

Chapter VIII. Community Safety Element

Introduction

Burlingame residents, business owners, and visitors value the safe environment the City offers. Low crime rates and efficient police, fire, and emergency medical services all contribute to the collective feeling of safety. At the same time, the City's location alongside San Francisco Bay, the hillside environments, and natural features such as earthquake faults present risks that are compounded by human-made hazards and the effects of climate change.

The Community Safety Element establishes goals and policies designed to protect public health and safety, provide for sound emergency preparedness planning, and build in resiliency. This Element addresses these safety planning and response topics:

- Police Protection
- Fire Protection and Emergency Medical Services
- Emergency Preparedness, Disaster Response and Resilience
- Noise
- Seismic and Geologic Hazards
- Airport Hazards
- Sea Level Rise

Police Protection

The quality of the City's Police Department and its relationship with the community has a direct impact on Burlingame's overall safety and security, as well as maintaining the community's high quality of life. The following goal and policies aim to enhance the services and operations of the Burlingame Police Department while strengthening community partnerships.

Goal CS-1: Ensure high-quality, responsive police services necessary to deter crime and support a safe and secure community.

CS-1.1: Staffing Levels

Maintain optimal police staffing levels, including sworn officers and civilian support, necessary to meeting current and projected community needs. [FB/MP]

CS-1.2: Facilities Planning

Develop, maintain, and implement a Police Department Master Plan that guides the provision of equipment, facilities, training, and operations centers. [MP]

CS-1.3: Response Times

Identify, monitor, and achieve appropriate minimum police response times for all call priority levels. [MP/SO]

CS-1.4: Coordination

Coordinate with local, regional, State, and Federal criminal justice agencies to promote regional cooperation in the delivery of police services. [PI]

CS-1.5: Communication

Maintain and encourage two-way communication with the Burlingame community to facilitate public safety and effective policing. [PI]

Fire Prevention and Protection Services and Emergency Medical Response

Up-to-date fire prevention and protection services and emergency medical response benefit the community in many ways. Property values can remain high when quality services are available. More critically,

however, is that loss of life and property can be minimized when an event occurs. In a small city like Burlingame, partnerships are key to the provision of quick response and coordinated prevention planning. The Central County Fire Department provides fire and emergency medical response services to Burlingame, and through its mutual aid agreements with other fire departments, can dedicate appropriate resources to safeguard the community. Fire prevention and emergency response planning are priorities; minimizing fire risks occurs through education, routine inspections, and requiring building renovations and new construction to comply with current fire access and building codes.

This goal and the accompanying policies address staffing levels, emergency response times, training, facilities and equipment, and coordination with ambulance service providers and local hospitals.

Goal CS-2: Ensure coordinated and effective fire and emergency medical services to maintain the health, safety, and well-being of the Burlingame community.

CS-2.1: Contract for Services

Continue to contract and coordinate with the Central County Fire Department to ensure Burlingame is optimally served through fire suppression, emergency medical services, incident response, fire prevention, public education and emergency management and preparedness. [AC]

CS-2.2: Fire Prevention Education

Maintain and implement a fire prevention and safety education program for Burlingame residents and businesses. Ensure that the needs of high-risk population groups, such as seniors, are met with tailored programs. [PI]

CS-2.3: Development Review

Continue to include the Central County Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards. [DR]

CS-2.4: Adequate Water Supply and Infrastructure for Fire Suppression

Require that new development projects document the availability of water supplies and infrastructure to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing users. [DR]

CS-2.5: Fire Safety Inspections

Maintain the Central County Fire Department's fire inspection program for commercial, industrial, and multi-family residential buildings in compliance with the requirements of State law. [CSO]

CS-2.6: Removal of Fire Hazards

Maintain code enforcement programs that require private and public property owners to minimize fire risks by:

- Maintaining buildings and properties to prevent blighted conditions
- Removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds) in accordance with wildland-urban interface clearance requirements.
- Removing litter, rubbish and illegally dumped items from properties [SO]

CS-2.7: Staffing and Timing of Expanded Services

Ensure that the demands of new development for fire protection and emergency medical response services do not strain the ability of the Central County Fire Department to provide the staffing and equipment needed to meet response time goals and other stated service metrics. In

particular, assess the need to provide strategically located and equipped fire stations within the Bayfront and Rollins Road districts. [MP/SO]

CS-2.8: Coordination with Mills-Peninsula Medical Center

Coordinate with Mills-Peninsula Medical Center regarding the ability of local and regional hospital, trauma, and acute care facilities to accommodate increasing service demands. [AC]

CS-2.9: Alley and Emergency Access

Ensure access to City alleys in the downtown area and maintain rear building exits to be clear and unobstructed in accordance with the American with Disabilities Act. Ensure alleys that provide egress from rear exists provide clear and unobstructed access all the way to a public way.

CS-2.10: Distribution of Automatic Emergency Defibrillators

Ensure all City buildings open to the public have an automatic emergency defibrillator for public use during a medical emergency.

Emergency Preparedness, Disaster Response and Community Resilience

Burlingame—like all cities in the Bay Area—is exposed to a variety of natural and human-caused hazards that require consideration in emergency response planning. The environmental features that contribute to Burlingame’s scenic qualities and great places to enjoy nature have been created by earthquake faults, steep slopes, wooded hillsides, and San Francisco Bay, all of which pose potential hazards. Catastrophic earthquakes, landslides, flooding, wildland and urban fires, and liquefaction represent natural hazards that must be addressed in any planning process. Human-caused hazards include energy instability and threats of terrorism.

Preparing for potential disasters and having adequate response strategies in place are not solely the responsibility of our government, although we place a high degree of reliance upon local, regional, statewide, and national agencies and systems. We anticipate that proper

emergency preparedness and disaster response from government agencies means that they will have the necessary equipment and resources to respond to a disaster and to maintain public health and welfare without regular services (such as water and electricity) during the following recovery period.

We also recognize that having a resilient community enables a city to recover more quickly from a disaster and that private businesses, individual citizens and volunteer organizations and associations play a critical role. In the event of a major disaster city emergency responders and city resources will be focused on the major incidents and infrastructure and residents will need to be able to support each other from 24 up to 72 or more hours.

This goal and supporting policies are designed to prepare residents and businesses for disasters, and to ensure that the City of Burlingame and other government agencies are ready to respond to protect lives and property in the event of an emergency, and to build a more resilient community.

Goal CS-3: Protect Burlingame residents, property and businesses by ensuring preparedness for and effective response to natural and human-caused disasters.

CS-3.1: Emergency Management Plan

Maintain a Comprehensive Emergency Management Plan that outlines the City's responsibilities and procedures in an emergency. Ensure the plan integrates needed coordination between the City and neighborhoods, schools, churches, businesses, and hotels. [SR/PI]

CS-3.2: Emergency Drills

Coordinate with partner agencies—such as neighboring cities, schools and colleges, businesses, and community organizations—and residents and neighborhoods to conduct emergency and disaster preparedness exercises that test emergency response plans. [AC/SO/PI]

CS-3.3: Public Education

Provide public education for individuals, schools, and community groups to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency. [PI]

CS-3.4: Emergency Preparedness Kits

Encourage all residents and businesses to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days. Support establishing emergency caches at the neighborhood and business level by partnering with community organizations pursuing funding. [PI]

CS-3.5: Community Emergency Response Training

Maintain a volunteer-based Community Emergency Response Team (CERT) and related emergency response training programs, and ongoing refresher exercises. Establish and maintain a communication and deployment plan for CERTs during a disaster and align the plan with neighborhood communication plans. [SO/FB/PI]

CS-3.6: Energy Assurance Plan

Develop, maintain, and implement a citywide Energy Assurance Plan that documents the energy needs of critical City and community facilities and functions, establishes goals and actions to increase energy resiliency during disasters, and prioritizes the use of renewable energy or other sustainable technologies to reduce dependency on the grid during power outages. [SO/MP]

CS-3.7: Mutual Aid Agreements

Participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response. [AC]

CS-3.8: Rail Agency Coordination

Coordinate with the Peninsula Corridor Joint Powers Board (Caltrain) and the California High Speed Rail Authority to ensure that new train services, including electrification and higher speeds, do not result in overburdened safety risks to the community both in terms of infrastructure and access (e.g., rail street crossing closures). [AC]

CS-3.9: Mass Communications Device

Obtain, maintain, and regularly upgrade a mass communications system to effectively notify people during disasters and emergencies by using current communication technologies. [PI]

CS-3.10: Community Resiliency Officer

Create a Community Resiliency Officer position at the City that would be responsible for:

- Leading community engagement and education about safety, disaster preparation and resilience;
- Bringing resources together, such as HAMS, CERT, BNA, CCFD, BFD, City Manager, and City Council;
- Bringing best regional, state and national practices to Burlingame; and
- Developing recommendations to mitigate identified risks. [SO]

CS-3.11: Emergency Preparedness Activities and Communications

Publish and promote emergency preparedness activities and drills. Use the City social media, and the website to provide safety tips that may include identifying and correcting household hazards, knowing how and when to turn off utilities, helping family members protect themselves

during and after an earthquake, recommending neighborhood preparation activities, and advising residents to maintain an emergency supply kit containing first-aid supplies, food, drinking water and battery operated radios and flashlights. [PI]

CS-3.12: Neighborhood Response Groups

Participate in Community Emergency Response Team (CERT) training and consider training neighborhood groups to care for themselves during disasters. To this end, actively assist in neighborhood drills and safety exercises to increase participation and build community support. [FB/PI]

CS-3.13: Dependent Populations

Coordinate with State agencies that oversee facilities for persons with disabilities, and those with access and functional needs, to ensure that such facilities conform to all health and safety requirements, including emergency planning, training, exercises and employee education. [AC]

CS-3.14: Foreign Language Emergency Information

Obtain translated emergency preparedness materials and make them available to appropriate foreign language populations. [PI]

Noise

Noise typically is defined as unwanted sound. Exposure to excessive noise can impact the health and quality of life of people who visit, reside in, or work in Burlingame. While people may not agree as to what constitutes particularly irksome noise, science does show that defined noise levels can cause ill health effects. Excessive noise can cause hearing loss, stress, hypertension, sleep disturbance, and fatigue.

Planning to safeguard the community from unhealthful noise exposure requires use of specialized noise metrics. Noise is measured on the logarithmic decibel (dBA) scale, which is used describe short-term noise events. For the purposes of land use planning, the more specialized Community Noise Equivalent Level (CNEL) metric has been developed to account for noise levels over a 24-hour period. These noise levels can be mapped as contours that illustrate noise exposure zones. **Figure CS-1**

reports noise conditions in Burlingame as of 2016. Generally, the noise range of 55 to 65 dBA CNEL represents an acceptable outdoor noise environment for residential neighborhoods. **Figure CS-2** identifies noise/land use compatibility criteria for Burlingame.

NOISE TERMINOLOGY

dBA: Measurement unit for “a-weighted decibels,” which are commonly used for measuring environmental and industrial noise and the potential hearing damage associated noise health effects.

Equivalent Noise Level (Leq): Constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No “penalties” are added to any noise levels during the exposure time; Leq would be the same regardless of the time of day during which the noise occurs.

Day-Night Average Noise Level (Ldn): A 24-hour average Leq with a 10 dBA “penalty” added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the Ldn would always be higher than its corresponding 24-hour Leq (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA Leq, but a 66.4 dBA Ldn).

Community Noise Equivalent Level (CNEL): An Ldn with an additional 5 dBA “penalty” for the evening hours between 7:00 P.M. and 10:00 P.M. This is essentially a measure of ambient noise.

Sound Exposure Level or Single Event Level (SEL): A descriptor used to characterize the severity of short-duration sound events. SEL is the time-averaged, constant intensity, A-weighted sound level over a one-second reference time that would produce the same sound exposure as the actual time-varying sound over the actual exposure time. In practice, SEL is usually applied in situations where there are multiple sound events, each one having its own characteristic SEL.

The primary noise sources in Burlingame are mobile sources associated with transportation infrastructure, including aircraft, trains, and motor vehicles on freeways. Those land uses affected most adversely by excessive noise—so called “sensitive” land uses—include residential care facilities, schools, hospitals, and wildlife habitat.

Land use decisions and the development review process can work to minimize noise impacts on sensitive land uses. Noise compatibility may be achieved by avoiding the location of conflicting land uses adjacent to one another using the criteria shown in **Figure CS-2**. For example, new residential uses generally should not be built adjacent to the freeways or rail line. Noise impacts can also be minimized by incorporating buffers and noise control features into a development project, including setbacks, landscaping, building transitions, site design/building orientation, and building construction approaches. Selection of the appropriate noise control technique will vary depending on the level of noise that needs to be reduced, as well as the location and intended land use.

**FIGURE CS-2:
NOISE CRITERIA**

Land Use Category	Community Noise Exposure Ldn/CNEL, dB					
	55	60	65	70	75	80
Residential – Low Density Single Family, Duplex, Mobile Homes	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Residential – Multi. Family	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Transient Lodging – Motels, Hotels	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Schools, Libraries, Churches, Hospitals, Nursing Homes	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Auditoriums, Concert Halls, Amphitheaters	Light Gray	Medium Gray	Dark Gray	Black	Black	Black
Sports Arenas, Outdoor Spectator Sports	Light Gray	Medium Gray	Dark Gray	Black	Black	Black
Playgrounds, Neighborhood Parks	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Golf Course, Riding Stables, Water Recreation, Cemeteries	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Office Buildings, Business Commercial and Professional	White	Light Gray	Medium Gray	Dark Gray	Black	Black
Industrial, Manufacturing Utilities, Agriculture	White	Light Gray	Medium Gray	Dark Gray	Black	Black

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NORMALLY ACCEPTABLE
 Specified land use is satisfactory based upon the assumption that may buildings involved are of normal conventional construction, without any special noise insulation requirements.

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CONDITIONALLY ACCEPTABLE
 New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

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NORMALLY UNACCEPTABLE
 New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

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CLEARLY UNACCEPTABLE
 New construction or development should generally not be undertaken.

The northern portion of Burlingame west of Rollins Road and northwest of Mitten Road lies within the 65 CNEL noise contour, a key area where excessive noise can be a problem. **Figure CS-3** identifies the projected

future noise contours for Burlingame and key areas were noise is anticipated to be an issue currently or in the future.

Vibration concerns are like noise concerns because excessive or prolonged exposure to vibration can result in adverse health impacts. In Burlingame, train operations produce vibrations that affect properties along the rail line.

The following goal and policies aim to minimize human exposure to excessive noise by evaluating noise exposure risks, planning placement of new land uses in consideration of the noise environment, and incorporating appropriate mitigation measures on a project-by-project basis.

Goal CS-4: Protect residents and visitors to Burlingame from excessive noise and disruptive ground vibration.

CS-4.1: Locating Noise-sensitive Uses

Locate noise-sensitive uses such as homes, schools, hospitals, libraries, religious institutions and convalescent homes away from major sources of noise. [DR]

CS-4.2: Residential Noise Standards

Require the design of new residential development to comply with the following noise standards:

- The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to noise from aircraft, Caltrain, and BART operations, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 P.M. to 7:00 A.M.), and the maximum instantaneous

noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.

CS-4.3: Office Noise Level Standards

Require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA Leq (peak hour). [DR]

CS-4.4: Motel, Hotel, Nursing Home and Hospital Noise Standards

Require the design of new motels, hotels, nursing homes, hospitals and other similar uses to comply with the following noise standards:

- The maximum acceptable interior noise level for sleeping areas shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to aircraft, Caltrain and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 P.M. to 7:00 A.M.) and 55dB(A) during the day (7:00 A.M. to 10:00 P.M.) with windows closed. [DR]

CS-4.5: Noise Mitigation and Urban Design

Consider the visual impact of noise mitigation measures; require solutions that do not conflict with urban design goals and policies included in the General Plan. [DR]

CS-4.6: Freeway Sound Walls

Coordinate with Caltrans to ensure new sound walls and landscaping strips are attractive along State Route 101 to protect adjacent areas from excessive freeway noise in conjunction with any new freeway project. [AC]

CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the

Airport Noise Ordinance and Airport Land Use Compatibility Plan.
[AC/DR]

CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. [AC/DR]

CS-4.9: Airport Disclosure Notices

Require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners. [DR]

CS-4.10: Construction Noise Study

Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses consistent with Municipal Code provisions. [DR]

CS-4.11: Train Noise

Require that all new development within 1,000 feet of the rail line to provide deed notices disclosing noise impacts upon transfer of title to residents and property owners. [DR]

CS-4.12: Vibration Impact Assessment

Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. [DR]

CS-4.13: Transportation Vibration

Require new residential and commercial projects located within 200 feet of existing major freeways and railroad lines to conduct a ground vibration and vibration noise evaluation consistent with City approved methodologies. [DR]

Sea Level Rise

Water levels in San Francisco Bay have risen over eight inches since the early twentieth century and, because of the effects of climate change, are predicted to continue rising at a faster rate. Based on the best available data and a baseline year of 2016, the City can anticipate 10 to 17 inches of sea level rise by the year 2050 and 17 to 32 inches by 2070. The City will become increasingly vulnerable to water inundation during both normal high tides and during major storm events. Rising sea levels may inundate the land along the Bayfront and flood nearby industrial, commercial, and residential areas. **Figure CS-4** indicates projected ranges of sea level rise and the areas that would be impacted.

Ultimately, sea level rise will have an impact on the community. The City of Burlingame is committed to being proactive at addressing sea level rise and will establish specific building and habitable space setback requirements, shoreline protection measures (in coordination with regional strategies), and use requirements such as limiting certain activities on ground floors.

Unlike some other Peninsula and Bay Area communities, the Burlingame shoreline is not protected by natural wetlands. Ordinarily wetlands create a natural buffer between the Bay and built environment, and can provide a cost-effective flood protection strategy. Wetlands also bring other benefits like filtering pollutants out of the water, sequestering carbon; providing recreational space; and creating habitat for fish and wildlife. While most of Burlingame's Bayfront has a hard edge lacking wetlands, new development is required to be set back at least 75 feet from the shoreline. This shoreline setback area presents an opportunity to create a

wetland environment that could mitigate the impacts of Sea Level Rise and provide a recreation amenity through a continuous Bay Trail.

The following goal and policies reflect the City’s approach to protecting existing and future urban uses along the Bayfront and other vulnerable parts of Burlingame from the impacts of rising sea levels.

Goal CS-5: Protect vulnerable areas and infrastructure from flooding related to rising sea levels in the San Francisco Bay.

CS-5.1: Monitor Rising Sea Level

Regularly coordinate with regional, State, and Federal agencies on rising sea levels in San Francisco Bay and major tributaries to determine if additional adaptation strategies should be implemented to address flooding hazards. This includes monitoring FEMA flood map updates to identify areas in Burlingame susceptible to sea level rise, addressing changes to State and regional sea and bay level rise estimates, and coordinating with adjacent municipalities on flood control improvements. [AC/SR]

CS-5.2: Vulnerability Assessment

Coordinate with San Mateo County on the county-wide Sea Level Rise Vulnerability Assessment that will identify regional sea level rise risk factors and areas, as well as emerging options for response. [AC/SR]

CS-5.3: New Development in Vulnerable Areas

Continue to require appropriate setback and building elevation requirements for properties located along the Bayshore, lagoons, and in other low-laying areas that are susceptible to the effects of sea level rise. Consider other strategies to support resiliency through design. [DR]

CS-5.4: Wetland Buffer

Identify setback areas and parkland suitable for creation of a wetland buffer, and require new developments in the Bayfront area to assist in restoring wetlands areas.

CS-5.5: Flood Insurance Rate Maps

Provide to the public, as available, up-to-date Flood Insurance Rate Maps (FIRM) that identify rising sea levels and changing flood conditions. [PI]

CS-5.6: Regional Hazard Risk Reduction Planning

Coordinate with San Mateo County and other local agencies to implement the Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). [AC]

CS-5.7: Hazard Mitigation Plan

Continue to support San Mateo County in its role as the lead agency preparing and regularly updating the countywide Local Hazard Mitigation Plan. [AC]

Hazardous Materials

Hazardous materials are a part of our everyday life in the form of batteries, light bulbs, and household chemicals such as pesticides, motor oil, cleaners, and paints. They are also used in many commercial and industrial operations. The use, storage, and disposal of hazardous materials—including management of contaminated soils and groundwater—are regulated by a myriad of Federal, State, and local laws. The City's major industrial and office areas, such as the Bayfront and Rollins Road neighborhoods, pose a specific challenge due to the potential for hazardous materials associated with these activities. The City's overall land use objective includes increasing the amount of live/work development in some of these areas, which places housing within areas that have a higher potential for hazardous materials. As such, the policies in this section specifically look at ways to minimize impacts to

existing and future residential areas. The following goal and policies address the location, transport, storage, and disposal of hazardous materials.

Goal CS-6: Protect residents, workers, and visitors from hazardous materials through improved regulations, disposal practices, location and site design requirements, and public information and education.

CS-6.1: Hazardous Materials Storage and Disposal

Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. Coordinate with the Fire Department to identify and monitor pre-incident plans associated with hazardous materials storage and use. [DR]

CS-6.2: Hazardous Materials Information

Maintain information channels to the residential and business communities about the illegal nature and danger of dumping hazardous material and waste into the storm drain system or in creeks. [PI]

CS-6.3: Hazardous Waste Disposals

Explore efficient, economical, and convenient ways to offer household hazardous waste collection for residents in partnership with the solid waste contractors and San Mateo County. [AC/PI]

CS-6.4: Proximity of Residents to Hazardous Materials

Assess future residents' exposure to hazardous materials when new residential development or sensitive populations are proposed within the Live/Work land use designation. Do not allow residential development or sensitive populations if such hazardous conditions cannot be mitigated to an acceptable level of risk. [DR]

CS-6.5: Educational Programs

Continue to encourage residents and businesses to use non- and less-hazardous products, especially less toxic pest control products, to slow the generation of new reduce hazardous waste requiring disposal through the county-wide program. [AC/PI]

Seismic and Geologic Hazards

Burlingame lies within a very seismically active zone along the Pacific Plate, with the most significant manifestations being the San Andreas Fault and Hayward Fault, both capable of generating strong earthquakes (magnitude of 6.0+ on the Richter scale). The most recent earthquake (the Loma Prieta Earthquake) occurred in 1989 and registered magnitude 6.9, with an epicenter located near Loma Prieta peak in the Santa Cruz Mountains. The United States Geological Survey (USGS) estimates there is a 6.4 percent probability of a 6.7-magnitude earthquake on the San Andreas Fault by 2044. The Hayward Fault is considered more probably for a significant event, with the USGS stating a 31 percent chance for a 6.8 to 7.0 earthquake by 2042.

Potential seismic hazards in Burlingame include surface rupture, ground shaking, liquefaction, lateral spreading, and fault creep. The degree of hazard depends on the location of the seismic epicenter, the magnitude and duration of ground shaking, topography, groundwater conditions and type of building construction. **Figure CS-5** and **Figure CS-6** identifies the location of seismic and geologic hazards in Burlingame, including fault lines, areas susceptible to liquefaction, and areas with steep slopes. The following goal and policies aim to minimize the risk of damage associated with geologic and seismic hazards.

Goal CS-7: Protect people and buildings in Burlingame by reducing the risks associated with geologic and seismic hazards.

CS-7.1: Geotechnical and Structural Analysis

Require any site with a slope exceeding 10 percent to reference the Landslide Hazard Potential Zone maps of the State of California for all required geotechnical and structural analysis. [DR]

CS-7.2: Residential Upgrades

Require that any residential facility that is being increased more than 50 percent assessed value or physical size conform to all provisions of the current building code throughout the entire structure. Encourage owners of residential buildings with known structural defects such as unreinforced garage openings, “soft story” construction, unbolted foundations, and inadequate sheer walls to take steps to remedy the problem and bring buildings up to the current building code. Form an ad hoc committee to investigate, before the end of 2020, and describe the seismic risk posed by pre-1980 wood frame “soft story” buildings in Burlingame to evaluate the costs and benefits of potential actions that could be pursued by the City. [DR]

CS-7.3: Geologic Review

Create and implement a geologic review procedure that requires geologic reports be prepared as part of the development review process. [DR]

Airport and Heliport Hazards

Burlingame residents and business have ready access to San Francisco International Airport (SFO), one of the busiest airports on the western seaboard. In addition, Mills-Peninsula Medical Center operates an emergency medical heliport on an elevated platform within the site. While the airport and heliport provide welcome resources for world travel and emergency response, they also present unique risks and land use compatibility issues for Burlingame. **Figure CS-6** illustrates the noise contours and building height limitations associated with SFO and the Mills-Peninsula Medical Center heliport.

The following goal and policies address airport and heliport safety, land use compatibility, and interagency coordination related to aircraft operations.

Goal CS-8: Minimize the community's exposure to aircraft safety hazards associated with San Francisco International Airport and Mills-Peninsula Medical Center,

CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mill-Peninsula Medical Center helipad. [DR]

CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection. [AC/DR]

CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County's Airport Land Use Commission, as required by State law. [AC/MP/DR]

VIII. COMMUNITY SAFETY ELEMENT

Placeholder for Figure CS-1

Placeholder for Figure CS-2

VIII. COMMUNITY SAFETY ELEMENT

Placeholder for Figure CS-3

Placeholder for Figure CS-4

VIII. COMMUNITY SAFETY ELEMENT

Placeholder for Figure CS-5

Placeholder for Figure CS-6

VIII. COMMUNITY SAFETY ELEMENT

Placeholder for Figure CS-7

Placeholder for Figure CS-8

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