11. HAZARDS AND HAZARDOUS MATERIALS

This chapter describes hazards and hazardous materials conditions in the planning area. The chapter includes the regulatory framework necessary to evaluate potential environmental impacts resulting from the 2040 General Plan, describes potential impacts that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts.

11.1 SETTING

For the environmental topics relevant to this EIR chapter, the environmental and regulatory setting of the planning area with respect to hazards and hazardous materials is described in Section 6.11 (Hazards and Hazardous Materials) of the General Plan Existing Conditions Report (City of Burlingame, 2015). Pursuant to section 15150 of the State CEQA Guidelines, the Existing Conditions Report is incorporated into the Draft Program EIR by reference. The Existing Conditions Report is available at the City of Burlingame 2040 General Plan website at:

http://www.Burlingame.org/GENERALPLAN/

Copies of the Existing Conditions Report may be viewed during regular business hours (8:00 a.m. to 5:00 p.m.), Monday through Friday, at the City of Burlingame Planning Division, 501 Primrose Road, Burlingame, CA 94010.

11.1.1 Environmental Setting

The Hazards and Hazardous Materials section of the Existing Conditions Report describes the existing conditions related to hazardous materials and airport hazards in the planning area, as summarized below.

(a) Hazardous Materials. These major findings address the potential presence of hazardous materials within the Planning area and analyze the potential risk these materials pose. Existing and potential problems related to hazardous materials include water and soil contamination, health hazards from existing or historical land uses that use or generate hazardous materials, and the improper disposal of hazardous materials by business, industry, and individual households.

- According to the State Department of Toxic Substances Control (DTSC) EnviroStor database, there is one school cleanup site in Burlingame that has a status of "Certified/Operation & Maintenance - Land Use Restrictions."

- According to the State Department of Toxic Substances Control (DTSC) EnviroStor database, there is one school evaluation site in Burlingame that has a status of "Inactive - Needs Evaluation."

- According to the State Water Resources Board GeoTracker database, 12 Leaking Underground Storage Tank (LUST) cleanup sites in have a status of "Open."

- According to the State Water Resources Board GeoTracker database, six Water Board cleanup sites in Burlingame have a status of "Open."

- According to the State Water Resources Board GeoTracker database, one land disposal site in Burlingame has a status of "Open."

- According to the State Water Resources Board GeoTracker database, 15 Underground Storage Tank (UST) facilities in Burlingame have a status of "Permitted."

  Permitted: For DTSC, facilities/sites that were required to obtain a permit or have received a hazardous waste facility permit from DTSC or U.S. EPA in accordance with Section 25200 of the Health and Safety Code or the Resource Conservation and Recovery Act (RCRA). For RWQCB, a permit has been issued by an authorized local agency to the owner or operator of an underground storage tank (UST) (or a unified program facility permit has been issued by an authorized local agency to the owner or operator of a unified program facility on which the UST is located) that allows operation of the UST for the storage of hazardous substances pursuant to State regulations.

  Open Categories

  Open–Remediation: An approved remedy or remedies that has/have been selected for the impacted area at the site and is being implemented by the responsible party under an approved cleanup plan for the site. This includes any ongoing remedy that is either passive or active, or uses a combination of technologies.

  Open–Verification Monitoring: Remediation phases that are essentially complete, and a monitoring/sampling program is occurring to confirm successful completion of cleanup at the site, e.g., no "active" remediation is considered necessary or no additional "active" remediation is anticipated as needed, or an active remediation system has been shut-off and the potential for a rebound in contaminant concentrations is under evaluation.

  Open–Site Assessment: Site characterization, investigation, risk evaluation and/or site conceptual model development are occurring at the site. Examples of site assessment activities include, but are not limited to, the following: (1) identification of the contaminants and the investigation of their potential impacts; (2) determination of the threats/impacts to water quality; (3) evaluation of the risk to humans and ecology; (4) delineation of the nature and extent of contamination; (5) delineation of the contaminant plume(s); and (6) development of the Site Conceptual Model.

  Open–Eligible for Closure: Corrective action at the site has been determined to be completed and any remaining petroleum constituents from the release are considered to be a low threat to human health, safety, and the environment.

(b) Airport Hazards. These major findings summarize existing information related to potential airport hazards and safety issues for people and property within the overflight zones of San Francisco International Airport.

- Portions of the planning area are located within Area B of the Airport Influence Area (AIA) boundary zones of San Francisco International Airport. Thus, as required by State law, all applicable plans, ordinances, and development applications must be reviewed by the City/County Association of Governments of San Mateo County, which serves as the Airport Land Use Commission.

- The basic strategy for minimizing risks to people on the ground near airports is to limit the number of people who might gather in areas most susceptible to potential aircraft accidents, by prohibiting/limiting certain non-compatible land uses. This generally includes limiting buildings that serve people with limited mobility (e.g., children's schools, hospitals, nursing homes), sensitive industrial uses, residential uses, public uses, and

uses that process/store hazardous or flammable materials (e.g., oil refineries, chemical plants).

- While the potential for aircraft crash hazards within the planning area is low, any such incident could result in a substantial hazard to people and property. This is due to the location of the airport near many existing industrial, commercial, and residential neighborhoods in the eastern portion of Burlingame.

11.1.2 Regulatory Setting

(a) Hazardous Materials. The Existing Conditions Report Hazards and Hazardous Materials section (Section 6.11) describes the following regulatory setting related to hazardous materials.

Federal

U.S. Environmental Protection Agency. The Environmental Protection Agency (EPA) is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and local governments the responsibility for issuing permits and monitoring and enforcing compliance. EPA Region IX has authority in the Bay region, regulating chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protecting workers and the community (along with CalOSHA, see below); and integrating the federal Clean Water Act and Clean Air Act into California legislation.

Federal Occupational Safety and Health Administration. The Federal Occupational Health and Safety Administration (OSHA) establishes and enforces Federal regulations related to health and safety of workers who could be exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

State

California Environmental Protection Agency/Office of Emergency Services. The California Environmental Protection Agency (Cal/EPA) establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. The Office of Emergency Services (OES) coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

California Department of Toxic Substances Control. The California Department of Toxic Substances Control (DTSC) regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns public exposed to listed carcinogens.

California Highway Patrol/California Department of Transportation. The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) have primary regulatory responsibility for the transportation of hazardous wastes and materials.

Regional and Local

San Mateo County Health System's Environmental Health Division. San Mateo County Health System's Environmental Health Division (SMCEH) handles a wide variety of services to ensure a safe and healthy environment in San Mateo County. SMCEH is the Certified Unified Protection Agency (CUPA) for the City of Burlingame. As part of the CUPA Program, the SMCEH administers the Hazardous Materials Business Plan (HMBP) Program, which consolidates the reports required from businesses by State and Federal community right-to-know laws, and the Hazardous Materials Management Plan and Hazardous Materials Inventory Statement required by the California Fire Code. The HMBP is required to include a summary of business activities, owner and operator information including emergency contacts, the type and quantity of reportable hazardous materials, a site map, emergency response procedures, and an employee training program. In general, the submittal of a HMBP is required if a business handles and/or stores a hazardous material equal to or greater than the minimum reportable quantities. These quantities are 55 gallons for liquids, 500 pounds for solids, and 200 cubic feet (at standard temperature and pressure) for compressed gases. Exemptions to filing a HMBP are listed in the Health and Safety Code.

SMCEH also administers the Underground and Above Ground Storage Tank Programs, Groundwater Protection Program, Stormwater Protection Program, Emergency Response Program, Household Hazardous Waste Program, Universal Waste Program, Medical Waste Program, and Waste and Used Tire Program.

Environmental Site Assessment (ESA) Procedures. A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), cited by the Superfund Clean-Up Act of 1998, as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the site.

The U.S. EPA has established requirements for preparers of Phase I and Phase II ESAs. EPA has also established substantive standards for the information to be included in Phase I ESAs. Under this environmental assessment process, a Phase I ESA report prepared for a real estate holding would identify existing or potential environmental contamination liabilities. The Phase I ESA typically addresses both the underlying land as well as physical improvements to the property. The Phase I ESA site examination typically includes a jurisdictional agency file search for any reported issues, and may also include definition of any evident signs of possible asbestos- or lead-containing building materials or chemical residues in existing structures; identification of possible hazardous substances stored or used onsite; assessment of possible mold and mildew; and discussion of other relevant hazardous materials issues. Actual sampling of soil, air, groundwater, or building materials typically is not conducted during a Phase I ESA. The Phase I ESA generally is considered the first step in the environmental due diligence process.

If a Phase I ESA indicates evidence of site contamination, a Phase II ESA would be required prior to site development. The Phase II ESA includes collection of original samples of soil, groundwater, or building materials to measure and analyze quantities of various contaminants. The most frequent substances tested for are petroleum hydrocarbons, heavy metals, pesticides, solvents, asbestos, and mold. Appropriate cleanup levels for each contaminant, based on current and planned land use, would be determined in accordance with professional procedures adopted by the lead jurisdictional agency (e.g., DTSC, RWQCB, BAAQMD, CUPA). At sites

near ecological receptors, such as sensitive plant or animal species that could be exposed to hazardous materials, cleanup levels would be determined according to the jurisdictional agency's adopted standards.

(b) Airport Hazards. The Existing Conditions Report Hazards chapter (Section 9.4) describes the following regulatory setting related to airport hazards.

Federal Aviation Administration (FAA). The FAA Airport Safety and Operations Division has primary responsibility for the safety and certification of airports and aircraft. The FAA establishes and enforces standards, specifications, and recommendations for the safe operation and design of commercial and general aviation airports. The FAA has no authority over off-airport land uses; its role focuses on the safety of aircraft operations.

California Aeronautics Act (Public Utilities Code, Section 21670 et seq.). The Aeronautics Act requires airport land use commissions to prepare an Airport Land Use Compatibility Plan (ALUCP) for nearly all public-use airports in the State. The intent of the ALUCP is to encourage compatibility between airports and the various land uses that surround them. Alameda County has established an Airport Land Use Commission (ALUC), in accordance with State law, to prepare land use compatibility plans for all public-use airports in the county and to review general plans, proposed changes to zoning codes and ordinances, land use actions and development projects, and airport development plans for consistency with compatibility policies.

Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (2012). In recognition of the impact of airports on properties in their vicinity, the state legislature passed laws that require establishment of an ALUC to develop plans and policies for the orderly growth of airports and their surrounding areas. ALUCs were given the authority to:

- Specify how land near airports is used, based on safety and noise compatibility considerations;
- Develop height restrictions for new development to protect the airspace near the airport; and
- Establish construction standards for new buildings near airports, including sound insulation requirements.

The ALUC statute is to protect public health, safety and welfare through the adoption of land use standards that minimize the public's exposure to excessive noise and safety hazards. They are also concerned with preventing the encroachment of incompatible land uses around airports to preserve the utility of airports well into the future. The ALUC may adopt land use standards which are more restrictive than state law to achieve its goals. The ALUC has no jurisdiction over airport operations or existing land uses.

The ALUCP for San Francisco International Airport was last updated in 2012. The plan has four primary concerns:

- **Aircraft Noise Impact Reduction:** Reduce the number of people living within the airport vicinity who are exposed to noise from the airport and aircraft operations.

- **Safety of People on the Ground and in Aircraft in Flight**: Minimize the number of future residents and land use occupants who are exposed to hazards related to airport operations and practice.

- **Height Restrictions and Airspace Protection:** Protect navigable airspace around the airport for safe and efficient operation of aircraft in flight.

- **Overflight Notification:** Establish areas within which aircraft flights to and from the airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within these areas, real estate disclosure notices shall be required, pursuant to State law.

The policies and criteria contained in the ALUCP apply to new development in the vicinity of the airport. Existing land uses are exempt from the plan. Cities like Burlingame, which lie in the airport area of influence, are required to update their General Plans and zoning to be consistent with the ALUCP.

11.2 ENVIRONMENTAL EFFECTS

This section describes potential impacts related to hazards and hazardous materials that could result from the General Plan, and discusses General Plan goals, policies, and implementation programs that would avoid or reduce those potential impacts. The section also recommends mitigation measures as needed to reduce significant impacts.

11.2.1 Significance Criteria

Based on the CEQA Guidelines, implementation of the City of Burlingame General Plan would have a significant impact related to hazards and hazardous materials if it would:

(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment;

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in or outside the Planning area;

(f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in or outside the Planning area;

(g) Impact implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or

(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

There are no private airstrips near the planning area (Criterion [f]). Therefore, this issue is not discussed further in this EIR.

11.2.2 Analysis Methodology

The methodology for evaluating potential environmental impacts related to hazards and hazardous materials followed this basic sequence:

(1) The General Plan Existing Conditions Report was evaluated to identify existing environmental conditions and problems related to hazards and hazardous materials, including the regulatory framework that applies to these issues.

(2) The CEQA Statute and Guidelines (2013), including Appendix G (Environmental Checklist Form), were consulted to identify environmental impact topics and issues that should be addressed in the program EIR. In part, this process resulted in the significance criteria listed in subsection 11.2.1 above.

(3) The General Plan Policy Document, including the associated development capacity assumptions (see EIR section 3.6), was analyzed to identify goals, policies, implementation programs ("policies" for short), and potential outcomes that address the significance criteria. This analysis resulted in two basic conclusions regarding policies and outcomes: (a) many policies would avoid or reduce potential environmental impacts, and (b) some policies or outcomes could result in new environmental impacts or increase the severity of existing environmental problems.

(4) For potential environmental impacts that would result from the General Plan, mitigation measures were designed to avoid or reduce each impact to a less-than-significant level. If implementation of all identified feasible mitigations cannot reduce the impact to a less-than-significant level, then the impact is considered significant and unavoidable.

11.2.3 Environmental Impacts

Potential Impacts of Future Development under the 2040 General Plan

Hazardous materials and wastes would be routinely transported, used, and disposed of within the planning area, particularly originating from or being delivered to the many industrial businesses in the City and to San Francisco Airport. The transport, use, and disposal would range from hazardous materials used for manufacturing processes to common household hazardous wastes (HHW) such as paint and used motor oil. The use, transportation, and disposal of hazardous materials and wastes has varying degrees of risk of upset dependent on the type and quantity of the material or waste. Simple spills of HHWs can result in minor environmental contamination to soil, air, or water. Releases of toxic chemicals from industrial facilities pollute the air and may have immediate and adverse health effects on workers or residents in the vicinity. Releases can occur accidentally or deliberately. A common means of

accidental release occurs when a vehicle transporting hazardous wastes or materials is involved in a collision and the wastes are released onto the roadway and surrounding environment. (Significance Criteria 11.2.1 [a], [b], and c])

New development constructed on a site which has the potential to harbor hazardous wastes from previous land uses (a Cortese list site), could harm occupants of the new development project. (Significance Criterion 11.2.1 [d])

Development that takes place within an airport land use plan area could result in a safety hazard for people residing or working in the planning area. Portions of the planning area are located within Area B of the Airport Influence Area boundary zones of San Francisco International Airport. Thus, as required by State law, all applicable plans, ordinances, and development applications must be reviewed by the City/County Association of Governments of San Mateo County, which serves as the ALUC. (Significance Criterion 11.2.1 [e])

Impairment of emergency or evacuation procedures can result in increased property damage and/or personal injury by slowing emergency services response times or preventing the public from being able to escape emergency situations. (Significance Criterion 11.2.1 [g])

Development in areas susceptible to wildfires has the potential to impact both the new development and nearby existing development if there are no buffers between structures and flammable vegetation and inadequate fire protection services in the vulnerable wildfire areas. (Significance Criterion 11.2.1 [h])

How Existing Regulations and General Plan Policies Reduce Impacts

Table 11-1 is aligned with relevant Existing Regulations and General Plan policies that relate to hazards and hazardous materials. Column 1 (Objective) lists each Regulation and General Plan goal, policy, and implementation program (“policy” for short), organized by General Plan element, that addresses the potential impact identified in Table 11-1. Column 2 is a summary of the regulation/policy and the text of the policy. Column 3 answers the question, “How does the regulation/policy avoid or reduce the potential impact?” Column 4 identifies the applicable significance criteria that is addressed by the regulation/goal/policy.

The verbs in Column 3 are intended to be applied consistently. The verb “ensures” means that the policy is sufficient to guarantee the result identified in the policy. The verb “helps” means that the policy contributes to avoiding or reducing the identified potential impact; in many cases, “helps” is used for a policy that can be applied to avoid or reduce a wide range of potential impacts.

Table 11-1: Proposed Burlingame Existing Regulations and General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Existing Regulation			
U. S. Environmental Protection Agency	EPA Region IX has authority in the Bay region, regulating chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices; protecting workers and the community and integrating the federal Clean Water Act and Clean Air Act into California legislation.	Ensures potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools (d) Cortese List Site
Federal Occupational Safety and Health Administration	The Federal Occupational Health and Safety Administration (OSHA) establishes and enforces Federal regulations related to health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.	Ensures potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools (d) Cortese List Site
California Environmental Protection Agency/Office of Emergency Services	The California Environmental Protection Agency (Cal/EPA) establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. The Office of Emergency Services (OES) coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.	Ensures potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools (g) Interfere with emergency response plan (f) Wildland fire hazard
California Department of Toxic Substances Control	The California Department of Toxic Substances Control (DTSC) regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic	Ensures potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near

Table 11-1: Proposed Burlingame Existing Regulations and General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
	contamination, and warns public exposed to listed carcinogens.		schools (d) Cortese List Site (e) Public Airport Safety Hazard (g)Interfere with emergency response plan (f) Wildland fire hazard
California Highway Patrol/California Department of Transportation	The California Highway Patrol (CHP) and California Department of Transportation (Caltrans) have primary regulatory responsibility for the transportation of hazardous wastes and materials.	Helps ensure the safe transport of hazardous materials through the least vulnerable areas. Helps avoid the potential for accidental releases in residential areas.	(a) Hazardous materials transport or disposal
San Mateo County Health System's Environmental Health Division (SMCEH)	The SMCEH administers the Underground and Above Ground Storage Tank Programs, Groundwater Protection Program, Stormwater Protection Program, Emergency Response Program, Household Hazardous Waste Program, Universal Waste Program, Medical Waste Program, and Waste and Used Tire Program.	Ensures potential hazardous materials impacts are minimized, including accidental releases, through interagency coordination.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools (d) Cortese List Site (e) Public Airport Safety Hazard (g) Interfere with emergency response plan (f) Wildland fire hazard
Environmental Site Assessment (ESA) Procedures	A Phase I ESA is the initial investigation phase of a process established by the American Society for Testing and Materials Standards (ASTM), cited by the Superfund Clean-Up Act of 1998, as adequate due diligence by new purchasers of properties or their lenders prior to site development. Phase I ESAs must be completed prior to property development by private parties to establish that the buyer has exercised due diligence in purchasing the	Ensures that all development proposals will be professionally evaluated for potential hazardous materials impacts.	(d) Cortese List Site

Table 11-1: Proposed Burlingame Existing Regulations and General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
	site.		
Federal Aviation Administration (FAA)	The FAA Airport Safety and Operations Division has primary responsibility for the safety and certification of airports and aircraft. The FAA establishes and enforces standards, specifications, and recommendations for the safe operation and design of commercial and general aviation airports.	Ensures that airports are not creating a safety hazard for people residing or working in or outside the planning area.	(e) Public Airport Safety Hazard
California Aeronautics Act (Public Utilities Code, Section 21670 et seq.)	The Aeronautics Act requires airport land use commissions to prepare an Airport Land Use Compatibility Plan (ALUCP) for nearly all public-use airports in the State. The intent of the ALUCP is to encourage compatibility between airports and the various land uses that surround them.	Ensures that airports are not creating a safety hazard for people residing or working in or outside the planning area.	(e) Public Airport Safety Hazard
Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (2012)	In recognition of the impact of airports on properties in their vicinity, the state legislature passed laws that require establishment of an airport land use commission (ALUC) to develop plans and policies for the orderly growth of airports and their surrounding areas.	Ensures that airports are not creating a safety hazard for people residing or working in or outside the planning area.	(e) Public Airport Safety Hazard
Community Safety Element			
Goal CS-6: Hazardous Materials	Protect residents, workers, and visitors from hazardous materials through improved regulations, disposal practices, location and site design requirements, and public information and education.	Minimizes potential hazardous materials impacts. Avoids the location of new development on, and the exposure of people to, contaminated sites.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools
Policy 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	Encourages proactive avoidance of hazardous materials releases.	(a) Hazardous materials transport or disposal (b) Hazardous materials release

Table 11-1: Proposed Burlingame Existing Regulations and General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
	Department to identify and monitor pre-incident plans associated with hazardous materials storage and use.		
Policy 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.	Minimizes potential for hazardous materials releases	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools
Policy CS-6.3: Hazardous Waste Disposal	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.	Minimizes potential for hazardous materials releases	(a) Hazardous materials transport or disposal (b) Hazardous materials release
Policy 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.	Minimizes the potential for hazardous materials impacts on schools.	(d) Cortese List Site
Policy 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.	Promotes proactive avoidance of hazardous materials impacts.	(a) Hazardous materials transport or disposal (b) Hazardous materials release (c) Hazardous materials near schools
Goal CS-8: Airport and Heliport Hazards	Minimize the community's exposure to aircraft safety hazards associated with San Francisco International Airport.	Ensures that airports are not creating a safety hazard for people residing or working in or outside the Planning area.	(e) Public Airport Safety Hazard
Policy CS-8.1: Land Use Safety	Consider all applicable Federal statutes (including	Ensures that the airport ALUC plan will be	(e) Public Airport Safety Hazard

Table 11-1: Proposed Burlingame Existing Regulations and General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Compatibility and Airspace Protection Criteria	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.	reviewed for updates as necessary as the 2040 General Plan is implemented over time.	
Policy 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.	Ensures that the airport ALUC plan will be reviewed for updates as necessary as the 2040 General Plan is implemented over time.	(e) Public Airport Safety Hazard
Policy 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.	Ensures that the airport ALUC will review development application that could affect airport operations or create airport hazards	(e) Public Airport Safety Hazard
Goal CS-2: Fire Prevention and	Ensure coordinated and effective fire and emergency	Protects people and property from wildfire	(f) Wildland fire hazard

Table 11-1: Proposed Burlingame Existing Regulations and General Plan Policies to Avoid or Reduce Impacts on Hazards and Hazardous Materials

Regulation/Policy	Description of Regulation/Policy	How Does It Avoid or Reduce Impact?	Applicable Significance Criteria
Protection Services	medical services to maintain the health, safety, and well-being of the Burlingame community.	hazards.	
Policy 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.	Protects people and property from wildfire hazards.	(f) Wildland fire hazard
Policy 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	Protects people and property from wildfire hazards.	(f) Wildland fire hazard
Policy 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.	Protects people and property from wildfire hazards.	(f) Wildland fire hazard

Policy 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
		Reduces wildfire hazards.	(f) Wildland fire hazard

Conclusions

The City would ensure that existing regulations and land use policies are used to avoid or reduce an identified potential environmental impact. Such regulations and policies that relate to hazards and hazardous materials are listed in Table 11-1 above.

In most cases, no one goal, policy, or implementation measure ("policy" for short) is expected to completely avoid or reduce an identified potential environmental impact. However, the collective, cumulative mitigating benefits of the policies listed in Table 11-1 will result in a less-than-significant impact related to hazards and hazardous materials. This conclusion is consistent with the purpose and use of a program EIR for a general plan (see EIR Introduction, Chapter 1).

Based on the methodology described above, 2040 General Plan impacts related to hazards and hazardous materials would be ***less than significant*** (see criteria [a] through [e], [g], and [h] in subsection 11.2.1, "Significance Criteria," above). No mitigation is required.