police protection services, including additional sworn police officers and requisite training, support staff, and equipment over time. The General Plan includes numerous policies and implementation programs to improve police protection services (see EIR Chapter 17--Public Services). Therefore, cumulative development would have a less-than-significant impact on police protection services.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.15 Cumulative Public Services Impacts -- Parks and Recreation

Implementation of the 2040 General Plan would cumulatively increase the demand for parks and recreational facilities. Because the proposed General Plan includes policies and implementation programs to ensure adequate parks and recreational facilities as development occurs over time, the proposed General Plan would not make a cumulatively considerable contribution to cumulative demands for parks and recreational facilities.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.16 Cumulative Public Services Impacts -- Public School and Library

The 2040 General Plan includes policies and implementation programs to improve public schools and libraries (see EIR Chapter 17--Public Services) beyond mitigating the incremental impacts that could occur as new development is constructed over time. No cumulatively considerable contribution to a significant cumulative impact would result.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.17 Cumulative Public Services Impacts -- Wastewater Service

(a) Regional Water Quality Control Board (RWQCB) Wastewater Treatment Requirements. Similar to jurisdictions across the San Francisco Bay Area, Burlingame is subject to RWQCB wastewater treatment requirements. The proposed General Plan includes policies and implementation programs that ensure the City's commitment to meeting these requirements as well as implementing best management practices to improve the quality of wastewater entering the system (see EIR Chapter 20--Utilities and Service Systems). Therefore, the proposed project would not make a cumulatively considerable contribution to a significant cumulative impact related to wastewater treatment requirements, and cumulative impacts on wastewater treatment requirements would be less then significant.

(b) Wastewater Treatment and Collection System. The Burlingame WWTP has a total treatment capacity of 5.5 MGD (primary and secondary treatment), but the current rate of wastewater treatment has remained constant at approximately 3.0 to 3.5 MGD, which serves the population of about 30,000. Thus, the WWTP typically operates at rate that is less than 70% of the plant's capacity. The proposed General Plan projects a build-out population of 36,493. Without expansion, the wastewater and treatment system would be sufficient to provide for the projected 25% increase in the City's population in 2040. Additionally, the 2040 General Plan includes policies and implementation programs that would result in the continuation of ongoing monitoring, maintenance, and upgrades to the City's wastewater collection system (see EIR Chapter 20--Utilities and Service Systems). Therefore, cumulative impacts related to the wastewater collection system would be less than significant.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.18 Cumulative Public Services Impacts -- Solid Waste and Recycling

Individual development projects under the 2040 General Plan would be required to be consistent with adopted City solid waste and recycling regulations, including the solid waste/recycling regulations and programs described in EIR Chapter 20 (Utilities and Service Systems). The City will continue to implement a variety of solid waste reduction, recycling, and re-use measures to meet its obligation under AB 939. These efforts will be coordinated with waste management programs; therefore, future landfill diversion rates may improve. The policies and programs of the General Plan would not interfere with implementation of existing solid waste disposal regulations and would in fact support them. The overall cumulative solid waste/recycling impact of cumulative development is therefore considered less than significant.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.1.19 Cumulative Public Services Impacts – Water Supply

Burlingame purchases potable water from the SFPUC RWS to meet all its potable water demands. In 2015, the City purchased approximately 3.5 MGD (1,283 MG per year). In the future, Burlingame plans to continue to purchase wholesale water from the SFPUC RWS and does not expect obtaining potable water from other sources. Water supplies from the RWS through 2040 are projected to be equal to Burlingame's individual supply guarantee (ISG) of 1,909 MG, which is its contractual entitlement to SFPUC wholesale water, which survives in perpetuity. With continued water conservation and future expanded use of recycled water, the ISG would meet the needs of the General Plan's 2040 projected population of 36,493. The overall cumulative water supply impact of cumulative development is therefore considered less than significant.

Mitigation. *No cumulatively considerable contribution to a significant cumulative impact has been identified; no mitigation is required.*

22.2 GROWTH-INDUCING EFFECTS

CEQA Guidelines section 15126.2(d) requires that the 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."

General Plan implementation would result in a net increase in population, housing, and employment in the Planning Area over existing (2018) conditions, as explained in section 3.4 of this EIR. The net increases through the horizon year of 2040 would be approximately 2,951 dwelling units (mostly multi-family), 6,769 residents, and 9,731 employees. The direct increase in population and jobs could have an indirect economic "multiplier" effect, generating additional employment in the broader region.

Based on these considerations, no substantial, detrimental, growth-inducing effect is expected. Any future individual development proposals not anticipated within the 2040 General Plan development capacity assumptions would require routine local review of associated development applications, including CEQA-mandated development-specific environmental review, to ensure that any adverse environmental impacts are adequately addressed. These

existing requirements and procedures would be expected to avoid or reduce the potential environmental impacts of such secondary growth inducement associated with the General Plan to less-than-significant levels.

22.3 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: (1) no potentially feasible mitigation has been identified; (2) potential mitigation has been identified but may be found by the City to be infeasible; (3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or (4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the City but cannot be guaranteed as of the publication of this EIR.

- **Impact 10-1: Increases in GHG Emissions.** The proposed General Plan Update would result in GHG emissions that could exceed the 2030 and 2040 GHG emission targets necessary to fully demonstrate progress and consistency with long-term state GHG reduction goals, even after inclusion of all policies contained within the General Plan. The CAP would assess feasible policies contained within the proposed General Plan and include, if necessary, additional measures to further reduce GHG emissions. Until these additional reductions have been demonstrated, this would be a ***significant and unavoidable impact*** (see criterion [a] under Section 10.3.1, “Significance Criteria,” above).
- **Impact 10-2: Plan Consistency.** Adoption and implementation of the proposed General Plan Update would conflict with the *2017 Scoping Plan*, *Plan Bay Area 2040,* and the *2017 Clean Air Plan.* This would be a ***significant and unavoidable impact*** (see criterion [b] under Section 10.3.1, “Significance Criteria,” above).
- **Impact 15-3: Increases in Traffic Noise Levels.** *Implementation of the proposed General Plan would increase noise levels along roadways with nearby sensitive receptors. Proposed policies would establish noise standards for new development and require that site-specific noise studies be conducted to reduce noise exposure; however, traffic-related noise increases are predicted to exceed 3 dB, the level typically audible to the human ear and, therefore, considered a substantial increase in noise. This would represent a* ***significant impact*** *(see criteria [a] and [c] in subsection 15.3.1, "Significance Criteria," above).*

The implications of each significant unavoidable impact identified above are described in the particular EIR chapter referenced with the impact. The General Plan is being proposed, notwithstanding these effects, in order to fully achieve the project objectives described in section 3.4 of this EIR. If the City Council approves the project, or an alternative to the proposed project, that would result in significant unavoidable impacts, the City Council must adopt a “Statement of Overriding Considerations” per CEQA Guidelines section 15093, describing why the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of the proposed project outweigh its significant unavoidable impacts.

22.4 IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines section 15126.2(c) requires that the EIR discuss "significant irreversible environmental changes which would be caused by the proposed project should it be implemented." Irreversible environmental changes caused by the proposed project would include the following:

- As discussed in Chapters 3 (Project Description), 14 (Land Use and Planning), and 18 (Transportation and Circulation) of this EIR, General Plan implementation would generally change the Planning Area within the Urban Limit Line from an auto-oriented community to a multi-modal (auto, transit, bicycle, pedestrian) oriented community. This change would require implementation of planning and design strategies that would result in relatively permanent physical changes to Burlingame.

- General Plan implementation would result in the loss of an as-yet unknown number of existing buildings, landscaping, and infrastructure, and its replacement with new development, landscaping, and infrastructure in accordance with the goals, policies, and implementation programs of the 2040 General Plan.

Implementation of the General Plan would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and automobiles during construction and ongoing use of development sites. Because development anticipated under the General Plan would be required by law to comply with California Code of Regulations Title 24 and adopted City energy conservation ordinances and regulations, the project would not be expected to use energy in a wasteful, inefficient, or unnecessary manner (see section 22.6 below). In addition, the General Plan would implement sustainability measures as described throughout the EIR, especially in Chapter 10 (Global Climate Change and Greenhouse Gas Emissions) and in section 22.6 (Energy).

The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of individual development sites under the General Plan. These resources would include, but would not be limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. General Plan implementation would also irreversibly use water and solid waste landfill resources. However, development under the plan would not involve a large commitment of those resources relative to supply, nor would it consume any of those resources wastefully, inefficiently, or unnecessarily, especially considering ongoing City and County conservation and recycling programs.

General Plan implementation would contribute both directly and indirectly to long-term increases in greenhouse gas emissions, although to a lesser extent than if the same growth and development were to occur under the existing General Plan (see EIR Chapter 10).

For practical purposes, these environmental changes would be permanent and irreversible. Because the proposed General Plan would incorporate the energy conservation and sustainability measures described below, the identified irreversible commitment of resources is considered justified per CEQA Guidelines section 15126.2(c).

22.5 EFFECTS NOT FOUND TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines requires that the EIR "contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." This EIR discusses all of the environmental topic areas and questions included in CEQA Guidelines Appendix G (Environmental Checklist Form), with the potential significance of each impact evaluated in the appropriate EIR chapter (e.g., Chapter 5--Aesthetics, Chapter 14--Land Use and Planning, etc.).

22.6 ENERGY

22.6.1 Introduction

This energy conservation analysis has been prepared pursuant to California Public Resources Code Section 21100(b)(3) and Appendix F of the CEQA Guidelines.

The purpose of this analysis is to assess the short- and long-term energy demand of the proposed project, identify proposed and required conservation measures, and assess the extent to which the proposed project would conserve energy. Project energy demand would not be wasteful, inefficient, or unnecessary if it does not increase energy demand over typical construction and operating requirements.

Appendix F of the State CEQA Guidelines states that the goal of assessing energy conservation in a project is to ensure the wise and efficient use of energy. Energy efficiency is achieved by decreasing energy consumption, decreasing reliance on fossil fuels, and increasing reliance on renewable energy sources.

22.6.2 Environmental Setting: State and Regional Energy

According to the California Energy Commission's (CEC) *2015 Integrated Energy Policy Report*, Californians consumed about 280,500 gigawatt hours (GWh) of electricity in 2014 and 13,240 million BTU of natural gas in 2013. The CEC estimates that by 2025, California's electricity consumption will reach between 297,618 GWh and 322,266 GWh, an annual average growth rate of 0.54 to 1.27 percent (CEC, 2015a), and natural gas consumption is expected to reach between 12,673 million and 13,731 million BTU by 2024, an average annual growth rate of -0.4 to 0.33 percent (CEC, 2015a).

Approximately 70 percent of California's electricity is generated from power plants located within the State and from plants in other states but owned by California utilities. About 10 percent is imported from the Pacific Northwest and 20 percent from the American Southwest (CEC, 2011). In-state power is attained from 61.1 percent natural gas, 17.1 renewable energy, and 11.7 percent large hydropower.

Due in part to the State's emphasis on renewable energy, California is second in leading the nation when it comes to net electricity generation from renewable resources. A top producer of electricity from conventional hydroelectric power, California is also a leader in net electricity generation from several other renewable energy sources. In 2016, California generated

approximately 73,900 GWh of renewable electricity, accounting for 28.9 percent of the State's overall electricity sales (CEC, 2017a).

In 2015, total electricity use in San Mateo County was approximately 4,340 million kilowatt hours (kWh), including approximately 2,840 million kWh for non-residential land uses, and approximately 1,500 million kWh for residential land uses (CEC, 2017b). Natural gas consumption was approximately 20.0 million BTU in 2016, including approximately 9.1 million BTU from non-residential land uses and 10.9 million BTU from residential land uses (CEC, 2017c.

22.6.3 Regulatory Setting

22.6.3.1 Renewables Portfolio Standard (RPS) Program

In 2002, California established its RPS Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed the California Air Resources Board, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed Senate Bill 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

22.6.3.2 Title 24 Energy Standards

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging

sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). The CBSC has released the 2016 California Green Building Standards Code on its website. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 standards, adopted January 1, 2017, improve upon existing standards in the fact that they are 28 percent more efficient for residential construction and five percent more efficient for non-residential construction, when compared to the previous 2013 standards (CEC, 2015). Although the 2016 standards do not achieve zero net energy, they are close to the state's goal, and mark important steps towards making building practices greener throughout California. It is anticipated the 2019 standards will take the final step in establishing requirements for zero net energy for newly constructed residential buildings throughout California.

22.6.3.2 California Solar Initiative

The California Solar Initiative (CSI) was authorized in 2006 under SB 1 and allows the California Public Utilities Commission (CPUC) to provide incentives to install solar technology on existing residential, commercial, nonprofit, and governmental buildings if they are customers of the State's investor-owned utilities (IOUs), including Pacific Gas & Electric (PG&E). The CSI program had a budget of nearly $2.2 billion to be expended by 2016 with a goal to reach 1,940 megawatts (MW) of installed solar power throughout the state by that time (CPUC, 2012). The CSI program has several components, including the Research and Development, Single-Family Affordable Solar Housing (SASH), Multi-Family Affordable Solar Housing (MASH), and Solar Water Heating Pilot Program, each of which provides incentives to further the installation of solar technology on California's buildings.

22.6.4 Environmental Impacts

Short-term energy demand would result from construction activities occurring throughout implementation of the General Plan update. Short-term demand would include energy needed to power worker and vendor vehicle trips as well as construction equipment. Long-term energy demand would result from land use operations within the City, which would include activities such as lighting, heating and cooling of structures, etc. Operational energy demands would typically be the result of vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. This discussion generally describes the energy needs of these activities and how they are applicable to the proposed General Plan update.

Adoption of the General Plan update would result in new construction over the next approximately 20 years. Construction activities would generally require the use of heavy-duty construction equipment (e.g. backhoes, excavators, scrapers, loaders, etc.) during most phases of development, but especially during demolition, site preparation, and grading activities. These activities would use gasoline and diesel fuel to power the equipment and vehicles needed to build the proposed project. The energy required for these activities is a necessary component of construction, and would not be used in an inefficient manner. The Bay Area is well served by suppliers of gasoline and diesel fuels; the energy required to support development occurring under the proposed General Plan Update would not constitute a significant impact for demand on either of these sources of energy.

New and existing land uses would consume energy to support normal day-to-day operations. Vehicles and mass transit used by employees to go to work, do work, etc. would require energy in the form of gasoline, diesel, natural gas, and/or electricity. The specific fuel required for transport would be dependent on the mode of transportation and type of engine used to propel the vehicle. Energy would be also required to heat/cool buildings, provide indoor and outdoor lighting, and transport water/wastewater. As highlighted in many policies contained in the proposed General Plan Update, the City of Burlingame is committed to sustainable practices that would enhance community-wide energy efficiency. A discussion of how policies contained in the General Plan Update would improve operational energy efficiency is presented below.

Electricity and Natural Gas

Electricity and natural gas would be used to provide energy to the residential, commercial, industrial and other land uses envisioned in the Burlingame 2040 General Plan. All new development and redevelopment would be subject to current California Building Code (CBC) requirements for building energy efficiency. Although the Title 24 Building Standards have not yet been updated to reflect what standards would look like in the future, it is anticipated new residential land uses would be required to be zero net energy (ZNE) by 2020, and new commercial land uses would be required to be ZNE by 2030. Furthermore, Policy CC-1.9 contained in the proposed General Plan Update would direct the City to adopt ZNE building goals for municipal buildings. In addition to addressing new developments, the General Plan Update also contains policies directed at increasing the energy efficiency of existing developments, and increasing the rate of electricity generated by renewable sources in the City.

Table 22-1 summarizes the proposed Burlingame 2040 General Plan goals and policies that ensure efficient use of electricity and natural gas in the City.

Table 22-1: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Electricity and Natural Gas Resources

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Healthy People and Healthy Places Element			
Policy HP-2.6 Renewable Energy	Pursue the goal of using 100% renewable energy for the City's municipal accounts. Encourage residents and businesses to opt up to 100% renewable purchase for additional community-wide greenhouse gas reductions. Encourage and support opportunities for developing local solar power projects.	Encourages electricity be sourced from renewable source other than the grid. The grid's electricity may be produced by non-renewable sources. Reduces GHG emissions associated with those non-renewable sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy HP-2.7 Residential Solar Power	Encourage homeowners to install solar power systems. Provide information to homeowners on the benefits of solar power and funding opportunities. Promote Property Assessed Clean Energy (PACE) programs that finance renewable energy systems. Offer incentives for home solar power systems.	Encourages electricity be sourced from renewable source other than the grid. The grid's electricity may be produced by non-renewable sources. Reduces GHG emissions associated with those non-renewable sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy HP-2.8 Energy Efficiency	Support energy efficiency improvements in the aging building stock citywide. Encourage energy efficiency audits and upgrades at the time of sale for existing homes and buildings. Host energy efficiency workshops, and distribute information to property owners, tenants, and residences.	Establishes the City's intent to promote energy efficiency, which would lead to reduced GHG emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-1: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Electricity and Natural Gas Resources

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy HP-2.9 Municipal Energy Efficiency	Continue to enhance energy efficiency in City facilities. Conduct periodic energy audits to assess energy efficiency progress and needed improvements.	Establishes the City's commitment to promote the use of specific energy benchmarking programs for nonresidential buildings, which could lead to additional energy efficiency upgrades in existing buildings and result in the reduction of GHG emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy HP-2.10 Municipal Green Building	Aim for new construction and major renovations of City facilities to be zero net energy.	Establishes commitment to reducing energy consumption and GHG emissions that may be generated through energy production/use.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Community Character Element			
Goal CC-1	Incorporate sustainable practices in all development decisions.	Establishes the City's goal for sustainable growth patterns to address traffic congestion and reduce resource consumption and greenhouse gas emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy CC-1.7 Solar Energy	Incentivize solar panel installation on existing buildings and new developments	Encourages electricity be sourced from renewable source other than the grid. The grid's electricity may be produced by non-renewable sources. Reduces GHG emissions associated with those non-renewable sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy CC-1.9 Green Building Practice and Standards	Support the use of sustainable building elements such as green roofs, cisterns, and permeable pavement. Continue to enforce the California Green Building Standards Code (CALGreen). Adopt zero-net-energy building goals for municipal buildings.	Establishes goal for new construction and major renovations of City facilities to be zero net energy.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-1: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Electricity and Natural Gas Resources

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy CC-1.12	Continue to educate Burlingame community members about sustainable development strategies, programs, and opportunities	Encourages community members to reduce energy, or activities that would consume energy that would result in GHG emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Transportation Fuels

New and existing land uses would consume transportation-related fuels to support normal day-to-day operations. Vehicles and mass transit used by employees to go to work, do work, etc. would require energy in the form of gasoline, diesel, natural gas, and/or electricity. The specific fuel required for transport would be dependent on the mode of transportation and type of engine used to propel the vehicle. As described in Chapter 7, Air Quality, VMT is estimated to increase under build-out of the General Plan, but this increase would be smaller than the population increase associated with build-out conditions, indicating overall transportation and mobility would become more efficient over time. State regulations such as LCSF would reduce the carbon intensity of transportation-related fuels, and the proposed General Plan contains contains policies directed at reducing VMT, supporting alternative transportation fuel, and supporting alternative means of transportation. Table 22-2 summarizes the proposed Burlingame 2040 General Plan goals and policies that ensure efficient use of transportation fuels and reduction in VMT and transportation fuel use below levels that would occur without implementation of the General Plan.

Table 22-2: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Transportation Fuels

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Healthy People and Healthy Places Element			
Policy HP-2.4 Electric Vehicles	Prepare an Electric Vehicle Strategic Plan to support and expand Burlingame's electric vehicle network. Establish parking standards that prioritize electric vehicle spaces. Require new residential developments to install or be pre-wired for electric vehicle charging stations.	Encourages people in the Bay Area to purchase and use electric vehicles by providing them with supporting infrastructure. Helps reduce consumption of fossil fuels in transportation.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-2: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Transportation Fuels

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy HP-2.5 Municipal Electric Vehicles	Purchase electric vehicles as replacements for gasoline-powered vehicles in the City's fleet. Install electric vehicle charging stations to incentivize City employees to use electric vehicles.	Encourages City employees to purchase and use electric vehicles by providing them with supporting infrastructure. Helps reduce consumption of fossil fuels in transportation.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy HP-2.15 Alternative Fuel	Purchase electric or hybrid models of lawn and garden and construction equipment for City maintenance operations, as feasible	Establishes goal to reduce GHG emissions generated by law, garden, and construction equipment used for City maintenance operations. Helps reduce consumption of fossil fuels in mobile sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Community Character Element			
Policy CC-1.2 Transit-Oriented Development	Promote higher-density infill development with a mix of uses on underutilized parcels, particularly near transit stations and stops.	Establishes the City's commitment to high-density, transit-oriented development in specific Priority Development Areas. Improving transit ridership and reducing automobile use would reduce consumption of transportation fuels.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy CC-1.3 Walkable Streets and Neighborhoods	Promote walkable neighborhoods and encourage pedestrian activity by designing safe, welcoming streets and sidewalks that incorporate signalized crosswalks, attractive lighting and landscaping, curb extensions, and traffic-calming measures at appropriate locations.	Encourages modes of transit other than those that produce GHG emissions when used (e.g., gasoline or diesel combustion).	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy CC-1.4 Parking Requirements	Study options for reduced residential parking requirements in areas that are well served by public transportation, such as the North Burlingame and North Rollins Road areas. Implement preferred options.	Encourages modes of transit other than those that produce GHG emissions when used (e.g., gasoline or diesel combustion).	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-2: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Transportation Fuels

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy CC-1.5 Transportation Demand Management	Require that all major development projects include a Transportation Demand Management program to reduce single-occupancy car trips.	Establishes the City's commitment to reducing VMT, and by association transportation fuel consumption.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy CC-1.13 Electric Vehicle Network	Support the electric vehicle network by incentivizing use of electric vehicles and installations of charging stations.	Encourages people in the Bay Area to purchase and use electric vehicles by providing them with supporting infrastructure. Helps reduce fuel combustion in vehicles.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Mobility Element			
Policy M-1.1 Complete Streets	Define and develop a well-connected network of Complete Streets that can move all modes safely, efficiently, and comfortably to promote efficient circulation while also improving public health and safety.	Establishes the City's commitment to encourage mixed-use development, which would contribute to reduction of automobile usage and vehicle miles traveled and lead to reduced fuel consumption.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-1.2 Connectivity to Destinations	Connect commercial districts, centers of employment, civic uses, parks, schools, and other destinations with high-quality options for all travel modes. Ensure the system accommodates the needs of all users, including youth, the elderly, and people with disabilities.	Establishes the City's goals to maintain a well-connected, safe, non-vehicular infrastructure throughout Burlingame. Well-connected and safe routes promote travel for modes other than vehicles. Reduces GHG emissions from the mobile sector.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-2.1 Pedestrian Amenities and Access	Expand pedestrian access by eliminating gaps in sidewalk and path networks, improving safety, and requiring safe and comfortable pedestrian facilities	Establishes the City's goals to maintain a well-connected, safe, non-vehicular infrastructure throughout Burlingame. Well-connected and safe routes promote travel for modes other than vehicles. Reduces fuel combustion in mobile sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-2: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Transportation Fuels

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy M-2.2 Walkable Infrastructure and Access to Destinations	Ensure that schools, commercial districts, employment destinations, parks, civic facilities, and transit stops have safe and convenient pedestrian access, including connections across Highway 101 and trails through parks and regional networks. Explore improving access across Highway 101 exclusively for pedestrians and cyclists.	Establishes the City's goals to maintain a well-connected, safe, non-vehicular infrastructure throughout Burlingame. Well-connected and safe routes promote travel for modes other than vehicles. Reduces fuel combustion in mobile sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-2.3 Pedestrian Priority	Promote and prioritize pedestrian improvements and safety where conflicts or problems exist between pedestrians and other travel modes.	Establishes the City's goals to maintain a well-connected, safe, non-vehicular infrastructure throughout Burlingame. Well-connected and safe routes promote travel for modes other than vehicles. Reduces fuel combustion in mobile sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-2.4 Circulation around Downtown Library	Improve pedestrian circulation around the Downtown library to minimize potential automobile/pedestrian conflict	Establishes the City's goals to maintain a well-connected, safe, non-vehicular infrastructure throughout Burlingame. Well-connected and safe routes promote travel for modes other than vehicles. Reduces fuel combustion in mobile sources.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-3.1 Uninterrupted Bicycle Network	Develop a safe, convenient, and integrated bicycle network that connects residential neighborhoods to employment, education, recreation, and commercial destinations throughout Burlingame.	Establishes the City's goals to maintain a well-connected, safe, non-vehicular infrastructure throughout Burlingame. Well-connected and safe routes promote travel for modes other than vehicles. Reduces GHG emissions from the mobile sector.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-2: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Transportation Fuels

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy M-4.2 Caltrain Electrification	Support efforts to electrify Caltrain to improve regional transit services to Burlingame, if these improvements do not result in unacceptable safety or noise impacts on the community.	Establishes goals to reduce fuel combustion from single-occupancy vehicles and transit.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-4.5 Transit Priority	Establish a network of transit-serving corridors to accommodate local and regional transit routes, supporting high-frequency service on regional transit streets to make transit service more time competitive with personal vehicle trips.	Establishes the City's goals to connect residents and employees to alternative modes of transportation (i.e., not taking single-occupancy trips). Reduces fuel combustion from vehicle trips.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-4.6 Broadway Station	Work with Caltrans to identify opportunities to expand train transit services at the Broadway Station, including adding more frequent community and weekend stops at this station.	Establishes the City's goals to connect residents and employees to alternative modes of transportation (i.e., not taking single-occupancy trips). Reduces fuel combustion from vehicle trips.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-5.1 TDM Guidelines and Programs	Establish specific TDM guidelines and requirements within the Zoning Ordinance that encourage travel by a variety of modes for both individuals and employees, focusing different strategies in different parts of the community as appropriate to promote sustainability and economic development.	Establishes the City's commitment to reducing VMT, and by association fuel combustion generated by vehicles on the roadway.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-6.1 Transit Supportive Land Use	Plan for and accommodate land uses that facilitate development of compact, mixed use development with the density, diversity of use, and local accessibility supportive of transit use.	Establishes the City's commitment to high-density, transit-oriented development. Improving transit ridership and reducing automobile use would reduce operational mobile source GHG emissions and fuel combustion.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-2: Proposed Burlingame General Plan Policies that Ensure Efficient Use of Transportation Fuels

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy M-6.2 Mixed Use Areas	Promote residential, employment, recreation, and commercial uses within designated mixed-use areas to reduce walking distances between destinations and to create an active street environment throughout the day.	Establishes the City's commitment to high-density, transit-oriented development. Improving transit ridership and reducing automobile use would reduce operational mobile source GHG emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy M-8.1 Electric Vehicle Infrastructure	Identify electric vehicle charging priority locations and opportunities to integrate emerging technology into public parking infrastructure to encourage and expand the use of zero-emissions vehicles.	Encourages people in the Bay Area to purchase and use electric vehicles by providing them with supporting infrastructure. Helps reduce fuel combustion in vehicles.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Infrastructure Element			
Policy IF-6.7 Electric Vehicles	Work with energy providers to plan for and provide for the electricity needs of a growing EV network in Burlingame.	Establishes City's commitment to collaborate with appropriate agencies on promotion of alternative fuel usage and standards.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Water Resources, Wastewater Generation, and Solid Waste

New and existing land uses would consume water and generate wastewater and solid waste. The use of and transport of water consumes energy, and landfilled materials contribute to state GHG emissions. Table 22-3 summarizes the proposed Burlingame 2040 General Plan goals and policies that ensure efficient use and consumption energy related to water resources, wastewater generation, and solid waste generation.

Table 22-3: Proposed Burlingame General Plan Policies that Ensure Efficient Use and Consumption of Energy Related to Water Resources, Wastewater, and Solid Waste

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Healthy People and Healthy Places Element			
Policy HP-2.13 Composting	Expand composting services to multi-family residential buildings and commercial buildings.	Establishes goals to reduce the amount of methane generated by organic matter decomposition in landfills. Reduces landfilling.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy HP-2.14 Zero Waste	Encourage the South Bayside Waste Management Authority (SBWMA) to explore and consider rate plans that support zero waste goals. Identify opportunities to support and implement zero waste goals and strategies for the City and community.	Establishes goals to reach zero waste. Reduces landfilling.	A substantial increase in net energy demand o use of fuel or energy in a wasteful manner
Policy HP-6.2 Water Conservation	Promote best practices for water conservation throughout the City, and continue to enforce City ordinances requiring high-efficiency indoor water fixtures in new development. Educate the public about Burlingame's water rebate programs, and continue to establish tiered water rates that promote water conservation. Consider water consumption when evaluating development projects. Encourage drought-tolerant landscaping and efficient irrigation systems.	Establishes goals to preserve water and use it in sustainable ways. Reduces energy needed to transport water.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-3: Proposed Burlingame General Plan Policies that Ensure Efficient Use and Consumption of Energy Related to Water Resources, Wastewater, and Solid Waste

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy HP-6.4 Water Recycling	Promote recycled water use to the extent such resources are available. Work to allow graywater and rainwater catchment systems in residential, commercial, and industrial buildings. Establish a recycled water plan and implement a recycled water program associated with the Wastewater Treatment Facility, when financially feasible.	Establishes goals to preserve water and use it in sustainable ways. Reduces energy needed to transport water, which in turn reduces GHG emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy HP-6.8 Water-Efficient Landscaping	Continue to enforce Burlingame's Water-Efficient Landscaping Ordinance, and promote the use of native, drought-tolerant landscaping. Educate the public about the Bay-Friendly Landscaping Guidelines and other resources for water-efficient landscaping.	Establishes goals to preserve water and use it in sustainable ways. Reduces energy needed to transport water.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Community Character Element			
Policy CC-1.6	Promote water conservation by encouraging and incentivizing property owners to incorporate drought-tolerant landscaping, "smart" irrigation systems, water efficient appliances, and recycled water systems. Continue to enforce the water-efficiency landscaping ordinance. Encourage recycling and reuse of graywater in new buildings.	Establishes goals to preserve water and use it in sustainable ways. Reduces energy needed to transport water, which in turn reduces GHG emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-3: Proposed Burlingame General Plan Policies that Ensure Efficient Use and Consumption of Energy Related to Water Resources, Wastewater, and Solid Waste

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Infrastructure Element			
Policy IF-2.11 Retrofits	Implement programs that incentivize businesses and private institutions to replace existing plumbing fixtures with water-efficient plumbing.	Demonstrates the City's commitment to working with employers in the City to reduce inefficient water usage. Reduces GHG emission associated with transporting the water and treating the wastewater.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy IF-2.12 Recycled Water	Increase the use of recycled water as available, cost effective, and safe. This may include allowed use of graywater systems consistent with health and building codes.	Establishes goals to preserve water and use it in sustainable ways. Reduces energy needed to transport and treat water.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy IF-5.3 Municipal Waste Reduction	Reduce municipal waste generation by continuing to employ a wide range of simple and innovative techniques, such as electronic communications to reduce paper usage and buying products with less packaging and in bulk.	Establishes the City's goal of being a sustainable community. Reduced waste would reduce GHG emissions associated with landfilled emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy IF-5.5 Construction Waste Recycling	Require demolition, remodeling, and major new development projects include salvaging or recycling asphalt and concrete and all other nonhazardous construction and demolition materials to the maximum extent practicable	Establishes the City's goal of being a sustainable community. Reduced waste would reduce GHG emissions associated with landfilled emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy IF-5.7 Composting	Facilitate the ability of all residents to compost both for their own use and for collection by contract waste haulers.	Establishes the City's goal of being a sustainable community. Reduced waste would reduce GHG emissions associated with landfilled emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Table 22-3: Proposed Burlingame General Plan Policies that Ensure Efficient Use and Consumption of Energy Related to Water Resources, Wastewater, and Solid Waste

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Policy IF-5.12 Reuse	Encourage reuse of materials and reusable products. Develop a program for reuse of materials and reusable products in City facilities and outreach programs for community-wide participation by promoting communitywide garage sales and online venues.	Establishes the City's goal of being a sustainable community. Reduced waste would reduce GHG emissions associated with landfilled emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy IF-5.15 Composting	Expand composting programs in coordination with waste vendor to all residential type and businesses.	Establishes the City's goal of being a sustainable community. Reduced waste would reduce GHG emissions associated with landfilled emissions.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner
Policy IF-5.16 Zero Waste	Participate in negotiations with waste vendor to implement zero waste supportive contracts and services.	Establishes goals to reach zero waste. Zero waste would result in less GHG emissions from landfills.	A substantial increase in net energy demand or use of fuel or energy in a wasteful manner

Energy Use Significance Conclusion

As summarized in Table 22-1 to Table 22-3, the proposed General Plan includes policies that address energy efficiency through a variety of land use, mobility, and emissions reductions policies. Although implementation of the General Plan may increase VMT and energy usage compared to current (Year 2018) conditions, increased density would provide for more efficient use of resources within the City, ensuring the General Plan does not result in the wasteful or inefficient use of energy resources. There would be a ***less-than-significant impact*** (see criteria [c] in subsection 11.3.1, "Significance Criteria," above).