4.8 HAZARDS AND HAZARDOUS MATERIALS

This chapter describes the regulatory framework and existing conditions of the City of San Mateo Environmental Impact Report (EIR) Study Area and evaluates the potential hazards and hazardous material impacts from adopting and implementing the proposed General Plan 2040 and proposed Climate Action Plan update, and from future development and activities that could occur under the proposed project. A summary of the relevant regulatory framework and existing conditions is followed by a discussion of potential impacts and cumulative impacts related to implementation of the proposed project. A discussion of wildland fire hazards is provided in Chapter 4.18, *Wildfire*, of this Draft Environmental Impact Report (EIR).

4.8.1 ENVIRONMENTAL SETTING

4.8.1.1 REGULATORY FRAMEWORK

Federal Regulations

United States Environmental Protection Agency

The United States Environmental Protection Agency (USEPA) is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, delegating the responsibility for issuing permits, and monitoring and enforcing compliance to states and Native American tribes. USEPA programs promote handling hazardous waste safely, cleaning up contaminated land, and reducing waste volumes through such strategies as recycling. California falls under the jurisdiction of USEPA Region 9. Under the authority of the Resource Conservation and Recovery Act (RCRA) and in cooperation with State and tribal partners, the USEPA Region 9 Waste Management and Superfund Divisions manage programs for site environmental assessment and cleanup, hazardous and solid waste management, and underground storage tanks.

United States Department of Transportation

The United States Department of Transportation (DOT) has the regulatory responsibility for the safe transportation of hazardous materials between states and internationally. The DOT regulations govern all means of transportation, except for those packages shipped by mail, which are covered by United States Postal Service regulations. The federal RCRA of 1976 imposes additional standards for the transport of hazardous waste.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from materials manufacturers. The material safety data sheets describe the risks, as well as proper handling and procedures, related to specific hazardous

materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

Resource Conservation and Recovery Act of 1976

Federal hazardous waste laws are generally promulgated under the RCRA, as amended by the Hazardous and Solid Waste Amendments of 1984. These laws provide for the "cradle to grave" regulation of hazardous waste. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program as well as California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, the California Environmental Protection Agency (CalEPA) has in turn delegated enforcement authority to the San Mateo County Health Department, Environmental Health Services Division for State law regulating hazardous waste producers or generators in San Mateo.[1]

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended the CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other State and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased State involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to $8.5 billion.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted in October 1986. This law requires State and local governments to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by USEPA's Office of Emergency Management. USEPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention (CalARP) program. Under the CUPA

[1] San Mateo County Health, 2022, Hazardous Waste Generator Program, https://www.smchealth.org/hazwaste, accessed October 3, 2022.

program, the CalEPA has in turn delegated enforcement authority to the San Mateo County Health Department, Environmental Health Division for CalARP.[2]

Hazardous Materials Transportation Act

The DOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations. State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The California State Fire Marshal's Office has oversight authority for hazardous materials liquid pipelines. The California Public Utilities Commission has oversight authority for natural gas pipelines in California. These agencies also govern permitting for hazardous materials transportation.

Federal Response Plan

The Federal Response Plan of 1992 is a signed agreement among 27 federal departments and agencies and other resource providers, including the American Red Cross, that: (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of State and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency. The Federal Response Plan is part of the National Response Framework, which was most recently updated in October 2019.

The Stafford Act

The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) of 1988, as amended, authorizes federal government assistance for emergencies and disasters when State and local capabilities are exceeded. The Stafford Act forms the statutory authority for most federal disaster response activities, especially as they relate to the Federal Emergency Management Agency (FEMA) and FEMA programs.

National Response Framework

The National Response Framework, published by the United States Department of Homeland Security and last updated October 2019, is a guide for the nation to respond to all types of disasters and emergencies.[3] This framework describes specific authorities and best practices for managing incidents that range from serious local or large-scale terrorist attacks to catastrophic natural disasters. In addition,

[2] San Mateo County Health, 2022, Hazardous Waste Generator Program, https://www.smchealth.org/hazwaste, accessed October 3, 2022.

[3] United States Department of Homeland Security, October 28, 2019, National Response Framework, fema.gov/sites/default/files/2020-04/NRF_FINALApproved_2011028.pdf, accessed October 3, 2022.

the National Response Framework describes the principles, roles, and responsibilities, and coordinating structures for responding to an incident, and further describes how response efforts integrate with those of the other mission areas.

Natural Gas Pipeline Safety Act of 1968

The Natural Gas Pipeline Safety Act of 1968 authorizes the DOT to regulate pipeline transportation of flammable, toxic, or corrosive natural gas and other gases as well as the transportation and storage of liquefied natural gas. The Pipeline and Hazardous Materials Safety Administration (PHMSA) within the DOT develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6-million-mile pipeline transportation system. DOT's and PHMSA's regulations governing natural gas transmission pipelines, facility operations, employee activities, and safety are found at Code of Federal Regulations Title 49, Transportation, Parts 190 through 192, Part 195, and Part 199.

Pipeline Safety Improvement Act of 2002

The Pipeline Safety Improvement Act mandates that the DOT, the Department of Energy, and the National Institute of Standards and Technology in the Department of Commerce carry out a program of research, development, demonstration, and standardization to ensure the integrity of pipeline facilities.[4] The purpose of the Research and Design Program is to identify safety and integrity issues and develop methodologies and technologies to characterize, detect, and manage risks associated with natural gas and hazardous liquid pipelines.

Pipeline Inspection, Enforcement, and Protection Act of 2006

The Pipeline Inspection, Enforcement, and Protection Act confirms the commitment to the Integrity Management Program and other programs enacted in the Pipeline Safety Improvement Act of 2002. The 2006 legislation includes provisions on:

- Preventing excavation damage to pipelines through the enhanced use and improved enforcement of State "One-Call" laws that preclude excavators from digging until they contact the State One-Call system to locate the underground pipelines;
- Minimum standards for Integrity Management Programs for distribution pipelines (including installation of excess flow valves on single-family residential service lines based on feasibility and risk);
- Standards for managing gas and hazardous liquid pipelines to reduce risks associated with human factors (e.g., fatigue);
- Authority for the Secretary to waive safety standards in emergencies;
- Authority for the Secretary to assist in restoration of disrupted pipeline operations;

[4] United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration, October 2017, Pipeline Safety Improvement Act of 2002, https://www.phmsa.dot.gov/pipeline/congressional-mandates/pipeline-safety-improvement-act-2002, accessed October 3, 2022.

- Review and update incident reporting requirements;
- Requirements for senior executive officers to certify operator integrity management performance reports; and
- Clarification of jurisdiction between states and PHMSA for short laterals that feed industrial and electric generator consumers from interstate natural gas pipelines.[5]

Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011

The Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011 was designed to examine and improve the state of pipeline safety regulation. This act accomplishes the following:

- Reauthorizes PHMSA's federal pipeline safety programs through fiscal year 2015.
- Provides the regulatory certainty necessary for pipeline owners and operators to plan infrastructure investments and create jobs.
- Improves pipeline transportation by strengthening enforcement of current laws and improving existing laws where necessary.
- Ensures a balanced regulatory approach to improving safety that applies cost-benefit principles.
- Protects and preserves Congressional authority by ensuring certain key rulemakings are not finalized until Congress has an opportunity to act.[6]

State Regulations

California Environmental Protection Agency

One of the primary State agencies that regulate hazardous materials is CalEPA. CalEPA is authorized by the USEPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the RCRA and the California Health and Safety Code.[7] The DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Management Plans. The DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (CalOSHA) is the responsible State-level agency for ensuring workplace safety. CalOSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the

[5] Interstate Natural Gas Association of America, 2022, The Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006, https://www.ingaa.org/Pipelines101/143/861/851.aspx, accessed October 3, 2022.

[6] United States Department of Transportation, Pipeline and Hazardous Materials Safety Administration, January 2020, Pipeline Safety, Regulatory Certainty, and Job Creation Act of 2011, https://www.phmsa.dot.gov/legislative-mandates/pipeline-safety-act/pipeline-safety-regulatory-certainty-and-job-creation-act, accessed October 3, 2022.

[7] Hazardous Substance Account, Chapter 6.5 (Section 25100 et seq.) of the Hazardous Waste Control Law, Chapter 6.8 (Section 25300 et seq.) of the Health and Safety Code.

event that a work site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.

California Office of Emergency Services

The California Office of Emergency Services (Cal OES) was established as part of the Governor's Office on January 1, 2009. It was created pursuant to Assembly Bill 38, which merged the duties, powers, purposes, and responsibilities of the former Governor's Emergency Management Agency with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for ensuring the State's readiness to respond to and recover from all hazards—natural, humanmade, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

California Department of Transportation and California Highway Patrol

Caltrans and the CHP are the two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highways and freeways, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on highways, freeways, and intercity rail lines.

The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the State.

Common carriers are licensed by the CHP, pursuant to Section 32000 of the California Vehicle Code. This section requires licensing every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

California Building Code

The State of California provides a minimum standard for building design through Title 24, Part 2, of the California Code of Regulations (CCR), commonly referred to as the "California Building Code" (CBC). The CBC is updated every three years. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. The City of San Mateo regularly adopts each new CBC update under the San Mateo Municipal Code (SMMC) Chapter 23.08, *Building Code*. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the

typical fire safety requirements of the CBC, including the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors and building materials; and the clearance of debris and vegetation near occupied structures in wildfire hazard areas.

California Health and Safety Code

California Health and Safety Code Chapter 6.95 and California Code of Regulations Title 19, Section 2729, set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a management plan if the hazardous material is handled in certain quantities.

Senate Bill 379

Senate Bill 379, approved October 8, 2015, requires all cities and counties to include climate adaptation and resiliency strategies in the safety elements of their general plans upon the next revision beginning January 1, 2017. The bill requires the climate adaptation update to include a set of goals, policies, and objectives for their communities based on the vulnerability assessment, as well as implementation measures, including the conservation and implementation of natural infrastructure that may be used in adaptation projects. Specifically, the bill requires that upon the next revision of a general plan or local hazard mitigation plan (LHMP), the safety element is to be updated as necessary to address climate adaptation and resiliency strategies applicable to the city or county.

Regional Regulations

San Francisco Bay Regional Water Quality Control Board

The Porter-Cologne Water Quality Control Act established the State Water Resources Control Board (SWRCB) and divided the State into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB). The San Francisco Bay RWQCB, Region 2, regulates water quality in the EIR Study Area. The San Francisco Bay RWQCB has the authority to require groundwater investigations and/or remedial action if the quality of groundwater or surface waters of the State are threatened.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products. The latter are typically the responsibility of CalEPA and the California Air Resources Board. The BAAQMD is responsible for preparation of attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and issuance of permits for activities, including demolition and renovation activities affecting asbestos-containing materials (District Regulation 11, Rule 2) and lead (District Regulation 11, Rule 1).

San Mateo County Multi-Jurisdictional Hazard Mitigation Plan

The purpose of hazard mitigation planning is to reduce the loss of life and property by minimizing the impact of disasters. The *San Mateo County Multi-Jurisdictional Hazard Mitigation Plan* (MJHMP), updated in 2021 in accordance with the federal Disaster Mitigation Action of 2000 (DMA 2000), provides an assessment of natural hazards in the county and a set of short-term mitigation actions to reduce or eliminate the long-term risk to people and property from these hazards. The San Mateo Jurisdictional Annex of the MJHMP provides an assessment of hazards and vulnerabilities, and a set of mitigation actions for San Mateo specifically while considering the results from the countywide effort. In the context of an MJHMP, mitigation is an action that reduces or eliminates long-term risk to people and property from hazards, including hazardous materials release and wildfire. Mitigation actions related to hazards in the San Mateo Jurisdictional Annex of the MJHMP include adopting the most recent California Building Standards Code, conducting annual inspections of businesses and multi-family dwellings for fire safety requirements, and adopting best practices for evacuation planning.

The MJHMP must be reviewed and approved by the Federal Emergency Management Agency (FEMA) every five years to maintain eligibility for disaster relief funding. As part of this process, the California Governor's Office of Emergency Services reviews all local hazard mitigation plans in accordance with DMA 2000 regulations and coordinates with local jurisdictions to ensure compliance with FEMA's Local Mitigation Plan Review Guide. As part of the proposed project, the MJHMP is adopted in its entirety into the proposed Safety Element by reference.

Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan (ALUCP) covering all three public airports in San Mateo County was approved by the City/County Association of Governments of San Mateo County (C/CAG) in December 1996. The C/CAG is the Airport Land Use Commission (ALUC) responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive noise and safety hazards. The C/CAG has since adopted updated ALUCPs for San Francisco International Airport (November 2012), Half Moon Bay Airport (September 2014), and San Carlos Airport (October 2015).[8] The updated ALUCPs describe a series of land use safety and compatibility zones and associated guidelines for development around each airport that are intended to prevent development that is incompatible with airport operations. These regulations include height restrictions based on proximity to the airport and flight patterns. The ALCUPs delineate two Airport Influence Areas (AIA), Area A and Area B, within proximity to each airport. As a requirement for development located in Area A, the presence of existing airports within two miles of the property must be disclosed in the notice of intention to offer the property for sale. For development located within Area B of the AIA, the C/CAG Board shall exercise its statutory duty to review proposed land development proposals, among other plans, ordinances, amendments, and actions.

[8] City/County Association of Governments of San Mateo County, 2023, Airport Land Use, https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed May 29, 2023.

Certified Unified Program Agency

A CUPA is an agency of a county or city that administers several State programs regulating hazardous materials and hazardous waste. San Mateo County Environmental Health Division is the CUPA for the City of San Mateo. SMCEH administers the programs described below.

Hazardous Materials Business Plan Program

The Business Plan must include a summary of business activities; owner/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, Business Plans are required for businesses handling and/or storing a hazardous material in quantities at or above the following thresholds: 55 gallons for liquids, 500 pounds for solids and 200 cubic feet (at standard temperature and pressure) for compressed gases.[9]

The California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) protects people from the release of "regulated substances" into the environment. Regulated substances are chemicals that pose a major threat to public health and safety or the environment because they are highly toxic, flammable or explosive; such substances include ammonia, chlorine gas, hydrogen, nitric acid, and propane.

Businesses subject to CalARP must develop a Risk Management Plan (RMP) for handling an accidental release; the RMP ensures that businesses have the proper information to give emergency response teams if an accidental release occurs. RMPs describe impacts to public health and the environment if a regulated substance is released near schools, residential areas, hospitals, and childcare facilities. RMPs must include procedures for: keeping employees and customers safe; handling regulated substances; training staff; maintaining equipment; safe storage of substances; and responding to an accidental release.[10]

Underground Storage Tank Program

The CUPA staff review plans for new underground storage tanks (USTs); inspect UST sites during several construction phases to ensure installation standards are met; and conduct annual inspections to verify that operating requirements are met. All tank owners must possess a valid operating permit; conduct routine testing; maintain equipment; prepare an approved leak-response plan; and upgrade tank systems, as required.[11]

[9] San Mateo County Health, 2023, Hazardous Material Business Plan Program, https://www.smchealth.org/hmbp, accessed May 29, 2023.

[10] San Mateo County Health, 2023, The California Accidental Release Prevention Program (CalARP), https://www.smchealth.org/cupa/calarp, accessed May 29, 2023.

[11] San Mateo County Health, 2023, Underground Storage Tank Program, https://www.smchealth.org/cupa/ust, accessed May 29, 2023.

Local Regulations

San Mateo General Plan 2030

The City of San Mateo General Plan 2030 goals, policies, and actions that are relevant to hazards and hazardous materials are primarily in the Safety Element. As part of the proposed project, some existing General Plan goals, policies, and actions would be amended, substantially changed, or new policies would be added. Applicable goals, policies, and actions are identified and assessed for their effectiveness and potential to result in an adverse physical impact later in this chapter under Section 4.8.3, *Impact Discussion*.

San Mateo Consolidated Fire Department

June 2019 the San Mateo, Belmont, and Foster City Fire Departments joined together as a Joint Powers Authority and formed the San Mateo Consolidated Fire Department (SMC Fire). SMC Fire manages and maintains emergency plans and training of City staff and community members. The department has 10 engines and two trucks operating out of nine fire stations, six of which are located within the EIR Study Area. SMC Fire department maintains five divisions, including administration, fire prevention, training, emergency preparedness, fire operations, and EMS with approximately 154 full-time employees working in one of these divisions.[12] Fire hazard risk in the City of San Mateo is further discussed in Chapter 4.18, *Wildfire*, of this Draft EIR.

SMC Fire's Fire Prevention division is responsible for enforcing all applicable State and local fire codes and standards. This includes plan review and code consultation before any construction occurs. The Bureau of Fire Protection is also responsible for insuring the maintenance of vegetation and defensible space within these areas. They conduct spot inspections and enforcement in the wildland urban interface areas and oversee vegetation management programs at the beginning of every fire season.

City of San Mateo Municipal Code

The SMMC includes various directives pertaining to hazards and hazardous materials. The SMMC is organized by title, chapter, and section, and in some cases, articles. Most provisions related to hazards and hazardous materials impacts are included in Title 7, *Health, Sanitation, and Public Nuisances*, Title 23, *Building and Construction*, and Title 27, *Zoning.*

- Section 7.16.030, *Public Nuisances Adversely Affecting the Public Peace and Safety*, declares storage, leakage, release, or use of any explosive, flammable liquid, or other dangerous, toxic, or hazardous substance in any manner or in any amount other than as permitted pursuant to SMMC and County, State, or federal laws as a public nuisance adversely affecting the public peace and safety.
- Chapter 23.08, *Building Code*, adopts the 2022 CBC as the rules, regulations, and standards within the City as to all matters except as modified or amended in the SMMC.

[12] City of San Mateo, 2023, *Fire Department: San Mateo Consolidated Fire Department*. https://www.cityofsanmateo.org/74/Fire, accessed March 1, 2023.

- Chapter 23.28, *Fire Code*, adopts the 2016 edition of the California Fire Code as the rules, regulations, and standards within the City as to all matters except as modified or amended in the SMMC. As stated in Section 27.56.150, *Fire and Explosive Hazards*, fire and explosive hazards are subject of the fire prevention regulations in Chapter 23.28 of the SMMC.
- Chapter 27.73, *TC District – Transportation Corridor Sections*, establishes the Transportation Corridor (TC) district to maintain adequate public transportation corridors to accommodate highway and rail transit at US 101, SR 92, and the rail line. It is intended to protect these corridors from encroaching development which might interfere with the transportation use or create a hazardous condition.
- Chapter 27.77, *Design Review Standards for Service Stations*, is intended to ensure all service stations in the city are constructed and operated in an appropriate manner. Section 27.77.030, *Accessory Uses and Merchandising*, requires all hazardous and toxic waste to be disposed of in accordance with County of San Mateo Health Department regulations.

4.8.1.2 EXISTING CONDITIONS

Schools

As previously described in Chapter 4.2, *Air Quality*, of this Draft EIR, some land uses are considered more sensitive to airborne hazardous materials than others due to the types of population groups or activities involved. Because sensitive population groups include children, the California Environmental Quality Act (CEQA) requires an evaluation of hazardous emissions or handling hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school, private or public.

The City of San Mateo is served by two public school districts: the San Mateo-Foster City School District (SMFCSD) and the San Mateo Union High School District (SMUHSD). The SMFCSD educates students through 19 schools in the EIR Study Area. The SMUHSD serves the City of San Mateo through three high schools, a Middle College program in conjunction with the College of San Mateo, an alternative/continuation high school, and an Adult School Program.

Hazardous Materials Sites

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update specified lists of hazardous material release sites. CEQA (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **USEPA NPL.** The USEPA's National Priorities List (NPL) includes all sites under the USEPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risks to human health and the environment.
- **USEPA CERCLIS and Archived Sites.** The USEPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned status.

- **USEPA RCRIS (RCRA Info).** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List.** The DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database.
- **DTSC HazNet.** The DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS.** Through the Leaking Underground Storage Tank Information System, the SWRCB maintains an inventory of Underground Storage Tanks (USTs) and leaking USTs (LUST), which tracks unauthorized releases.

The required lists of hazardous material release sites are commonly referred to as the "Cortese List," named after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction.

A search of the online EnviroStor and GeoTracker databases on October 3, 2022 identified 245 hazardous materials sites within the EIR Study Area.[13, 14] Of the 245 sites, 41 are designated as active and the remaining 204 sites are designated as "closed" or "completed – case closed." The full list of the 245 hazardous materials site within the EIR Study Area is included as Appendix F, *Hazardous Materials Sites*, of this Draft EIR. The 41 active hazardous materials sites are shown in Table 4.8-1, *Active Hazardous Material Sites in the EIR Study Area*. The majority of the 41 listed sites are classified as clean-up program sites, where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Many of these sites are existing or former dry cleaners, gas stations, plant nurseries, or light industrial uses typical of urban and suburban communities in the Bay Area.

[13] Department of Toxic Substances Control, 2022, EnviroStor, https://www.envirostor.dtsc.ca.gov/public/, accessed October 3, 2022.

[14] State Water Resources Control Board, 2022, GeoTracker, https://geotracker.waterboards.ca.gov/, accessed October 3, 2022.

TABLE 4.8-1 ACTIVE HAZARDOUS MATERIAL SITES IN THE EIR STUDY AREA

Map ID	Site Name	Address	Site Type	Cleanup Status
EnviroStor Sites				
1	704 North San Mateo Drive	704 North San Mateo Drive	State Response	Active
2	Blue Bird Cleaners	56 and 60 West 42nd Avenue	Voluntary Cleanup	Active
3	Downtown San Mateo Opportunity Sites	400 East 5th Avenue, 480 East 4th Avenue	Voluntary Cleanup	Active
4	Former Carl's Cleaners	801 South B Street	Voluntary Cleanup	Active
5	New North Central Elementary School	715 Indian Avenue	School Investigation	Active
6	Village Cleaners	32 37th Avenue	Voluntary Cleanup	Active
GeoTracker Sites				
7	704 North San Mateo Drive	704 North San Mateo Drive	Cleanup Program Site	Open – Site Assessment
8	911 North Amphlett	911 North Amphlett Boulevard	Cleanup Program Site	Open – Site Assessment
9	922-980 South Claremont	922-980 South Claremont Street	Cleanup Program Site	Open – Long Term Management
10	ARCO #313-D	1643 El Camino Real	LUST Cleanup Site	Open – Eligible for Closure
11	Bella Mangiata Restaurant	233 Baldwin Avenue	LUST Cleanup Site	Open – Assessment & Interim Remedial Action
12	Blu-White Laundry	80 North B Street	Cleanup Program Site	Open – Remediation
13	Blue Bird Cleaners	60 West 42nd Street	Cleanup Program Site	Open – Assessment & Interim Remedial Action
14	Borel Square Cleaners	67 Bovet Road	Cleanup Program Site	Open – Verification Monitoring – Land Use Restrictions
15	Carl’s Dry Cleaners	801 South B Street	Cleanup Program Site	Open – Site Assessment
16	Chevron 9-7863	2009 South El Camino Real	LUST Cleanup Site	Open – Verification Monitoring
17	Cray Cleaners	33 West 37th Avenue	Cleanup Program Site	Open – Site Assessment
18	Firestone	2180 South El Camino Real	Cleanup Program Site	Open – Eligible for Closure
19	Former Bayshore Equipment Rental	909 North Amphlett Boulevard	Cleanup Program Site	Open – Assessment & Interim Remedial Action
20	Giotinis Property	1218 Monte Diablo Avenue	Cleanup Program Site	Open – Site Assessment
21	Golden Gate Flower Growers	1000 South Amphlett Boulevard	LUST Cleanup Site	Open – Assessment & Interim Remedial Action

HAZARDS AND HAZARDOUS MATERIALS

TABLE 4.8-1 ACTIVE HAZARDOUS MATERIAL SITES IN THE EIR STUDY AREA

Map ID	Site Name	Address	Site Type	Cleanup Status
22	Hayward Park Caltrain Station	401 Concar Drive	Cleanup Program Site	Open – Site Assessment
23	Hillsdale-Norge Cleaners, Former	3723 South El Camino Real	Cleanup Program Site	Open – Site Assessment
24	J and C One Hour Cleaners	111 West 25th Avenue	Cleanup Program Site	Open – Site Assessment
25	Kentucky Fried Chicken #245	406 East Third Avenue	LUST Cleanup Site	Open – Eligible for Closure
26	Louie's Cleaners	8 17th Avenue	Cleanup Program Site	Open – Site Assessment
27	Major Cleaners (Former)	144 West 25th Avenue	Cleanup Program Site	Open – Site Assessment
28	Marina Shopping Center	2978 South Norfolk Street	Cleanup Program Site	Open – Site Assessment
29	Nouveau Cleaners, Former	11 West 37th Avenue	Cleanup Program Site	Open – Site Assessment
30	Parkside Plaza Cleaners	1870 South Norfolk Street	Cleanup Program Site	Open – Verification Monitoring
31	Private Residence	Private Residence	LUST Cleanup Site	Open – Site Assessment
32	Puri Property	20 North Railroad Avenue	Cleanup Program Site	Open – Site Assessment
33	Samaritan House	1515 South Claremont Street	Cleanup Program Site	Open – Verification Monitoring
34	San Mateo Cleaners	224 East Hillsdale Boulevard	Cleanup Program Site	Open – Assessment & Interim Remedial Action
35	San Mateo Renters	1414 East 3rd Avenue	LUST Cleanup Site	Open – Eligible for Closure
36	Signal Oil Station, Former	2717 South El Camino Real	Cleanup Program Site	Open – Site Assessment
37	Sunrise Cleaners	235 Baldwin Avenue	Cleanup Program Site	Open – Remediation
38	Unocal Station #3294	1626 South El Camino Real	LUST Cleanup Site	Open – Remediation
39	Village Cleaners, Former	32 37th Avenue	Cleanup Program Site	Open – Site Assessment
40	Wardrobe Cleaners	333 and 335 East 4th Avenue	Cleanup Program Site	Open – Site Assessment
41	Wherehouse Entertainment	1934 South El Camino Real	LUST Cleanup Site	Open – Site Assessment

Note: LUST = Leaking Underground Storage Tank
Source: Department of Toxic Substances Control, 2022, EnviroStor, https://www.envirostor.dtsc.ca.gov/public/, accessed October 3, 2022; State Water Resources Control Board, 2022, GeoTracker, https://geotracker.waterboards.ca.gov/, accessed October 3, 2022.

Airport Hazards

There are no public or private airports within the city.[15] However, the EIR Study Area is located within the San Carlos Airport and San Francisco International Airport AIAs. San Carlos Airport is located 1.6 miles southeast of the City Limits. The entirety of the city is within AIA Area A of San Carlos Airport, but is not within the boundaries of AIA Area B. San Francisco International Airport is located 2 miles northeast of city limits. The entirety of the city is within AIA Area A of San Francisco Airport. A small northwestern portion of the city is within the boundaries of AIA Area B of San Francisco Airport. Figure 4.8-1, *Airport Influence Areas*, depicts the boundaries of AIA Areas A and B of both airports.

Emergency Response and Evacuation Planning Areas

As described in Section 4.8.1.1, *Regulatory Framework*, the EIR Study Area is within the planning areas of the San Mateo County Operational Area EOP and the San Mateo LHMP. The SMC Fire Office of Emergency Services and the San Mateo Police Department are responsible for coordinating emergency services in the city. SMC Fire manages and maintains emergency plans and training of City staff and community members. The Fire Chief and City Managers are responsible for the operation of the City's Emergency Operations Center, and coordinate planning, training, and preparation for response to major emergencies and natural disasters.[16] When evacuations are necessary, SMC Fire decides when and where an evacuation will be made, and the San Mateo Police Department helps carry out the evacuation event.[17]

4.8.2 STANDARDS OF SIGNIFICANCE

Impacts related to wildland fires are fully discussed in Chapter 4.18, *Wildfire*, of this Draft EIR. Therefore, the following standard is not discussed in this chapter.

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

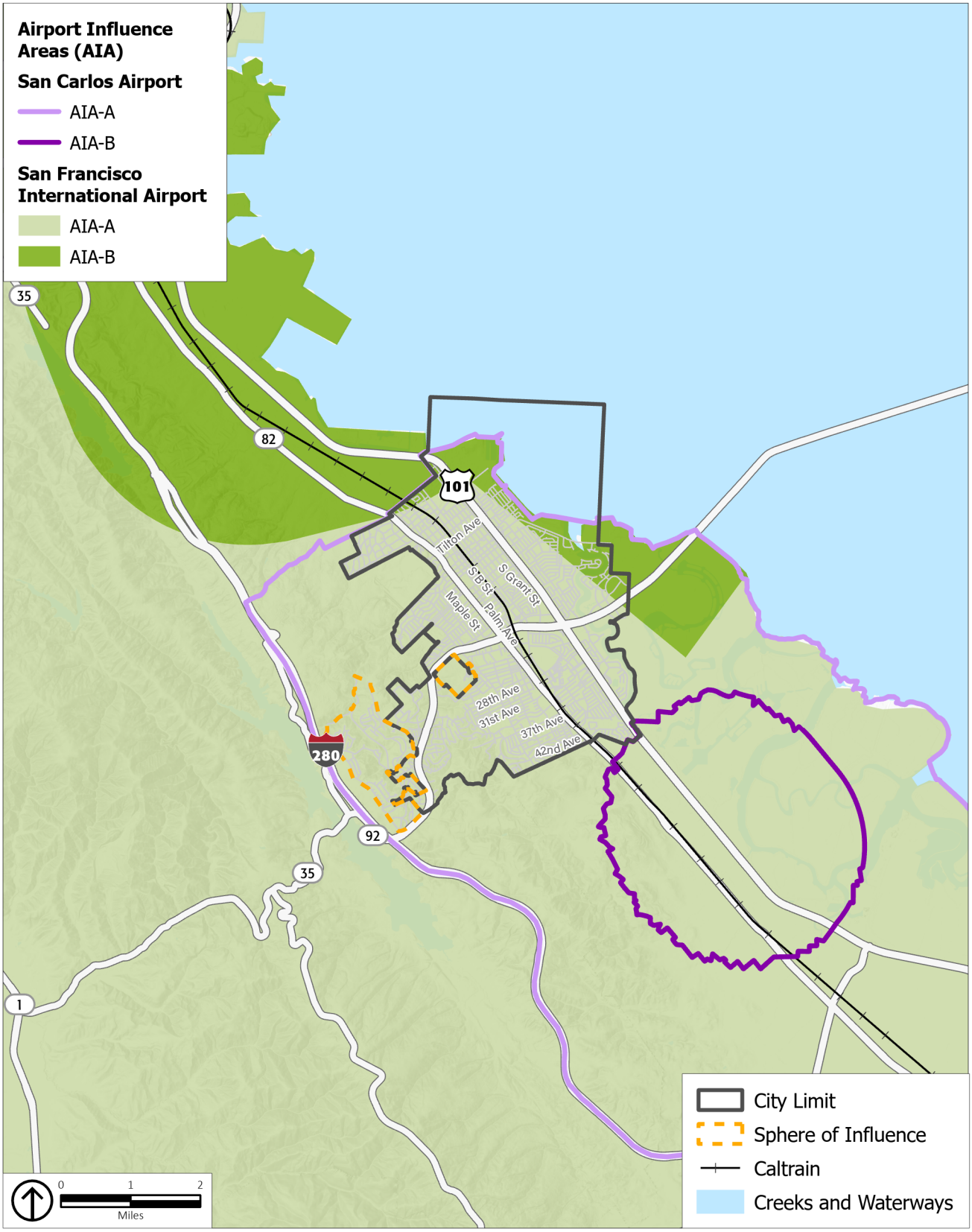
The proposed project would result in a significant hazards and hazardous materials impact if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. 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.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

[15] AirNav.com, 2022, Airports, https://www.airnav.com/, accessed October 3, 2022.

[16] San Mateo Consolidated Fire Department, 2022, Office of Emergency Services, https://www.smcfire.org/divisions/community-risk-reduction/office-of-emergency-services/, accessed August 8, 2022.

[17] J. Yoke (SMC Fire Emergency Services Manager), communications to PlaceWorks, SMC Fire Office of Emergency Services, May 25, 2023.



Source: County of San Mateo, 2022; PlaceWorks, 2023.

Figure 4.8-1
Airport Influence Areas

4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
5. 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. In combination with past, present, and reasonably foreseeable projects, result in cumulative hazards and hazardous materials impacts in the area.

4.8.3 IMPACT DISCUSSION

HAZ-1 The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Table 4.8-1, *Active Hazardous Material Sites in the EIR Study Area*, indicates which hazardous sites in the EIR Study Area are still open and/or active.

Implementation of the proposed project involves the designation of land uses that include commercial, research and development, and residential land uses in San Mateo, as well as continued redevelopment and infill development under the proposed project. Development associated with the project would increase the number of businesses and residents in the EIR Study Area, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials. Development under the proposed project would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in San Mateo. Though businesses and users are required by federal, State, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

The proposed Safety (S) Element contains goals, policies, and actions that require local planning and development decisions to consider impacts that contribute to the risk of loss, injury, or death as a result of hazardous materials releases. The following General Plan goals, policies, and programs would serve to minimize potential adverse impacts from hazardous materials:

- **Goal S-1:** Minimize potential damage to life, environment, and property through timely, well-prepared, and well-coordinated emergency preparedness, response plans, and programs.
  - **Policy S 1.1: Emergency Readiness.** Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, fire hazards, wildland fire risk, earthquakes, pandemics, and flooding. Focus primarily on areas identified by the City as underserved and most vulnerable to loss of life and property due to

proximity to hazardous incidences, and work to ensure funding is available to these communities as a key component of emergency readiness.

- **Policy S 1.2: Local Hazard Mitigation Plan.** Incorporate by reference the San Mateo County Multi-jurisdictional Local Hazard Mitigation Plan, approved by the Federal Emergency Management Agency (FEMA) in 2021, along with any future updates or amendments, into this Safety Element in accordance with Government Code Section 65302.6.
- **Policy S 1.3: Location of Critical Facilities.** Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities, and other utility infrastructure, in areas subject to slope failure, wildland fire, flooding, sea level rise, and other hazards, to the extent feasible.
- **Policy S 1.6: Emergency Infrastructure and Equipment.** Maintain and fund the City's emergency operations center in a full functional state of readiness. Designate a back-up Emergency Operations Center with communications redundancies.

- **Goal S-6:** Protect the community's health, safety, and welfare relating to the use, storage, transport, and disposal of hazardous materials.
  - **Policy S 6.1: County Cooperation.** Cooperate with the County of San Mateo and San Mateo Consolidated Fire Department in the regulation and transportation of hazardous materials in San Mateo. Share hazardous materials management enforcement with San Mateo County and San Mateo Consolidated Fire Department.
  - **Policy S 6.2: County Hazardous Waste Management Plan.** Adopt the San Mateo County Hazardous Waste Management Plan by reference into the Safety Element. Make amendments, as necessary, to suit local needs and issues.
  - **Policy S 6.3: Transportation Routes.** Restrict the transportation of hazardous materials and waste to designated truck routes and limit such transportation to non-commute hours.
  - **Policy S 6.4: Hazardous Waste Management Facilities Location.** Regulate the location and operation of new hazardous waste management facilities.
  - **Policy S 6.5: Design of Hazardous Waste Management Facilities.** Require the following features and mitigation measures in the design of proposed hazardous waste management facilities, including life sciences buildings, to minimize potential health, safety, and aesthetic impacts on surrounding properties and occupants:
    - For sites in areas subject to flooding or inundation as shown on Figures S-5 and S-6 [of the proposed General Plan], require facilities to have a surface elevation at least 1.5 feet above the maximum flood water level for areas containing hazardous substances or to be flood-proofed in some other manner suitable to the City.
    - Require facilities to provide for full on-site containment of maximum permitted quantities of hazardous substances, including protection of storm drain or sanitary sewer inlets from accidental entry of hazardous materials.
    - Require facilities to provide separate storage and/or treatment of potentially reactive substances, including separate spill containment vessels. Require that storage of hazardous

gases provides adequate filtration and neutralization devices to prohibit accidental release of toxic substances.

- Require that all storage and treatment occur within an enclosed structure.
- Require new facilities be sited as far away as possible within the project site from sensitive communities, such as homes, schools, playgrounds, sports fields, childcare centers, senior centers, and long-term healthcare facilities.

- **Policy S 6.6: Risk Assessment.** Require applications for hazardous waste management facilities to prepare a risk assessment to determine site suitability. Establish risk criteria such as distance from public facilities, residential, or immobile population and recreation areas; impacts from natural hazards (seismic, geologic, flood, and fire hazards); impacts on wetlands, endangered species, air quality, and emergency response capabilities; and proximity to major transport routes.
- **Policy S 6.7: Contaminated Sites.** Require the cleanup of contaminated sites, including those indicated on the Hazardous Waste and Substances Sites List (Cortese List) published by the Department of Toxic Substances Control and/or other agencies, such as the San Mateo County Health Department and the Regional Water Quality Control Board, in conjunction with substantial site development or redevelopment, where feasible.
- **Policy S 6.8: Cost Recovery.** Require San Mateo County businesses that generate hazardous waste or applicants for hazardous waste management facilities to pay necessary costs for implementation of Hazardous Waste Management Plans and for application costs, and to pay for costs associated with emergency response services in the event of a hazardous material release, to the extent permitted by law.
- **Action S 6.9: Shared Data.** Regularly coordinate with San Mateo County to collect data on businesses that store hazardous substances to share with local emergency service providers, including the Police Department and San Mateo Consolidated Fire Department, as well as the Public Works Department for the wastewater source-control program.

Implementation of the above goals, policies, and actions, as well as compliance with State, regional, and local regulations would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and waste and would ensure that future development under the proposed project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death. Therefore, impacts would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-2	**The proposed project would not 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.**

A number of pipelines and electrical lines run through the EIR Study Area. The National Pipeline Mapping System (NPMS) shows PG&E Gas Transmission pipelines running through the City of San Mateo and the surrounding area. The pipelines running throughout the city are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Development under the proposed project would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line rupture. As with all development in California, development in San Mateo would be required to follow the procedural requirements of the Underground Service Alert of Northern California, or USA North 811.

The City of San Mateo has approximately 41 facilities or sites that generate, transport, treat, store, and/or dispose of hazardous waste, as recorded by the national RCRA Envirofacts Database. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the EIR Study Area could result in more accidents leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of future development and activities under the proposed project would be largely concentrated in existing urbanized areas, where commercial, research and development, life science and other similar uses would be concentrated. Some transport of hazardous materials may occur in and around small commercial pockets throughout various areas of the EIR Study Area.

Furthermore, demolition activities during construction projects have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paints. Demolition would be required to comply with applicable regulations, including, but not limited to: Bay Area Air Quality Management District's Regulation 11, Rule 2; California Health and Safety Code (Section 39650 et seq.); California Code of Regulations (Title 8, Section 1529); California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]); and Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]).

Separate and independent of the CEQA process, federal and State laws and regulations require measures to reduce human exposure to hazardous materials. For known or potential contaminated sites, prior to issuing a grading or building permit, the City would require an assessment of potential hazards. If the development project could pose a human health or environmental risk, the City would require that such hazards be managed appropriately. Management techniques could include, but would not be limited to, actions such as removal of the contaminants (remediation), site controls to reduce exposure (e.g., capping soils, installation of soil vapor barriers), or administrative mechanisms (deed restrictions). Furthermore, requirements for site locations where hazardous waste is stored are bolstered by various goals, policies, and actions of the proposed General Plan, as listed in impact discussion HAZ-1. Compliance with existing regulations and adherence to proposed General Plan goals, policies, and actions would ensure that impacts from the proposed project would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-3 The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

All businesses within the EIR Study Area that handle and/or store a hazardous material equal to or greater than the minimum reportable quantities (i.e., 55 gallons for liquids, 500 pounds for solids and 200 cubic feet (at standard temperature and pressure) for compressed gases) must file a hazardous materials business plan with the CUPA. As described under impact discussions HAZ-1 and HAZ-2, while some future development under the proposed project could be reasonably expected to handle hazardous materials or generate hazardous emissions, the storage, use, and handling of these materials would be subject to existing federal, State, and local regulations.

Compliance with existing plans requirements regarding ongoing environmental review and management of hazardous materials would ensure that future development under the proposed project would not result in a significant impact to adjacent land uses that may contain sensitive receptors. Therefore, the potential for emission of hazardous materials within 0.25 miles of a school during construction and operation of future development would be considered *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-4 The proposed project would include land uses located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 but would not create a significant hazard to the public or the environment.

Although the EIR Study Area includes sites listed on hazardous materials sites, as described in Section 4.8.1.2, *Existing Conditions*, the listings document the presence of hazardous materials on those sites but do not always document hazardous releases. Redevelopment of these sites under the proposed project could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects on sites containing known or potential hazardous materials. Development projects would be conducted in accordance with the proposed General Plan and the regulations and policies of the agency assigned to the site (i.e., DTSC, Water Quality Control Board, CUPA, EPA). Furthermore, requirements for hazardous materials sites are bolstered by various goals, policies, and actions of the proposed General Plan, as listed in impact discussion HAZ-1. Compliance with existing regulations and adherence to proposed General Plan goals, policies, and actions would ensure that impacts from the proposed project would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-5 The proposed project, portions of which are located within an airport land use plan, would not result in a safety hazard or excessive noise for people residing or working in the project area.

Airport safety hazards include hazards posed to aircraft as well as hazards posed by aircraft to people and property on the ground. With proper land use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. Pursuant to Section 21096 of the Public Resources Code, the lead agency must consider whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area. The Federal Aviation Administration and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes (see also Chapter 4.11, *Noise*, of this Draft EIR).

San Carlos Airport

The San Carlos Airport is County-owned general aviation airport that predominately acts a recreational airport.[18] The entirety of the city is within AIA Area A of San Carlos Airport, but is not within the boundaries of AIA Area B. There are no expansion plans for the airport and only lower elevation buildings surround it and would continue to surround it under the proposed project. Therefore, the project would not exacerbate the potential for hazards in the vicinity of the San Carlos Airport, and the impact would be *less than significant*.

San Francisco International Airport

The San Francisco International Airport has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a large-hub, full-service airport serving major US cities and international cities with an average of 1,300 daily flights.[19] The County of San Mateo prepared an ALUCP for the San Francisco International Airport in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

Portions of the project site, as depicted in Figure 4.8-1, *Airport Influence Areas*, are within areas where heights of structures are regulated under FAR Part 77 regulations and would be subject to height limit concerns. With adherence to applicable procedures and requirements described above, future

[18] City/County Association of Governments of San Mateo County, 2012, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf, accessed February 23, 2023.

[19] San Francisco International Airport, 2019, SFO Flight Patterns and Operations. https://www.flysfo.com/about/community-noise/noise-office/flight-patterns-operations#:~:text=Flights%20operate%20out%20of%20SFO,about%201%2C300%20flights%20each%20day, accessed February 23, 2023.

development projects under the proposed project would not contribute to airport-related hazards and the impact would be *less than significant*.

Significance without Mitigation: Less than significant.

HAZ-6 The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Regional access to and from San Mateo is limited to State Route (SR-) 82, SR-92, and US Highway 101. Several larger arterials in the EIR Study Area funnel traffic to larger arterials and freeways. At the same time, most major roadways and transit routes exiting the community are located near or within a liquefaction zone, landslide zone, dam inundation zones, very high fire severity hazard zones, and other hazards. Any of these disasters can cause damage to transportation infrastructure, preventing or impeding access by emergency responders and evacuation by residents. Future development under the proposed project would result in construction activities that could temporarily affect roadways as a result of lane closures or narrowing for roadway and/or utility improvements. This could affect emergency response times or evacuation routes. By increasing the residential and daytime population in the EIR Study Area, traffic congestion may increase in areas of the EIR Study Area as well. Therefore, in the event of an accident or natural disaster, evacuation plans and routes could be adversely affected by the increased traffic.

In 2021, the County of San Mateo updated and adopted a FEMA-approved Multi-Jurisdictional Local Hazard Mitigation Plan that includes a review of the hazards that threaten our community and identifies ways to reduce the damage from the risks associated with earthquakes, floods, and wildfire hazards.[20] The Multi-Jurisdictional Local Hazard Mitigation Plan emphasizes hazard mitigation prior to disasters, including maintenance of infrastructure, requirements for new construction beyond the latest edition of the California Building Code, and education of residents and community groups.

The proposed project would not result in substantial changes to the circulation patterns or emergency access routes, and would not block or otherwise interfere with use of evacuation routes. Future development would not interfere with operations of emergency response agencies or with coordination and cooperation between such agencies. Furthermore, impacts to emergency response planning are reduced by various goals, policies, and actions of the proposed General Plan, as listed in impact discussion HAZ-1. Impacts would therefore be *less than significant*. Please also see impact discussion WILD-1 in Chapter 4.18, *Wildfire*, of this Draft EIR for further discussion of emergency response and evacuation.

Significance without Mitigation: Less than significant.

[20] Tetra Tech, 2021, County of San Mateo Multi-Jurisdictional Local Hazard Mitigation Plan, https://www.smcgov.org/media/53471/download?inline=, accessed May 30, 2023.

HAZ-7 The proposed project would, in combination with past, present, and reasonably foreseeable projects, result in cumulative hazards and hazardous materials impacts in the area.

The area considered for cumulative impacts is San Mateo County, which is the service area for the San Mateo County Environmental Health Division, the affected CUPA. Other development projects throughout the county would use, store, transport, and dispose of increased amounts of hazardous materials, and thus could pose substantial risks to the public and the environment. However, the use, storage, transport, and disposal of hazardous materials by other projects would conform with regulations of multiple agencies as described in Section 4.8.1.1, *Regulatory Framework*, above. Other projects would also have to comply with multiple local regulations associated with their location.

The EIR Study Area is partially located within the San Carlos Airport and San Francisco International Airport AIAs. However, as detailed in impact discussion HAZ-5, potential flight hazards would be avoided. Therefore, the proposed project would not contribute to a cumulative impact associated with a public or private airport.

Cumulative projects have the potential to interfere with an adopted emergency response plan or emergency evacuation plan; however, all development would be required to comply with the provisions of the local, State, and federal regulations for emergency response plans and emergency evacuation plans. Compliance with these regulations would reduce potential cumulative impacts related to emergency response plans and evacuation plans. Therefore, cumulative impacts would be *less than significant*.

Significance without Mitigation: Less than significant.