Final

CITY OF SAN MATEO CLIMATE ADAPTATION PLAN FOR SEA LEVEL RISE

Existing Conditions Report

Prepared for
City of San Mateo

May 2026

ESA



San Mateo Shoreline. Source: ESA

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ACRONYMS AND OTHER ABBREVIATIONS

Abbreviation	Definition
ABAG	Association of Bay Area Governments (part of MTC/ABAG)
AECOM	Architecture, Engineering, Construction, Operations, and Management
BARC	Bay Area Regional Collaborative
BCDC	San Francisco Bay Conservation and Development Commission
CBO	Community-Based Organization
CCR	California Code of Regulations
CNDDB	California Natural Diversity Database
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESA	Environmental Science Associates
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GIS	Geographic Information System
LUST	Leaking Underground Storage Tank
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MTC	Metropolitan Transportation Commission (part of MTC/ABAG)
NAHC	Native American Heritage Commission
NAVD	North American Vertical Datum
NOAA	National Oceanic and Atmospheric Administration
OLU	Operational Landscape Unit
OPC	Ocean Protection Council
RSAP	Regional Shoreline Adaptation Plan
SLR	Sea Level Rise
SSAP	Subregional Shoreline Adaptation Plan
TACs	Toxic Air Contaminants
USACE	United States Army Corps of Engineers
USGS	United States Geological Survey

1. INTRODUCTION

1.1 Purpose

The City of San Mateo's Subregional Shoreline Adaptation Plan (SSAP) will be organized into seven elements: A – Planning Process; B- Existing Conditions; C- Vulnerability Assessment; D- Adaptation Strategies and Pathways; E – Land Use and Policy Plan; F – Project Implementation and Funding Plan; and G – Project List. This report compiles the existing conditions for the City of San Mateo's San Francisco Bay shoreline as required under Element B of BCDC's Regional Shoreline Adaptation Planning Guidance. This report identifies and describes local existing conditions to inform sea level rise adaptation planning to develop the City's SSAP. This includes identifying existing and relevant plans and policies, gathering information on the physical and ecological conditions of the landscape, including aquatic and nearshore areas, and identifying local populations, land uses, assets, and services that may be at risk from rising seas and coastal flooding.

The information in this report will be used to inform subsequent SSAP elements: the vulnerability assessment in Element C and adaptation strategies and pathways in Element D. Physical and ecological conditions along the shoreline provide an essential baseline to evaluate vulnerabilities to coastal flood hazards. Understanding vulnerability and its consequences also depends on understanding existing land uses in the area, the populations that are present (with particular attention to socially vulnerable, environmental justice communities, and Tribes), the different types of development and infrastructure that exist along the shoreline, and the current structure of land ownership, management, and governance. This information also aids in the identification of adaptation strategies informed by local considerations and opportunities, such as where nature-based adaptation may be suitable, the trajectory of current and future development patterns, and other locally relevant information that can inform the selection and evaluation of adaptation alternatives. Finally, understanding existing plans and policies can support the identification and incorporation of non-physical adaptation strategies such as changes to policies, land uses, and regulatory process into existing efforts.

1.2 Planning Area

The planning area encompasses the City of San Mateo's shoreline that may experience coastal inundation and/or groundwater emergence with 6.6 feet of sea level rise (**Figure 1**). The planning area shares boundaries with the City of Burlingame, Foster City, City of Belmont, and unincorporated San Mateo County.



Sources: ESA, RSAP Atlas

Figure 1.
City of San Mateo Subregional Shoreline Adaptation Plan Planning Area

2. INVENTORY OF EXISTING PLANS (B1)

This section lists and describes existing plans, studies, and/or other information that may be relevant to addressing and responding to coastal flooding hazards.

2.1 General and Land Use Plans (B1a)

This section includes a summary of how coastal flooding hazards are currently referenced and addressed within the City of San Mateo's general plan, and/or other applicable land use plans. There are no existing specific plans, community plans or recovery plans that address coastal flooding hazards.

2.1.1 Annual Budget and Five-year Capital Improvement Program (2025)

The City Council annually approves a detailed Capital Improvement Plan for a five-year period and identifies and begins to fund upcoming infrastructure projects on a five-year horizon. The City Council annually appropriates funding for the current year's phases of Capital Improvement Projects. Infrastructure projects identified in this document have been or will be included in the five-year Capital Improvement Project Plan for the years in which they are planned for implementation. For 2025, of the total $270.0 million, $152.3 million (56.4% of the total five-year CIP) is for Clean Water Program capital projects, all of which are funded by sewer service charges, bond and loan proceeds, and capital payments from the sewer system's subregional customers and the City of Foster City. More details of this significant infrastructure investment are provided in the following section. Street rehabilitation/reconstruction and transportation projects total $61.8 million (22.9% of the total five-year CIP), while parks-related projects amount to $19.9 million (7.4% of the total). The annual budget identifies the following as a City Council priority: Develop a Climate Adaptation Plan to establish a comprehensive strategy for resiliency and adaptation against sea level rise and flooding to ensure we are well poised for funding opportunities and include Foster City and Burlingame in planning efforts.

2.1.2 City of San Mateo General Plan 2040, Safety Element (2024)

The City of San Mateo updated the Safety Element of its General Plan in 2024 to address sea level rise and flood hazards. As described in the City of San Mateo's General Plan 2040, "General Plans in California must identify and address potential natural and human-caused hazards that could affect a local jurisdiction's residents, businesses, visitors, environment, and services. The framework established by the City's Safety Element anticipates these hazards and prepares the community to reduce exposure to these risks. San Mateo is at risk from a number of natural and human-caused hazards. Climate change is likely to make many of these hazards more damaging for people, buildings and structures, ecosystems, and other important community assets."

As described in the General Plan 2040 Safety Element, "According to OneShoreline, San Mateo County as a whole is the most vulnerable county in California to sea level rise because of its extensive coastline and Bay shoreline and the number of people, value of properties, and critical assets in sea level rise-prone areas… The goals, policies, and actions in this section call for planning for a medium- to high-risk

aversion scenario in 2100…. Rising sea levels also threaten a significant portion of San Mateo's housing, commercial buildings, essential infrastructure, and economic drivers, as low-lying land near the shoreline could be subject to more frequent flooding. Affected essential infrastructure includes US Highway 101 (US 101), State Route 92, and the Caltrain station and associated railroad infrastructure. Meanwhile, rising tides may increase groundwater levels, inundating contaminated soils. Given that some contaminated sites in San Mateo sit near the shoreline, rising groundwater may cause contaminated soils to leach into new, different areas. Natural ecosystems in the bay will be disrupted by the higher tide levels and intrusion of saltwater into freshwater creek systems and the Marina Lagoon. Historically, marshlands along the shoreline have adapted to changes in sea level by building up sediment, increasing the height of the marsh to keep pace with the tide levels of the San Francisco Bay, and moving inland. However, eastern San Mateo is lined with a three-mile levee system that has very little marsh habitat, and any habitat migration is expected to be outpaced by sea level rise. Creative integration of nature-based solutions to combine natural buffers with San Mateo's extensive existing levee system to mitigate flooding risks could be an opportunity to re-establish ecological communities and enhance natural areas, such as the creeks throughout the city and the Marina Lagoon."

The Safety Element includes Goals, Policies and Actions related to sea level rise and flood hazards.

Goal S-3 Protect the community from unreasonable risk to life and property caused by flood hazards and sea level rise.

Policy S 3.1 Development within Floodplains. Protect new development and substantial retrofits within a floodplain by requiring the lowest finish floor elevation to be above the applicable floodwater elevation or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations, OneShoreline guidance, the City's Floodplain Management Ordinance, and other City policy documents.

Policy S 3.2 Sea Level Rise and Flood Planning. Integrate sea level rise and flood planning into all relevant City processes, including General Plan amendments, Specific Plans, zoning ordinance updates, capital projects, and review and approval of new development and substantial retrofits.

Policy S 3.3 Sea Level Rise, Flooding, and Groundwater Rise Protection. Ensure that new development, substantial retrofits, critical facilities, City-owned buildings, and existing and future flood control infrastructure are planned and designed to accommodate climate change hazards, including increases in flooding, sea level rise, and rising groundwater, based on the best available science.

Policy S 3.4 Natural Infrastructure. Consider the use of nature-based solutions and natural infrastructure in sea level rise and flood adaptation strategies.

Policy S 3.5 OneShoreline Coordination. Coordinate with OneShoreline to develop and implement coordinated approaches to sea level rise and flood management with other San Mateo County jurisdictions.

Policy S 3.6 Storm Drain and Flood Infrastructure. Manage the City's storm drain infrastructure, levee system, and dams in accordance with state and federal regulations and to protect life and property.

Action S 3.7 Climate Change Adaptation Plan. Assess sea level rise and precipitation projections using the best-available climate change science, identify the extent of areas vulnerable to sea level rise and flooding in the city, consider OneShoreline recommendations for levels of protection, and develop a Climate Change Adaptation Plan that sets a comprehensive strategy and includes planning and design standards for climate risk protection. Use this plan to evaluate development applications to ensure projects are protected from sea level rise and flood hazards over the life of the project and to assess public infrastructure needs for adequate protection.

Action S 3.8 Sea Level Rise and Flood Hazard Monitoring. Review and use the best-available sea level rise science and projections and regularly identify natural resources, development, infrastructure, and communities that are vulnerable to sea level rise and flood hazard impacts, including impacts from rising groundwater. Use this information to continue to develop or adjust planning and adaptation strategies.

Action S 3.9 Community Rating System. Explore establishment of a City rating under FEMA's Community Rating System, such as expanding and improving Geographic Information System (GIS) mapping capacity, developing a flood early warning system, and creating a Flood Emergency Action Plan.

Action S 3.10 Early Flood Warning. As feasible, provide early flood warning for flood-prone areas of the city through collaboration with regional partners such as OneShoreline's stream monitoring station and notification system.

Action S 3.11 Rising Groundwater Coordination. Coordinate with OneShoreline, local jurisdictions, and regional and State agencies to study and enforce requirements related to rising groundwater levels caused by sea level rise.

Action S 3.12 Natural Infrastructure. Use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline or creek protection when implementing sea level rise and flood adaptation strategies.

Action S 3.13 Sea Level and/or Flood Overlay Zone. Evaluate establishment of a sea level rise and/ or flood overlay zone as a primary mechanism for establishing adaptation policies, rules, or construction codes within such zones, recognizing the particular land use and zoning characteristics of this area as a part of the Climate Adaptation Plan, and in collaboration with OneShoreline.

Action S 3.14 Sea Level Rise Funding. Study options for establishing dedicated funding to support efforts to address sea level rise, including considering support for OneShoreline.

Action S 3.15 New Development. Explore creation of a fee for new development to fund sea level rise and flood protection measures and adaptation strategies.

Action S 3.16 Floodplain Ordinance Update. Update the Floodplain Management Ordinance, including to align with FEMA and OneShoreline recommendations and to update construction cost value information.

Action S 3.17 Flood Risk Mapping Data. Regularly update mapping data pertaining to the 100-year and 500-year floodplains, dams, and levee failure as information becomes available.

2.1.3 Sanitary Sewer Management Plan (2025)

Adopted in 2025 by City Council, this plan outlines and documents the activities needed to manage the City's wastewater collection system effectively. Effective management of a collection system includes minimizing the number and impact of sanitary sewer overflows, providing adequate sewer capacity to convey peak flows, and maintaining and improving the condition of the collection system infrastructure to provide reliable service into the future. The plan was prepared in compliance with requirements of the San Francisco Bay Regional Water Quality Control Board and State Water Resources Control Board pursuant to Section 13267 of the California Water Code. The plan is intended to meet the requirements of the Statewide General Waste Discharge Requirements, amended by Order No. 2013-0058, Amended Monitoring and Reporting Program. The plan includes a goal of identifying system assets vulnerable to direct and indirect impacts of climate change, including but not limited to sea level rise; flooding and/or erosion due to increased storm volumes, frequency, and/or intensity; wildfires; and increased power disruptions.

2.1.4 Stormwater Master Plan (2004)

This plan was adopted by City Council in 2004 and contains improvements to the City's stormwater system for proper conveyance and flood control. The City is updating the City's Storm Drain Master Plan in 2025-6, which will identify and prioritize capital improvement needs that will be programmed into future five-year Capital Improvement Program budgets. Once the master plan is complete, a financing plan will be developed to fund the priority projects.

2.1.5 Marina Lagoon Work Plan

The plan serves as an operations manual for City management personnel as well as to inform the Regional Water Quality Control Board of the City's procedures to protect San Francisco Bay water quality and the objectives of the San Francisco Bay Basin Plan. The Plan addresses water quality in Marina Lagoon as a result of water exchange, stormwater runoff, debris, and aquatic pests and pest control methods. The Plan provides guidance and information on the protection of all beneficial uses of the lagoon, including habitat for fish and waterfowl, water contact recreation, aesthetics, and flood control.

2.2 Hazard and Emergency Plans (B1b)

This section includes a summary of how coastal flooding hazards are currently referenced and addressed in local hazard mitigation plans, recovery plans, emergency operation plans, flood control, capital improvement, maintenance plans, and/or other applicable hazard and emergency plans.

2.2.1 San Mateo County Multi-Jurisdictional Hazard Mitigation Plan (2021)

The City of San Mateo is committed to the preservation of life, property, and the environment during emergencies. The City implements the most recent version of the San Mateo County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), which assesses risks from natural and human-caused hazards, including risks to people and facilities, and identifies mitigation actions to reduce or eliminate hazard risks in the county. The MJHMP for the County of San Mateo planning area, which includes the City of

San Mateo, was developed in accordance with the Disaster Mitigation Act of 2000 and followed the Federal Emergency Management Agency's (FEMA's) 2011 Local Hazard Mitigation Plan guidance. The MJHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are identified, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short-term and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The current MJHMP, certified by FEMA, is incorporated into the City's Safety Element by reference, as permitted by the California Government Code.

The MJHMP analyzes the risk of floods, including riverine floods; coastal floodplains resulting from extreme high tide events and/or storm surge; stormwater runoff floods resulting from drainage issues and high groundwater levels; and flash floods for the City of San Mateo. The City has 1005 flood insurance policies.

The MJHMP also analyzes the risk of sea level rise for the County. The MJHMP states that "San Mateo County is highly vulnerable to the effects of rising sea levels. If left unmanaged, future flooding and coastal erosion could pose considerable risks to life, safety, critical facilities, the County's natural and recreational assets, and the economy. The assessed value of parcels in the project area exposed to near-term (present-day) flooding exceeds $1 billion, and the assessed value of parcels exposed to erosion and flooding in the long term (50–100 years) totals nearly $40 billion. More than 30,000 residential parcels and 3,000 commercial parcels may also be vulnerable in the long term (County of San Mateo, 2018). Flooding, erosion, and sea level rise directly threaten people and property in the sea level rise hazard areas. They also have indirect effects on all communities in the County, even those on high ground, because assets and infrastructure in the sea level rise areas provide critical services and functions to communities outside these areas. The County is already exposed to coastal flooding when large rain events coincide with high tides on the San Francisco Bay, making it imperative to take steps to reduce risk" (County of San Mateo, 2018).

As stated in the MJHMP, the severity of sea level rise to the County of San Mateo will become greater over the next 30 to 80 years. The severity could be exacerbated by the following conditions:

- Daily tidal inundation: As sea level rises, the amount of land and infrastructure subjected to daily inundation by high tides—also known as increases in mean higher high water—will increase. This would result in increased permanent future inundation of low-lying areas.
- Annual high tide inundation (King Tides): King Tides are abnormally high, predictable astronomical tides that occur about twice per year. they are the highest tides that occur each year during the winter and summer when the Earth, moon and sun are aligned. Winter King Tides may be amplified by stormy weather, making them even more significant. King Tides result in temporary inundation associated with nuisance flooding, such as inundation of low-lying roads, boardwalks, and waterfront promenades.
- Extreme high tide inundation (storm surge): When Pacific Ocean storms coincide with high tides, storm surge can elevate Pacific Ocean and San Francisco Bay water levels and produce extreme high tides. Such storm surge events occurred on January 27, 1983, December 3, 1983, February 6, 1998, January 8, 2005, and December 31, 2006. Extreme high tides can cause severe inundation of low-

lying roads, boardwalks, and promenades. They can exacerbate coastal and riverine flooding, cause upstream flooding, and interfere with stormwater outfalls.

- El Niño winter storms: During El Niño winters, atmospheric and oceanographic conditions in the Pacific Ocean produce severe winter storms that bring intense rainfall and storm conditions to the Bay Area. Tides are often elevated 0.5 to 1.0 feet above normal along the coast, and wind setup can elevate water levels even further. Typical impacts include inundation of low-lying roads, boardwalks, and waterfront promenades; storm drain backup; wave damage to coastal structures; and erosion of natural shorelines. El Niño winter conditions prevailed in 1977-1978, 1982-1983, 1997-1998, 2009-2010, and 2015-2016.

The MJHMP notes that in the planning area, the potential for new or prolonged flooding as sea level rises will not be confined to the shoreline. Sea level rise will increase the likelihood of major flood events because higher water levels in tidal creeks and flood control channels will reduce capacity to discharge rainfall runoff. While some creeks and coastal infrastructure already flood when rainstorms coincide with high tides, rising sea levels will increasingly cause flooding during smaller, more frequent rainfall events.

The MJHMP has identified the following sea-level-rise-related issues:

- The County should consider the adoption of higher regulatory standards to mitigate impacts of sea level rise on redevelopment.
- The data and science that measure sea level rise impacts progress rapidly. The County should commit to staying in line with the best available data and science on sea level rise as it evolves.
- The costs to mitigate impacts from sea level rise will be extensive and potentially beyond the County's means.
- Risk communication will be crucial to the successful mitigation of this hazard.
- Potential environmental losses include biodiversity and habitat for endangered plant and animal species.
- Potential social losses include natural flood protection and natural recreation areas.
- Future permanent inundation of currently dry areas could disrupt local and regional commutes and travel.
- Saltwater intrusion of wastewater treatment plants could disrupt biological treatment process and significantly impede or shut down the treatment process.

2.3 Climate and Resilience Plans (B1c)

This section includes a summary of any existing climate action plans, climate adaptation plans, vulnerability assessments, climate resilience plans, and/or AB 691 Sea Level Rise Impact Assessments, as applicable, and how this plan relates to those plans.

2.3.1 Ocean Protection Council's State of California Sea Level Rise Guidance: Science and Policy Update (2024)

The California Ocean Protection Council (OPC) recently finalized the State of California Sea Level Rise Guidance: 2024 Science and Policy Update, which provides projections for sea level rise at various locations along the coast of California through 2150. The updated 2024 guidance presents five sea level rise scenarios, and the following summaries of each scenario are provided in the State of California Sea Level Rise Guidance (2024):

- Low Scenario: Aggressive emissions reductions leading to very low future emissions; the scenario is on the lower bounding edge of plausibility given current warming and sea level trajectories, and current societal and policy momentum.
- Intermediate-Low Scenario: A range of future emissions pathways; a reasonable estimate of the lower bound of most likely sea level rise in 2100 based on support from sea level observations and current estimates of future warming.
- Intermediate Scenario: A range of future emissions pathways; could include contribution from low confidence processes. Based on sea level observations and current estimates of future warming, a reasonable estimate of the upper bound of most likely sea level rise in 2100.
- Intermediate-High Scenario: Intermediate-to-high future emissions and high warming; this scenario is heavily reflective of a world where rapid ice sheet loss processes are contributing to sea level rise.
- High Scenario: High future emissions and high warming with large potential contributions from rapid ice-sheet loss processes; given the reliance on sea level contributions for processes in which there is currently low confidence in their understanding, a statement on the likelihood of reaching this scenario is not possible.

The updated guidance recommends evaluation of the Intermediate, Intermediate-High, and High Scenarios in sea level rise planning and projects. The High Scenario is sufficiently precautionary for even the most risk averse applications. The High Scenario assumes high future greenhouse gas emissions. Each of the three recommended scenarios corresponds with low, medium-high, and extreme risk aversion applications:

- Low risk aversion is appropriate for adaptive, lower consequence projects (e.g., unpaved coastal trails). The Intermediate Scenario is recommended for consideration in low risk aversion applications.
- Medium-high risk aversion is appropriate as a precautionary projection that can be used for less adaptive, more vulnerable projects or populations that will experience medium to high consequences as a result of underestimating sea level rise (e.g., coastal housing development). The Intermediate-High Scenario is recommended for consideration in medium-high risk aversion applications.
- Extreme risk aversion is appropriate for high consequence projects with little to no adaptive capacity and which could have considerable public health, public safety, or environmental impacts (e.g., coastal airport, power plant, wastewater treatment plant, etc.). The High Scenario is recommended for consideration in extreme risk aversion applications.

The OPC guidance recommends utilizing data from one of twelve NOAA tide gauges that are located along the coast of California. Using the data from the nearest tide gauge to the project site can capture local variations due to tectonic activity or subsidence.

2.3.2 San Francisco Bay Conservation and Development Commission (BCDC) Regional Shoreline Adaptation Plan (RSAP) (2024)

The Subregional Shoreline Adaptation Plan Guidelines describe how cities and counties will develop Subregional Shoreline Adaptation Plans, including what they should contain and what standards they should meet. The Guidelines also outline which Bay Area jurisdictions are required to create a plan by law and what plan submittal, review, and approval process involves. The Guidelines consist of Plan requirements and Minimum Standards. Plan requirements are organized into seven Plan Elements:

- Element A: Planning Process
- Element B: Existing Conditions
- Element C: Vulnerability Assessment
- Element D: Adaptation Strategies and Pathways
- Element E: Land Use and Policy Plan
- Element F: Project Implementation Plan and Funding Strategy
- Element G: Project List

The Guidelines contain four Minimum Standards:

- The Coastal Flood Hazards and Sea Level Rise Scenarios Standard includes the hazards that plans should evaluate and respond to, including sea level rise, tidal inundation, storm surge, groundwater emergence flooding, and shallow groundwater. The Plan requirements require vulnerability assessments to be conducted using four sea level rise scenarios, at a minimum, based on the most up-to-date science from the California Sea Level Rise Guidance (2024). This includes 0.8 ft (2050) and three scenarios for 2100: 3.1 ft (Intermediate), 4.9 ft (Intermediate-High), and 6.6 ft (High). Additionally, the Plan requirements require adaptation strategies to respond to identified vulnerabilities at a conceptual level for 0.8 ft (2050 Intermediate) and provide narrative descriptions of adaptation pathways for the 2100 sea level rise scenarios that are aligned with the concepts developed for the 0.8 ft (2050 Intermediate).
- The Minimum Categories and Assets Standard identifies essential assets that should be evaluated and considered across adaptation planning to ensure important issues are not left out of planning.
- The Equity Assessment Standard ensures that equity considerations are incorporated across all plan elements that are tailored to individual communities. This includes assessments for integrating equitable practices into the planning process, engagement, and adaptation outcomes.

- The Adaptation Strategy Standards are designed to enable local governments to balance adaptation outcomes that align with the One Bay Vision with the flexibility to determine what suite of adaptation strategies are most appropriate for their communities and shorelines. They guide users through the myriad considerations and decision points in adaption planning to identify what solutions work best where, while considering which outcomes will contribute to regional success by reducing flood risk and increasing the long-term health and well-being of people, natural habitats, and the regional economy.

2.3.3 OneShoreline Planning Policy Guidance (2023)

OneShoreline's Planning Policy Guidance is intended to be a standardized yet evolving resource for cities and the County to account for climate-driven flooding, stormwater, shallow groundwater rise, and sea level rise in planning documents (general plan, specific plan, zoning ordinance) and approvals of projects in areas near the Bay subject to foreseeable climate impacts. The intended audience of the Planning Policy Guidance is the County of San Mateo and the twelve cities within its boundaries that are directly impacted by sea level rise from the Bay, including Belmont, Brisbane, Burlingame, East Palo Alto, Foster City, Menlo Park, Millbrae, Redwood City, San Bruno, San Carlos, San Mateo, and South San Francisco. In addition, this document is designed to advance conversations regarding climate resilience in new development among regulatory agencies and organizations interested in housing, transportation, utilities, environmental protection, environmental justice, and other matters. Jurisdictions along San Mateo County's Bay shoreline are highly encouraged to include Planning Policy Guidance provisions in key planning documents and processes, but the document is voluntary guidance, not mandatory regulations. The guidance includes template language for general plans and specific plans, as well as template language for zoning amendments, a project review checklist and standard conditions of approval.

2.3.4 City of San Mateo Climate Action Plan (2023)

The Climate Action Plan was updated in 2023 and adopted by City Council in 2024. It contains mitigation measures that will be prioritized to improve the environmental sustainability of San Mateo and the Bay Area region. The Climate Action Plan measures are intended to reduce the production of greenhouse gases and mitigate the potential impacts of climate change.

2.3.5 Assembly Bill (AB) 691 Sea Level Rise Impact Assessment for Coyote Point (2022)

The AB 691 SLR Impact Assessment analyzed the vulnerability of public trust resources to coastal hazards, such as tidal inundation, king tides, 100-year storms, and overtopping of existing shoreline defenses. The Coyote Point Recreation Area is managed by the San Mateo County Parks Department and is a popular destination within the San Francisco Bay area, with more than 500,000 visitors annually. The recreation area is located on 692 acres of sovereign land, tidelands, and submerged lands granted to the County of San Mateo by the State of California in 1965. Currently, the primary uses are recreational with a marina, beach access, park, picnic and playground amenities, and an environmental museum (CuriOdyssey). Additionally, this site includes a Sheriff's Office Training Center. The park features spectacular panoramic views of San Francisco Bay along the shoreline and from bluff trails and elevated viewpoints up on the Knoll headland, and access to natural habitat and marshlands.

The analysis concluded that vulnerable public trust resources include built facilities, such as Bay and Promenade Trail, Magic Mountain Playground and other playground areas, picnic and parking areas, public amenities, marina and associated facilities and infrastructure, Peninsula Humane Society & SPCA, Boardsports Kite and Windsurfing Center & School, Sheriff's Office Training Center, PG&E power lines; and natural assets, such as freshwater marsh and seasonal wetland, beach area, salt marsh, and mudflat areas. Impacts by 2030 would be centered on the Yacht Club. Impacts thereafter would be broader and involve the general parking, picnic, and other park recreational areas.

The assessment also included proposed adaptation and mitigation measures, such as the Coyote Point Recreation Area Shoreline Promenade Improvement Project, the North Shoreview Flood Hazard Mitigation Project, the Living Shoreline and Tidal Elevation Project, and the Burlingame Point Project (project completed in May 2022); the Eastern Promenade Project, which was also completed in 2022; installing flood gates / barriers if necessary by 2100; and raising grades and seawall at crest and raising the elevation of the marina breakwater to at least +19 feet by 2100. The assessment also included measures such as raising the Bay Trail/Levee, and/or reconfiguring the marina by 2050; incorporating backflow prevention devices by 2050; raising the southern portion of Airport Blvd or raising the trail/levee to +21 feet or using dredged material from the marina to expand the existing tidal marsh by 2100; or raising the shoreline trails, moles between basins, and parking lots by at least +18 feet by 2100.

2.3.6 San Francisco Estuary Partnership Estuary Blueprint (2022)

The San Francisco Estuary Partnership's Estuary Blueprint is a collaborative agreement about what should be done to protect and restore the Estuary—a road map for restoring the Estuary's chemical, physical, biological, and social-ecological processes to health. The Estuary Blueprint does not hold regulatory authority but identifies consensus-based, collaboratively identified regional priorities, and tracks progress on achieving the Blueprint's actions via publicly available websites and documents. The plan asks participating entities to commit to the actions, but each entity retains its own discretion to make decisions related to the San Francisco Estuary and is not bound by the findings or recommendations in the Estuary Blueprint. The Blueprint includes the goals of sustaining and improving the estuary's habitats and living resources; bolstering the resilience of the estuary ecosystems, shorelines, and communities to climate change; improving water quality and increasing the quantity of fresh water available to the estuary; and championing the estuary. To implement these goals, the Blueprint includes a series of objectives and related actions, including climate resilience, adaptation planning and implementation, and public access.

2.3.7 State Agency Sea Level Rise Action Plan for California (2022)

The State Agency Sea Level Rise Action Plan for California was prepared by the Ocean Protection Council in 2022, and it includes seven principles to "guide unified, effective action toward sea level rise resilience" and the long-term goals of the Action Plan: Best Available Science; Partnerships; Alignment; Communications; Local Support; Coastal Resilience Projects; and Equity. Though these Principles create a direction for how to align state actions and decision points around sea level rise, an actionable path was needed. The Ocean Protection Council (OPC) was charged with working with agency partners to create a statewide, collaborative Action Plan that would carry out these principles. The result is this document, the Sea Level Rise Action Plan, a five-year plan to make advances toward coastal resilience through

comprehensive, coordinated, and collaborative work. The actions in this plan address urgent needs by identifying proposed new and ongoing work that will be leveraged upon in the next five years. This Action Plan includes over 80 trackable actions, covering both a regional and statewide scope. This work plan is the first of its kind, and sets California up for a safer, more equitable, and resilient future. The pace of implementation will depend on political will, local capacity and buy-in, and the availability of resources and funding.

2.3.8 San Francisco Bay Conservation and Development Commission (BCDC) Bay Adapt Joint Platform (2021)

Bay Adapt was convened by the San Francisco BCDC, a state agency, in partnership with a broad range of Bay Area leaders. The principles, actions, goals, and tasks in this document—a Joint Platform for adaptation—were developed in close collaboration among BCDC staff, a large Leadership Advisory Group, and hundreds of stakeholders. The Joint Platform is supported by guiding principles and includes nine actions and twenty-one tasks focused on people, information, plans, projects, and tracking progress.

2.3.9 Sea Level Rise and Flood Protection City of San Mateo Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project (2019)

The Wastewater Treatment Plant (WWTP) Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project (Upgrade and Expansion Project, or Project) consists of new process facilities that will produce higher-quality effluent and improve the health of San Francisco Bay as well as the public. Located on Detroit Drive, the WWTP lies in a zone that is designated by the Federal Emergency Management Agency (FEMA) as the 500-year floodplain due to the protection provided by the City's Bayfront Levee system (levee system). While the Upgrade and Expansion Project will be protected by the levee system, the City of San Mateo evaluated secondary means of protection for the new facilities that considered flooding not only from an event under current conditions, but also from an event exacerbated by sea level rise (HDR 2019). This approach sought to further protect the WWTP assets by incorporating additional resiliency by elevating key aspects of the facilities.

To determine the appropriate level of secondary protection, the City adopted a risk-based approach using the latest science and guidance available on sea level rise at the time (2018) corresponding to the lifespan of the new facilities, out to 2100. In addition, the City determined that the strategy should also include flood protection from the 100-year event (base flood). This strategy was determined to be both robust and appropriate, and consistent with the mid-level scenario evaluated in San Mateo County's Sea Level Rise Vulnerability Assessment (March 2018). The flood and SLR design criteria for the floor elevation of the new structures used a base flood elevation (BFE) of 10.4 feet (NAVD88)/105.3 feet in the City of San Mateo Datum (CSMD) and an SLR projection of 3 feet.

Since the 2018 project approval but before the start of project construction, the California Ocean Protection Council (OPC), published the State of California Sea-Level Rise Guidance, 2018 Update (2018 Guidance Update). The 2018 Guidance Update provided a science-based approach to be used by local governments when incorporating sea level rise protection into the planning and permitting process. Using greenhouse gas emission scenarios and future projections, the 2018 Guidance Update provided sea level

rise ranges based on their probability of occurrence. Based on the 2018 Guidance Update, the City increased the sea level rise design criteria for the Upgrade and Expansion Project from 3 feet to 3.4 feet. The 3.4 feet value reflects the high end of the "Likely Range"/High Emission scenario. All elements of the Upgrade and Expansion Project are at least above the current base flood elevation plus 3.4 feet to accommodate sea level rise and several of the elements are an additional five feet or more above this minimum. Construction of the upgrade started in 2019 and was completed in 2025.

2.3.10 City of Burlingame's Sea Change Assessment (2019) and Zoning Ordinance Update (2021)

In 2021, the City of Burlingame prepared a sea change vulnerability assessment and adaptation strategies, then approved an update to the City's zoning ordinance that includes public access, flood and sea level rise performance guidelines. The guidelines include performance standards; a map of future conditions; requirements for bay access buffer zones, public access, trail connectivity, maintenance; creek access buffer zones and trail connectivity; and flood protection and sea level rise resilience standards for building elevations and shoreline infrastructure, determinations of compliance, data collection, maintenance, stormwater drainage, and real estate disclosures of hazards. While this planning and zoning do not apply directly to the City of San Mateo, they may be relevant when coordinating contiguous shoreline protection at the Burlingame/San Mateo border.

2.3.11 San Francisco Bay Conservation and Development Commission (BCDC) Adapting to Rising Tides Bay Area (2020)

The San Francisco BCDC adopted ART Bay Area in 2020 to provide a regional sea level rise vulnerability and adaptation study. The Adapting to Rising Tides Bay Area (ART Bay Area) report presents a story of what consequences the Bay Area may face as sea levels rise in the absence of coordinated, prioritized adaptation. The study was prepared in partnership between Caltrans District 4, the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG), Bay Area Regional Collaborative (BARC), the San Francisco BCDC, and many public, private, and nonprofit partners, and it also informed the Bay Area's most critical regional transportation and land use plan, Plan Bay Area 2050. The study included regional systems assessment, local assessments, and recommendations for regional adaptation.

2.3.12 Caltrans District 4 Adaptation Priorities Report (2020)

Adopted by Caltrans District 4 in 2020, this report provides a district-scale screening and prioritization of vulnerable assets, including roadway segments and bridges along SR 92 and US 101 in the City of San Mateo. The purpose of this report is to prioritize the order in which assets found to be exposed to climate hazards will undergo detailed asset-level climate assessments. Since there are many potentially exposed assets in the district, detailed assessments will need to be done sequentially according to their priority level. The prioritization considers, amongst other things, the timing of the climate impacts, their severity and extensiveness, the condition of each asset (a measure of the sensitivity of the asset to damage), the number of system users affected, and the level of network redundancy in the area. Prioritization scores are generated for each potentially exposed asset based on these factors and used to rank them. Though it is likely that climate change will cause a wide array of hazards that will impact many physical asset

categories, this report is focused on bridges, large culverts, small culverts, and roadways. In the City of San Mateo, the US 101 bridges over Borel Creek and San Mateo Creek and the entirety of US 101 through the City of San Mateo are a priority 1 assets. State Route 92 from the junction with US 101 east to the San Mateo-Hayward bridge is also identified as a priority 1 asset.

2.3.13 SFEI/SPUR San Francisco Bay Shoreline Adaptation Atlas (2019)

The San Francisco Estuary Institute and the San Francisco Bay Area Planning and Urban Research Association (SPUR) prepared the San Francisco Bay Shoreline Adaptation Atlas in 2019, which created an operational landscape unit (OLU) framework to identify where nature-based approaches, such as beaches, marshes, and subtidal reefs, can help create a resilient shoreline with multiple benefits. Nature-based approaches, and hybrid measures that integrate nature with engineered structural approaches, may perform better than traditional engineered infrastructure alone. They can also cost less over time and provide important co-benefits like new recreational opportunities and habitat for native species. Adaptation in each OLU will most likely require a combination of nature-based measures, traditional engineering, and non-structural or policy strategies. The City of San Mateo is located in both the Colma-San Bruno and San Mateo OLUs, which are divided by San Mateo Creek. The Adaptation Atlas found that the Colma-San Bruno and San Mateo OLUs were suitable for: submerged aquatic vegetation; mudflat augmentation; beach nourishment or creation; tidal marsh creation or enhancement; polder management; and green stormwater infrastructure.

2.3.14 San Mateo County Sea Level Rise Vulnerability Assessment (2018)

The County of San Mateo's 2018 Sea Level Rise Vulnerability Assessment used best available existing data to assess the County's vulnerability to sea level rise. The report identifies what is vulnerable to sea level rise among built and natural assets, explores public health and risks from cascading impacts, and discusses what these factors mean for policy and planning purposes. Its findings highlight that many of the assets have cross-cutting vulnerabilities (i.e., multiple, and indirect sources of vulnerability) and may have more than one point of exposure to sea level rise. The report included the following findings specific to the City of San Mateo:

> *"The City of San Mateo has 505 acres of land inundated in the baseline scenario, 3,132 acres inundated in the mid-level scenario, and 3,411 acres inundated in the high-end scenario. In the baseline scenario, the Poplar Golf Course and area south of the golf course are inundated, as well as part of US 101, Peninsula Avenue, and J Hart Clinton Drive. In the mid-level scenario, the levees that protect the City of San Mateo and Foster City are overtopped, leading to overtopping of US 101 and flooding of the Hayward Caltrain Station and surrounding. San Mateo's flood and stormwater infrastructure is vulnerable to the effects of future sea level rise in the mid-level scenario. Over half of its levees, nearly 90% of its other built shorelines, 80% of its stormwater pump stations, and nearly 72% of its outfalls will be affected. Energy infrastructure will be significantly affected under the mid-level scenario, including energy transmission lines and towers, the power plant (Franklin Templeton San Mateo Natural Gas Plant), half of all electric substations, and over half of all natural gas pipelines. The wastewater treatment plant and the police station located within San Mateo will be affected. Recreational assets in*

the city such as one of the boat launches, the fishing pier, and 22 out of 37 parks will be inundated. Transportation infrastructure, including bridges and highways, will also be affected by nearly 50%. Approximately 84% of wetlands within the City are vulnerable, though this natural asset's capacity to withstand sea level rise is unclear. The City of San Mateo is protected by the Foster City levee and San Mateo levees. In recent years, San Mateo has addressed its vulnerability to flooding. City officials evaluated its current levee system, identified low spots, and proposed a series of improvements based on the best available sea level rise projections for California developed by the National Research Council. Other flood prevention projects completed in 2012 include the South Bayfront Levee improvements at the following sites: the Detroit Drive Floodwall, the Seal Slough Floodwall, the San Mateo Creek Floodwall, and the East End Levee."

2.3.15 County of San Mateo Emergency Operations Plan (2015)

The County's Emergency Operations Plan (EOP) establishes policies and procedures and assigns responsibilities to ensure the effective management of emergency operations within the San Mateo County Operational Area (SMOA), which includes the City of San Mateo. It provides information on the county emergency management structure of how and when the Emergency Operations Center (EOC) staff is activated. The overall objective of emergency management is to ensure the effective coordination of response forces and resources in preparing for and responding to situations associated with natural disasters, technological incidents and national security emergencies.

To carry out its responsibilities, the emergency management organization will accomplish the following objectives during an emergency/disaster: maintain overall coordination/support of emergency response and recovery operations, including on scene incident management as required; coordinate and liaise with appropriate federal, state and other local government agencies, as well as applicable segments of private sector entities and volunteer agencies; establish priorities and resolve conflicting demands for support; prepare and disseminate emergency public information to alert, warn, and inform the public; disseminate damage information and other essential data.

3. PHYSICAL AND ECOLOGICAL LANDSCAPE CHARACTERISTICS (B2)

This section maps and describes physical, coastal hydrology, ecological characteristics of the landscape within the City's planning area, as well as planned future changes.

3.1 Physical conditions (B2a)

This section maps and describes the City's current physical landscape conditions and characteristics, including topography and bathymetry (**Figure 2**); vertical land motion (**Figure 3**), including subsidence; erosion; artificial shoreline features, the depth of Bay mud; and shallow groundwater depth to surface. This section also describes geological and soil conditions, such as the depth and thickness of shallow aquifers and how interconnected aquifers are to one another. An example of existing armoring near Seal Point is shown in **Figure 4**. Fire hazard zones are shown in **Figure 5** and earthquake liquefaction susceptibility is shown in **Figure 6**. In recent town halls in support of the General Plan update, residents requested a geologic study due to concerns about ground movement and potential shoreline-related soil instability. **Table 1** summarizes the physical conditions in the City's planning area.

3.2 Coastal Nearshore Hydrological Conditions (B2b)

This section maps and describes the coastal nearshore hydrological conditions, including high tides (**Table 2**), 100-year still water elevation (Table 4), FEMA flood mapping (100-year and 500-year storms) (**Figure 7**), wave climate, saline wedge, and the location of creeks and streams, including where hydrological features such as creeks cross jurisdictional boundaries. During recent town halls in support of the General Plan update, residents expressed concern about flood zone designations, uncertainty around FEMA remapping, and the timeline for removal of homes from flood zones. **Table 3** summarizes the coastal nearshore hydrological conditions in the City's planning area.

3.2.1 Tidal Datums, and Extreme Tides

Tidal datums characterize elevations associated with certain phases of the tides. Table 3 presents the tidal datums for the City's Planning Area, based on AECOM's 2016 study of modeled tidal datums (AECOM 2016) and the NOAA Redwood City tidal observations. To estimate the tidal datums for the City, AECOM Points 780 - 800 were averaged. The AECOM tidal datums are used by BCDC's ART mapping. The Redwood City Station is presented for reference and aligns fairly well with the AECOM tidal datums, even though this gaging station is approximately seven miles south of the City.

The City defines a city-specific vertical datum for use in their website and other City sources called "City of San Mateo + 100 datum" equivalent to 2.36 ft NGVD29. Table 3 includes a column displaying the AECOM tidal datums using the City's vertical datum for reference.

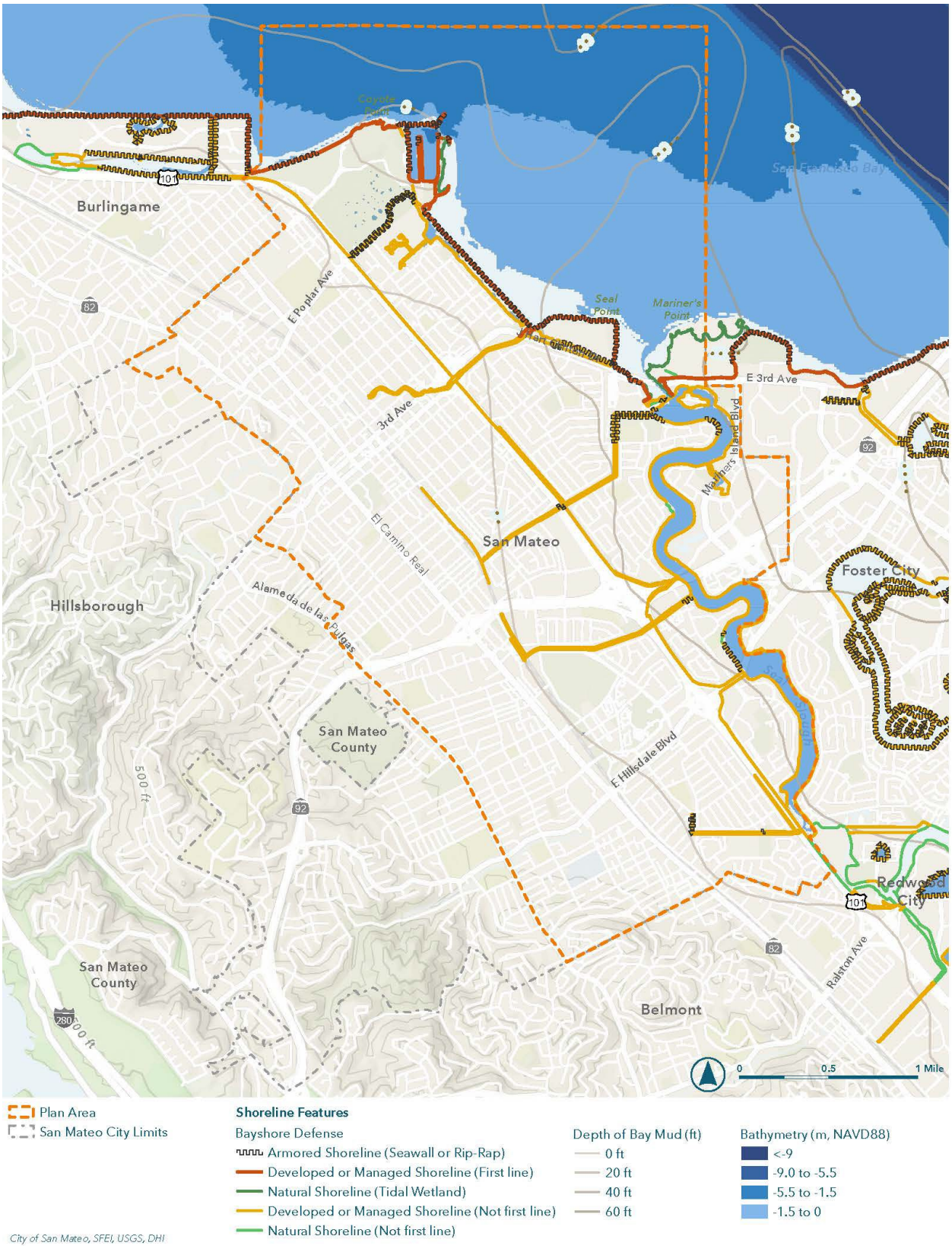


Figure 2.
Shoreline Features

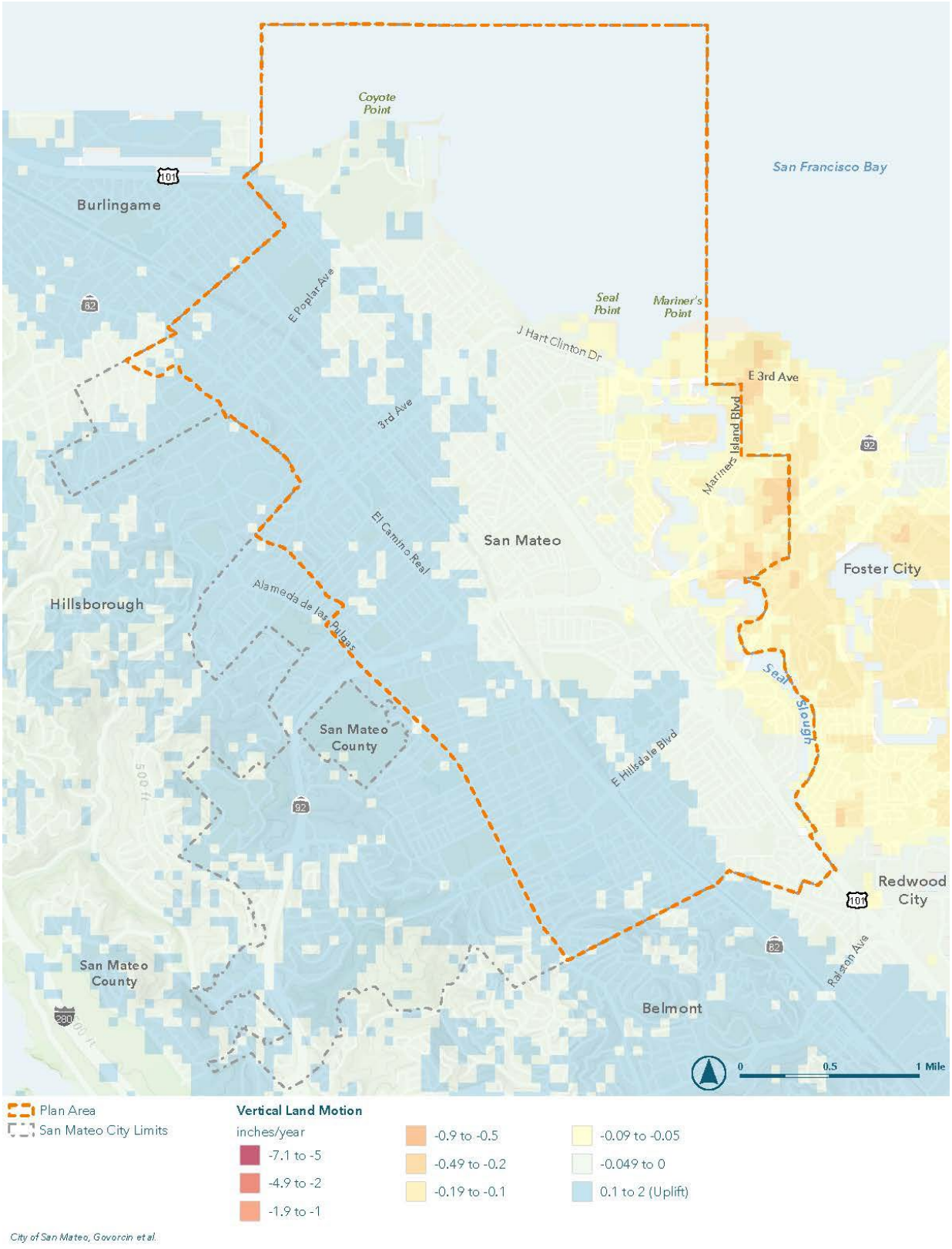


Figure 3.
Vertical Land Motion



Figure 4.
Existing Armoring near Seal Point (Above: Low Tide; Below: King Tide)



Figure 5.
Fire Hazard Zones

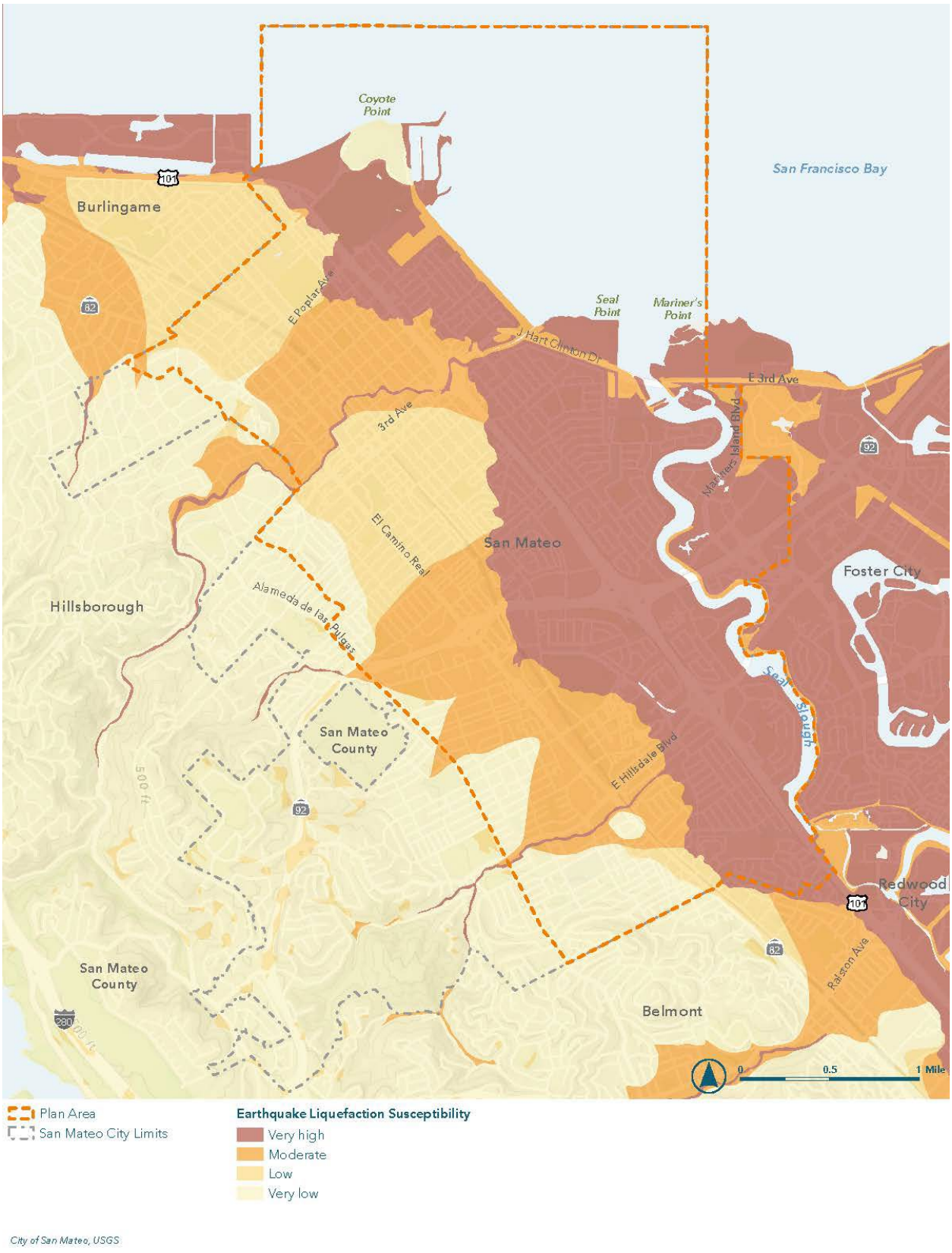


Figure 6.
Earthquake Liquefaction Susceptibility

TABLE 1. PHYSICAL CONDITIONS

Existing Condition Category	Data Source	Description
Topography (Figure 2)	SFEI Adaptation Atlas and City of San Mateo	The east side of the City of San Mateo lies along San Francisco Bay and gently slopes up towards the Santa Cruz Mountains to the west. The Planning Area topography is largely composed of mudflats, marshes, artificial fill, and broad, flat alluvial plains. Urban development has displaced natural marshes, leaving only beach, rocky headlands, a narrow mudflat, and pocket fringing marshes along the City's shoreline.
Bathymetry (Figure 2)	SFEI Adaptation Atlas	Offshore of the City of San Mateo's shoreline within San Francisco Bay, the bathymetry slopes gently, starting at shallow intertidal. Moving farther into the Bay, the bathymetry drops into a deep channel with depths greater than 30 feet.
Lateral and Vertical Land Motion/Subsidence (Figure 3)	City of San Mateo, Govorcin et al. 2025	San Mateo's landscape has been shaped by tectonic activity along the San Andreas fault. Lateral and vertical movement along the fault has shaped the region's northwest-oriented topography. The fault is also capable of generating large earthquakes. Vertical land motions in most of the Planning Area are negligible with a few areas around the lagoon having low subsidence rates up to 0.5 inch/year.
Erosion (Not mapped)	Moffatt & Nichol 2019	Detailed erosion mapping is not available for the City of San Mateo. A qualitative erosion assessment by geomorphic units of the city's shoreline, staring from the west and moving east/south, is as follows: • Coyote Point Beach – The beach west of Coyote Point was a natural beach (Figure 19) and place for shoreline recreation since the late 19th century. An amusement park just inland was added in the 1920s, when imported sand was used to enhance the beach. More recently, the beach was further enhanced, and erosion was mitigated with projects that added beach fill, dunes, and a reinforced promenade through the Eastern Promenade Rejuvenation Project. The beach and adjacent shoreline are exposed to wind driven waves and overtopping, but the shoreline's location, through augmentation with sand and erosion protection, has remained largely unchanged since its location shown in 1880s mapping. • Coyote Point Headland – This typical rocky headland shoreline is comprised primarily of bed rock, with some eroded scree at its toe. Like the beach to the west, the headland's shoreline location remains relatively unchanged since the 19th century. The east side of the headland is sheltered from erosion by the marina's breakwaters. • Coyote Point Marina – The marina was were constructed in phases in the mid-20th century, with breakwaters and piers incrementally building out from the shoreline. Immediately outboard of the marina is a constructed dredge spoil pond. This pond has not appeared to receive dredge spoils since the late 20th century. As such, its outboard berm has eroded considerably, likely because the pond has not been used in decades. • FEMA-accredited levee – South of the marina, the city's shoreline levee meets FEMA scour protection standards for accreditation. The landfill underlying Seal Point Park is armored with similar riprap. As such, the reach from the marina to the west side of the mouth of Seal Slough does not show evidence of erosion (e.g., Figure 4). • Mariner's Point Marsh – East of the mouth Seal Slough, historic tidal marsh (Figure 19) remains outboard of the levee. In City of San Mateo, the outboard edge of the marsh has retreated about 300-500 ft from the 1880s shoreline's location, with about half of this retreat occurring in the 21st century. Retreat has been accompanied by enlargement of the beach

Existing Condition Category	Data Source	Description
		along much of the outboard side of the retreating marsh. The source of this sand is likely sand winnowed out from the eroded marsh and/or sand from the offshore mudflats and sand banks. On the eastern portion of Mariner's Point Marsh that lies within Foster City, the retreat has been more extensive and portions of the marsh behind the beach have converted to mudflat.
Shoreline Features (Figure 2)	FEMA FIS San Mateo County, Volume 1 of 2; RSAP Atlas	The majority of the City's shoreline is armored, starting east of Coyote Point, around the marina, extending south along Harborview Park and around Seal Point. The natural shorelines include the beach to the west of Coyote Point, an opportunity area for planned future changes discussed in Sections 3.3 and 3.5, and the tidal marshes at the mouth of Marina Lagoon and at Mariner's Point near the border with Foster City. Levees along San Mateo Creek and the San Francisco Bay are FEMA accredited (i.e., higher than 1% annual chance flood, with freeboard). The San Mateo levee system ties into the Coyote Point headland and high ground behind the beach to the north and to the Foster City levee system to the south. This beach was present historically (see Section 3.4), suggesting a local sand source and potentially oyster shell contribution from the nearby historic shell deposit offshore.
Depth of Bay Mud (Figure 2)	USGS 1978	The depth of Bay mud underneath the City shoreline varies from non-existent under Coyote Point to about 40 feet thick at the City's southern border with Foster City (Figure 2).
Shallow Groundwater depth (Figure 11)	May et al. 2022	Depth-to-groundwater in most of the planning area is 3-6 feet. Some lower-lying areas just inboard of the shoreline are assumed to have depth-to-groundwater less than 3 feet. Discussed further in Section 3.2.4 below.
Geomorphology (Figure 19)	SFEI Adaptation Atlas	Historical baylands line the Bay in the City, while the San Mateo Creek forms an alluvial fan that spreads inland across an alluvial plain. From east to west, artificial fill covers the Bay shoreline, followed by alluvial fan deposits. West of these, older deposits and bedrock dominate the landscape, intersected by fault lines.
Geological and soil conditions, such as the depth and thickness of shallow aquifers (Not mapped)	Balance Hydrologics (2002)	Below the cap of Bay mud, coarse- and medium-grained sand form aquifers that supply wells located in the Coyote Point Recreation Area that serve the golf course irrigation. Recharge occurs as water moves through upland watersheds, creeks, and bay mud into deeper sand layers. The San Andreas and Pilarcitos faults divide the subbasins, but leakage across fault zones provides partial hydraulic connectivity.
Wildfire Hazard Zones (Figure 5)	City of San Mateo, CalFIRE	The City's SSAP planning area does not contain wildfire hazard zones.
Earthquake Liquefaction Susceptibility (Figure 6)	City of San Mateo, USGS	Earthquake liquefaction susceptibility zones in the City's planning area include varying intensities: the areas between the Bay shoreline and US 101 are within the very high liquefaction susceptibility zone, except for moderate liquefaction susceptibility along the shoreline levee, likely due to compact and subgrade stabilization conducted as part of levee construction. Farther south this zone extends inland of US101 almost to El Camino Real. The moderate liquefaction susceptibility zone follows San Mateo Creek inland to the western side of the planning area and extending north to Poplar Avenue. The moderate zone also extends westward between Leslie Creek and Laurel Creek. The remaining parts of the planning area are in low or very low susceptibility zones.

TABLE 2. TIDAL DATUMS – CITY OF SAN MATEO

Datum	Description	AECOM (2016) (ft NAVD)	AECOM (2016) (ft City of San Mateo + 100)	Redwood City Station #9414523 (ft NAVD)
HAT	Highest Astronomical Tide	n/a	n/a	8.5
MHHW	Mean Higher High Water	6.9	101.2	7.0
MHW	Mean High Water	6.3	100.6	6.4
MTL	Mean Tide Level	3.3	97.6	3.2
MSL	Mean Sea Level	3.3	97.6	3.2
MLW	Mean Low Water	0.4	94.7	0.0
MLLW	Mean Lower Low Water	-0.8	93.5	-1.2
LAT	Lowest Astronomical Tide	n/a	n/a	-3.3

Notes: AECOM (2016) tidal datums are considered most representative of conditions at the site. NOAA Redwood City Station #9414523 is presented for reference

Source: AECOM (2016), NOAA Tide and Currents (2025).

TABLE 3. COASTAL NEARSHORE HYDROLOGICAL CONDITIONS

Existing Condition Category	Data Source	Description
High Tides (Table 3)	California King Tides Project	High tides in the Bay cause flooding in low lying areas of the City. For existing conditions, king tides cause inundation up to the edge of Coyote Point Marina shoreline trail.
Tidal Range	AECOM 2016	7.5-8.9 ft or an average of 7.7 ft, discussed in Section 3.2.1 below.
100-year still water level	AECOM 2016	10.4 ft North American Vertical Datum (NAVD), discussed in Section 3.2.1 below.
FEMA flood mapping (Figure 7)	FEMA Hazard Maps	FEMA flood mapping in the City of San Mateo shows the 1% annual chance hazard in patches in the Poplar Creek Golf Course and Coyote Point Recreational Area. A drainage channel along the toe of the coastal levee has mapped base flood elevations of 0.6 to 1.5 ft NAVD. Much of the City shows reduced risk due to levee presence, including the part of the City east of US 101. FEMA mapping shows the 0.2% annual chance flood hazard extending further inland at US 101 from approximately 3rd Ave in the south to Monte Diablo Ave to the north.
Wave Climate (Figure 7)	RSAP Atlas, DHI 2011	100-year wind wave height along the City's shoreline are highest around Coyote Point and its harbor with heights of 3-4 feet. To either side of these highest waves, waves range in height between 0 feet and 3 feet.
Saline Wedge	May et al 2022	Based on the depth-to-groundwater mapping, the estimated saline wedge extends along the City's shoreline from Coyote Point to Mariner's Point.

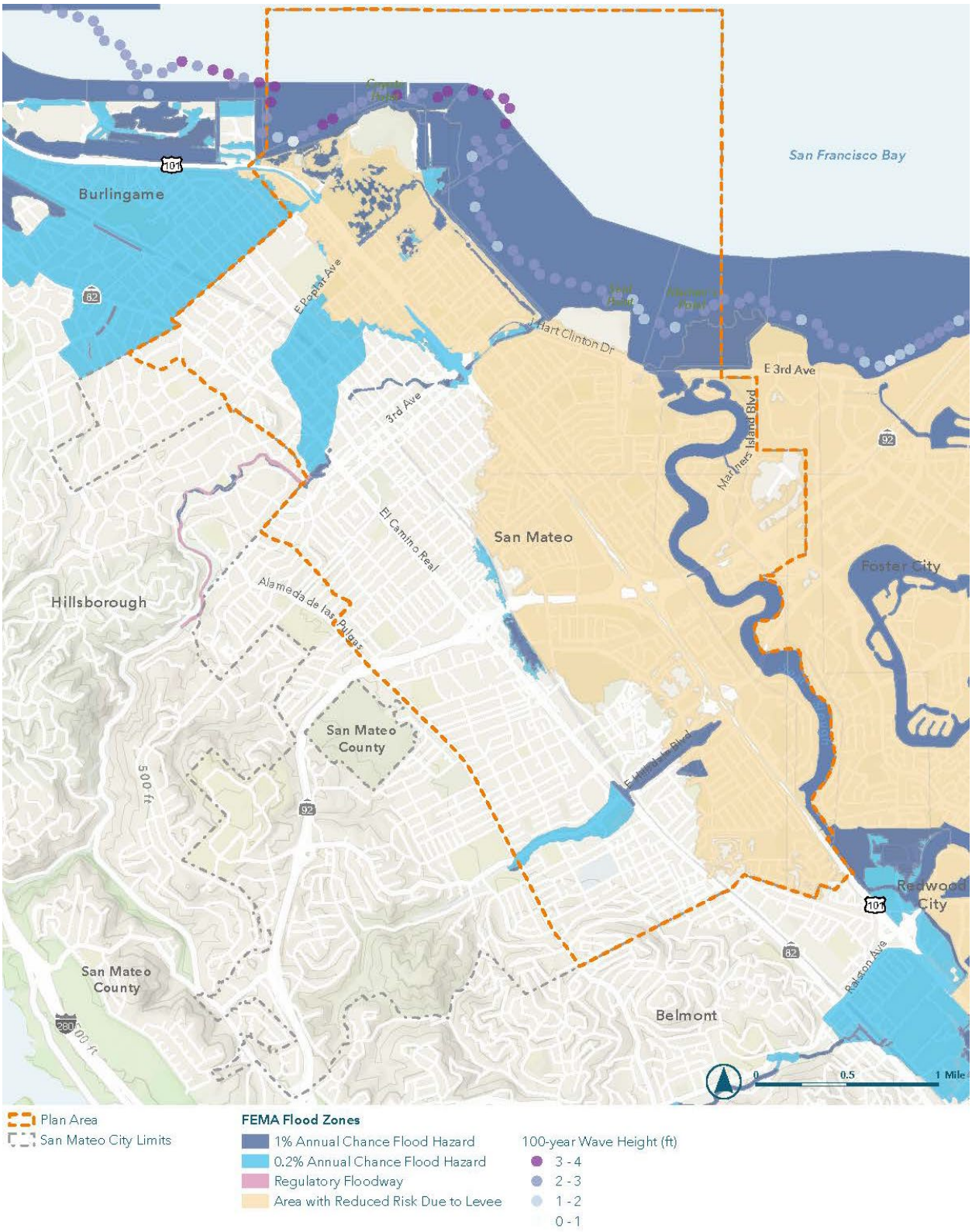


Figure 7.
FEMA Flood Zones

Table 4 presents the estimated extreme water levels along the Planning Area for a range of return periods. The return period is also known as the annual exceedance probability, which is the probability that a given water level will be exceeded in any one year. These water level elevations represent the still water level, which only includes astronomic tides and storm surge and does not include wave runup. As with the City's tidal datums, the AECOM (2016) values presented below are averages from Points 780 - 800. The FEMA water level data comes from flood insurance studies and are presented for comparison to the AECOM water levels. FEMA still water levels describe the San Francisco Bay flooding at Redwood Shores and Burlingame, two locations which bracket the City along the Bay shoreline.

TABLE 2. EXTREME WATER LEVELS AS A FUNCTION OF RETURN PERIOD – CITY OF SAN MATEO

Return Period (Years)	Annual Exceedance Probability	AECOM (2016) (ft NAVD88)	FEMA Water Levels (ft NAVD88)
10	10%	9.1	9.3
100	1%	10.4	9.7
500	0.2%	11.6	10.0

3.2.2 Coastal Flooding Hazards

In this study, "storm flooding" refers to flooding caused by the combination of tides, the high-water levels that come with a storm, including wind setup, and the effects of waves and wave runup. The coastal storm used to define the hazard zone is estimated to have a 1% chance of exceedance each year (i.e., a "100-year event"). FEMA's National Flood Hazard Layers (NFHL), as presented on Flood Insurance Rate Maps (FIRMs) and Letters of Map Revision (LOMRs) are based on the 1% chance of exceedance and 0.2% chance of exceedance ("500-year event") are mapped in **Figure 7**. Areas which would be within the 1% annual chance of exceedance flood zone but are intercepted by the FEMA-accredited shoreline levee are mapped as "Area with Reduced Risk Due to Levee."

Tsunami hazard areas are based on the 200-yr, 975 yr and 3000-yr tsunami hazards. **Figure 8** shows the existing tsunami flood hazard area, which does not extend into developed areas of the City due to existing shoreline protection.

3.2.3 Creeks, Watersheds, and Stormwater

This section summarizes information on the City of San Mateo's creeks and watersheds. **Table 5** and **Table 6** summarize information on creeks and watersheds respectively, while **Figure 9** illustrates the City's watershed boundaries and **Figure 10** highlights creeks, and channels connected to the Bay. **Figure 30** in Section 4.3 shows stormwater systems.



Figure 8.
Tsunami Hazard Area

TABLE 3. MAJOR CREEKS – CITY OF SAN MATEO

Flooding Location	1% Annual Chance Flow Rate (cfs)a	Details
San Mateo Creek		
Mouth (City of San Mateo)	1,017	Drains to the Bay. High creek flows generally occurs in winter or early spring. Based on hydraulic analyses, San Mateo Creek will overflow in the vicinity of El Camino Real and US 101 during a 1% annual chance flood event, with resulting inundations depths less than one foot. This creek drains flow from three reservoirs: San Andreas Lake, and Upper and Lower Crystal Springs Reservoirs, managed by the San Francisco Public Utilities Commission.
Leslie Creek		
--	n/a	Feeds into Marina Lagoon, from which water is pumped into the Bay.
Borel Creek		
--	n/a	Feeds into Marina Lagoon, from which water is pumped into the Bay.
Laurel Creek		
US 101	1,950	Drains areas in southern San Mateo and northern Belmont into Marina Lagoon, from which water is pumped into the Bay.

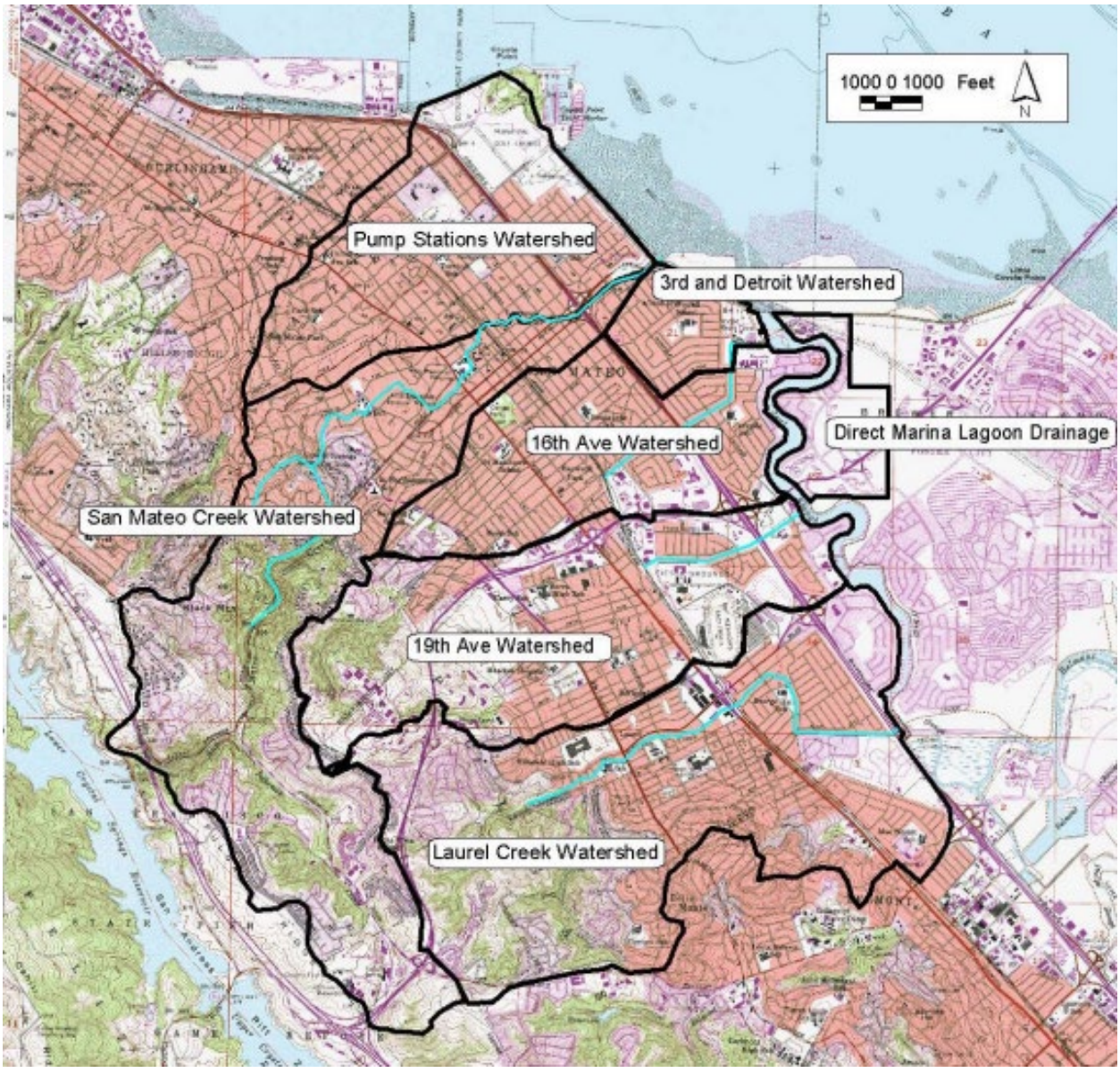
Note:

a. Peak discharge during a 1% annual chance flood event

Source: FEMA (2012, 2019), City of San Mateo (2021).

TABLE 4. MAJOR DRAINAGE WATERSHEDS – CITY OF SAN MATEO

Name	Drainage Area (sq. mi.)	Details
Pump Station	1.9	Drains to pump stations that pump into the Bay. Historical flooding at Third Ave and Norfolk St., Coyote Point and Airport Blvd., Idaho St. and Indian St., Tilton St. and Delaware St., S. El Dorado and E. Santa Inez, Lindberg and Second, Greenwood Ave. and driveway flooding from undersized drains on the eastern edge of the drainage area.
San Mateo Creek	4.0	Creek contained by levees owned by the City of San Mateo and unknown. Drains directly into the Bay (see Table 5).
3rd and Detroit	0.4	Drains directly into the Bay. Shallow stormwater ponding at intersection of Dakota and Patricia and Cottage Grove and Nash.
16th Ave Channel / Leslie Creek	2.1	Drains into the Marina Lagoon. Shallow stormwater ponding at Hobart between Maple and El Camino Real, 17th and Railroad, Pershing and Taylor, Idaho, Sunnybrae, and Birch, and San Mateo Central Park.
19th Ave Channel / Borel Creek	3.0	Drains into the Marina Lagoon. Shallow stormwater ponding at Alameda de Las Pulgas between 21st and 31st, 340 Sylvan Ave., 20th and Railroad, Palm and Railroad, and the Fiesta Gardens area.
Direct Marina Lagoon Drainage	2.2	Pumping from Marina to the Bay maintains water levels in lagoon at 2 ft NAVD. Receives inflow from 16th Avenue Channel (Leslie Creek), 19th Avenue Channel (Borel Creek), and Laurel Creek to the south. No City-reported significant flooding problems.
Laurel Creek	4.6	Flood Zone AO (one foot depth) on FIRM, drains the southernmost portion of San Mateo into the Marina Lagoon.



Source: Storm Drain Master Plan, Schaaf & Wheeler, April 2004

Figure 9.
Major watersheds in the City of San Mateo



Figure 10.
Creeks and Channels Connected to the Bay

Based on information provided by City of San Mateo staff from a not-yet-published Storm Drain Master Plan, the City of San Mateo's storm and sewer systems are gravity-fed and contain 148 miles of pipe and 11.2 miles of creeks and ditches, including Marina Lagoon. These systems discharge into the Bay with pumping, so are relatively insensitive to Bay water levels. Existing pump stations generally perform well. The developed portions of the City meet FEMA interior drainage requirements, indicating no inundation greater than one foot.

There are ten pump stations in the City, four are along the shoreline and four are in the southeast section of the City. Eight pump stations are mapped in Figure 30, however the four pump stations in the southeast portion of the City are not likely to be impacted by sea level rise, since they lift stations discharging to other stormwater pipes or open channels not connected to the bay. Almost all of City's bay shoreline has an open channel running parallel to the shore that leads to a pump station. Two pump stations (at Fathom Drive and at 16th Avenue Channel near Marina Lagoon) were not mapped since they either have minimal drainage area or only address low flows during summer months.

Storm water problem areas are limited to a few areas of shallow ponding from intense precipitation events. These areas occur a half mile or more from the Bay shorelines, primarily between the roads Alameda de las Pulgas to the west and US 101 to the east. Steep hillsides in the western portion of the City slope eastward. When they transition into undersized underground pipes, it can lead to localized flooding. Under existing conditions, only a few areas have undersized conveyance and stormwater ponding areas are generally around one foot or less.

Stormwater ditches along the inboard toe of the shoreline levee system drain water to pump stations and Marina Lagoon. The Marina Lagoon pump system starts and stops based on the seasonal water level in the lagoon and has the capacity to handle runoff from a 100-year precipitation event. The system maintains lower water levels in the winter, leaving storage capacity for stormwater runoff. The system maintains higher water levels in the summer to optimize swimming, boating, and other recreational uses within the Lagoon. Seasonal operating water levels are described below in **Table 7** (City of San Mateo).

TABLE 7. MARINA LAGOON SYSTEM OPERATING LEVELS

Seasonal Period	Operating Range (ft NAVD)	Operating Range (ft City of San Mateo + 100)
May 1 – October 1 (summer operating level)	2.1 – 2.6	96.4 – 96.9
November 1 – November 30 (preparing for winter rains)	1.1 – 1.6	95.4 – 95.9
December 1 – April 14 (winter operating level)	0.7 – 1.2	95.0 – 95.5
April 15 – April 30 (spring intermediate level)	1.1 – 1.6	95.4 – 95.9
May 1 – October 31 (summer operating level)	2.1 – 2.6	96.4 – 96.9

Source: City of San Mateo.

During the New Year's Eve 2022 storm event, more than 4.5 inches of precipitation fell over a 12-hour period, representing an approximately 200-year storm event (0.5 % annual chance of occurrence). As a result, the City's stormwater conveyance system was overwhelmed in some areas, including overtopping of San Mateo Creek levees upstream of the Plan Area and flooding in multiple neighborhoods. In addition, mechanical failures at the Marina Lagoon Pump Station prevented pumps from activating as

intended, contributing to additional interior flooding around the Marina Lagoon and in upstream drainage areas.[1]

3.2.4 Groundwater Levels

Existing depth-to-groundwater conditions are presented below in **Figure 11**. This depth-to-groundwater mapping by May et al. (2022) is based on observed maximum groundwater levels in wells within the City. This mapping estimates the depth-to-groundwater in most of the planning area to be 3 feet to 6 feet below the ground surface. In areas just inland of the shoreline, particularly on either side of the mouth of San Mateo Creek and to the south of the Marina Lagoon mouth, depth-to-groundwater is mapped as less than three feet below the ground surface.

This mapping includes some areas of assumed emergent groundwater in areas just north of the mouth of San Mateo Creek that have ground surface elevations between 3 feet and 4 feet NAVD. In this same area, interior drainage analysis conducted for FEMA mapping predicts open channel water level to be only up to 1.5 ft NAVD. Given this discrepancy between surface and groundwater levels, as well as the absence of emergent groundwater reported from homeowners in this area, it is likely that the May et al. depth-to-groundwater mapping overstates actual groundwater levels, at least for portions of the City.

Depth-to-groundwater estimates provided by the RSAP Atlas, which are derived from groundwater modeling conducted by Befus et al. (2020) and mapped by the USGS, were reviewed within the City's planning area. Compared to observed depths-to-groundwater, ground surface elevations, and the lack of reported emergent groundwater, these modeled depth-to-groundwater estimates appear to be about 5-6 feet above the observed groundwater levels. Therefore, these data are not used to characterize existing conditions. In January 2025, the City received approval from BDC for the use of alternative groundwater data for the development of the City's SSAP.

3.3 Ecosystem Health and Resilience Conditions (B2c)

This section maps and describes the ecological and biological conditions, including the spatial extents of existing habitats (**Figure 12**), descriptions of Baylands' resilience characteristics (**Figure 13**), ecosystem services and functions of these habitats, and the presence of state or federal listed endangered species (**Figure 14**). This section also describes natural and nature-based suitability for adaptation and restoration and connectivity opportunities (**Figure 15**). Although the City of San Mateo is largely developed, existing habitat areas exist along its shoreline, particularly at Coyote Point, Seal Point and Mariner's Point, as well as Seal Slough Tidal flat habitat near Coyote Point Marina is shown in **Figure 16**. Tidal marsh habitat near Mariner's Point is shown in **Figure 17** and beach habitat within Coyote Point Recreation Area is shown in **Figure 18**. **Table 8** lists the ecosystem health and resilience conditions in the City's planning area.

[1] See City of San Mateo Sustainability and Infrastructure Committee January 14, 2026 Meeting Agenda Item #3. Storm Drain Master Plan Update Agenda Report: https://sanmateo.primegov.com/Portal/Meeting?meetingTemplateId=10578

TABLE 8. ECOSYSTEM HEALTH AND RESILIENCE CONDITIONS

Existing Condition Category	Data Source	Description
Existing Baylands Habitats (Figure 12)	RSAP Atlas	The City of San Mateo's planning area supports primarily tidal flats with small areas of eelgrass, shallow subtidal and deep subtidal. Mariner's Point supports marsh habitat, intertidal channels and a beach with a narrow dune. Seal Slough is classified as 'other open water.' Coyote Point and Seal Point support adjacent upland habitat.
Baylands Resilience Characteristics and Ecosystem Services (Figure 13)	SFEI	The City of San Mateo contains large areas (118 acres) that have been identified as potential marsh migration space, but most of those areas are currently developed and disconnected from tidal baylands. As described by SFEI in the Baylands Resilience Metrics for the San Mateo OLU, development, transportation, flood risk management, and recreation infrastructure, such as the Bay Trail and marina, would need to be moved or reconfigured to create migration space for existing tidal marsh. The existing Baylands habitats, such as the tidal marsh at Mariners Point in the City of San Mateo provide ecosystems services, including shoreline protection through wave attenuation, carbon sequestration, as well as recreational opportunities. As described in SFEI's Baylands Resilience Metrics Framework, sediment dredged from Coyote Point Marina could be used to raise the elevation of the low-lying Coyote Point Marina Marsh, which formed as a result of prior dredge spoil disposal. Sediment placement or eelgrass planting along the City's mudflats could build up mudflat elevation and protect the marshes at Seal Slough and Coyote Point Marina and the levees behind them from wave erosion.
Special Status Species (Figure 14)	California Natural Diversity Database (CNDDB)	According to the CNDDB, the following species occurrences have been recorded in the City of San Mateo's planning area: burrowing owl along the shoreline; California black rail on the south side of Coyote Point; California Ridgway's Rail at Mariner's Point; Green Sturgeon (and its critical habitat) in San Francisco Bay; Longfin smelt in San Francisco Bay; Myrtle's silverspot butterfly near Camino Real and 3rd Ave; and Salt Marsh Harvest Mouse in the marsh area adjacent to O'Neill Slough.
Restoration and Connectivity Opportunities and Natural and Nature-based solutions (Figure 15)	RSAP Atlas	The City of San Mateo's planning area includes areas that have been identified as being suitable for enhancement of submerged aquatic vegetation, such as eelgrass, for creating ecotone levees, and for mudflat augmentation. The sediment dredged from the Coyote Point Yacht Harbor could be used locally as a sediment source for wetland enhancement and/or restoration.
Indigenous, traditional and ecological knowledge	Data Gap	The City of San Mateo will work to obtain this information if possible from tribes who are interested in participating in the City's planning process.

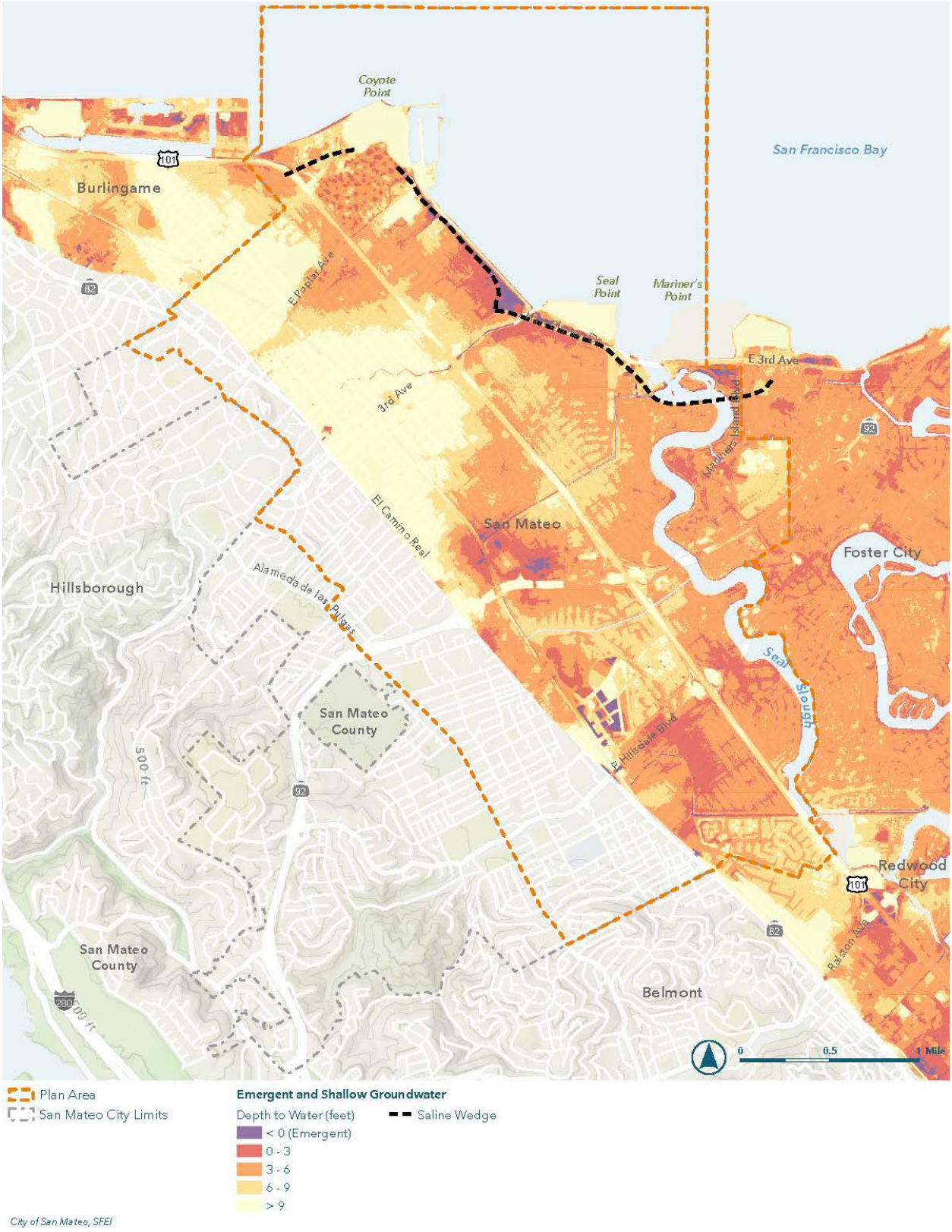


Figure 11.
Existing Conditions Emergent and Shallow Groundwater Hazards



Figure 12.
Existing Baylands Habitats

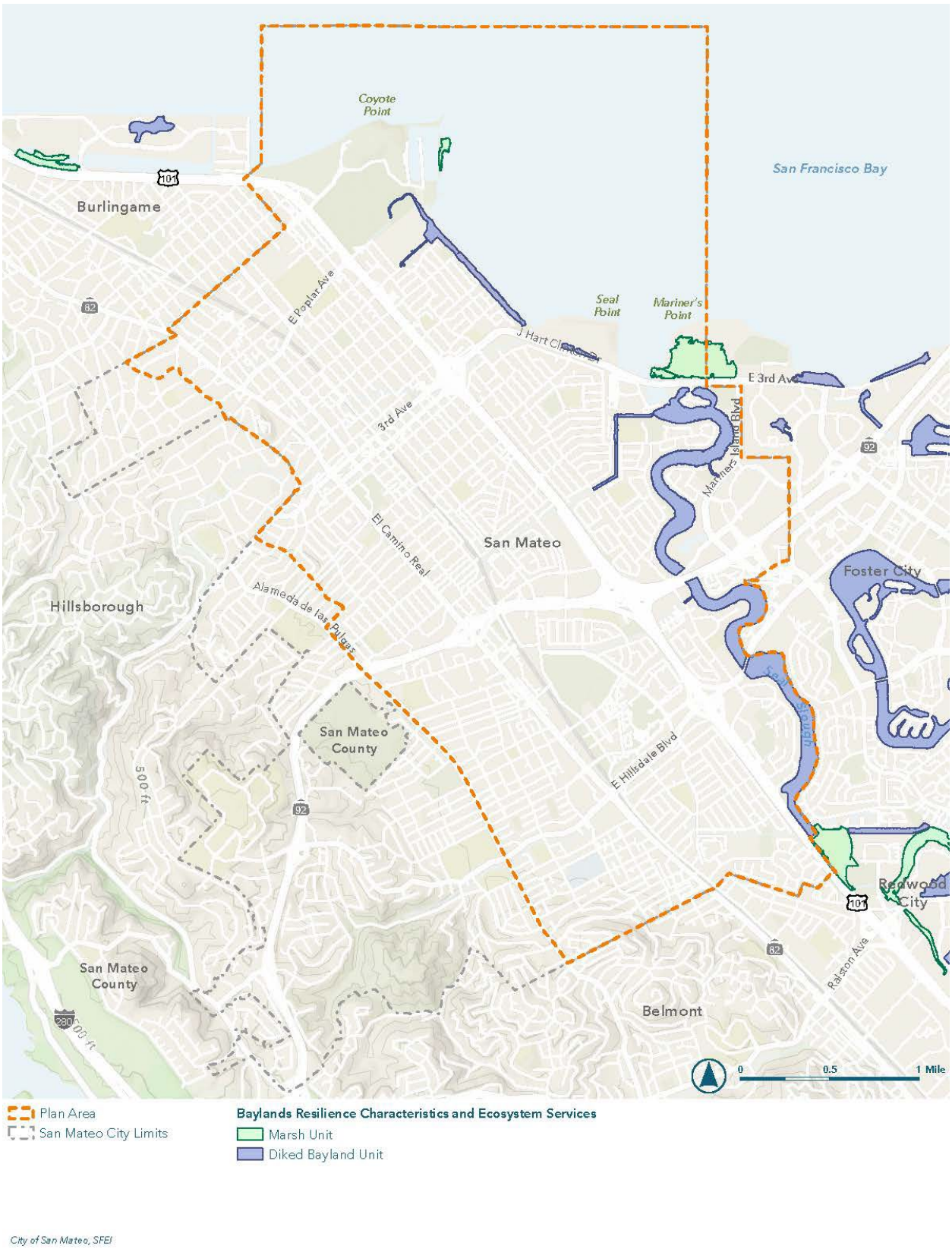


Figure 13.
Baylands Resilience Characteristics and Ecosystem Services

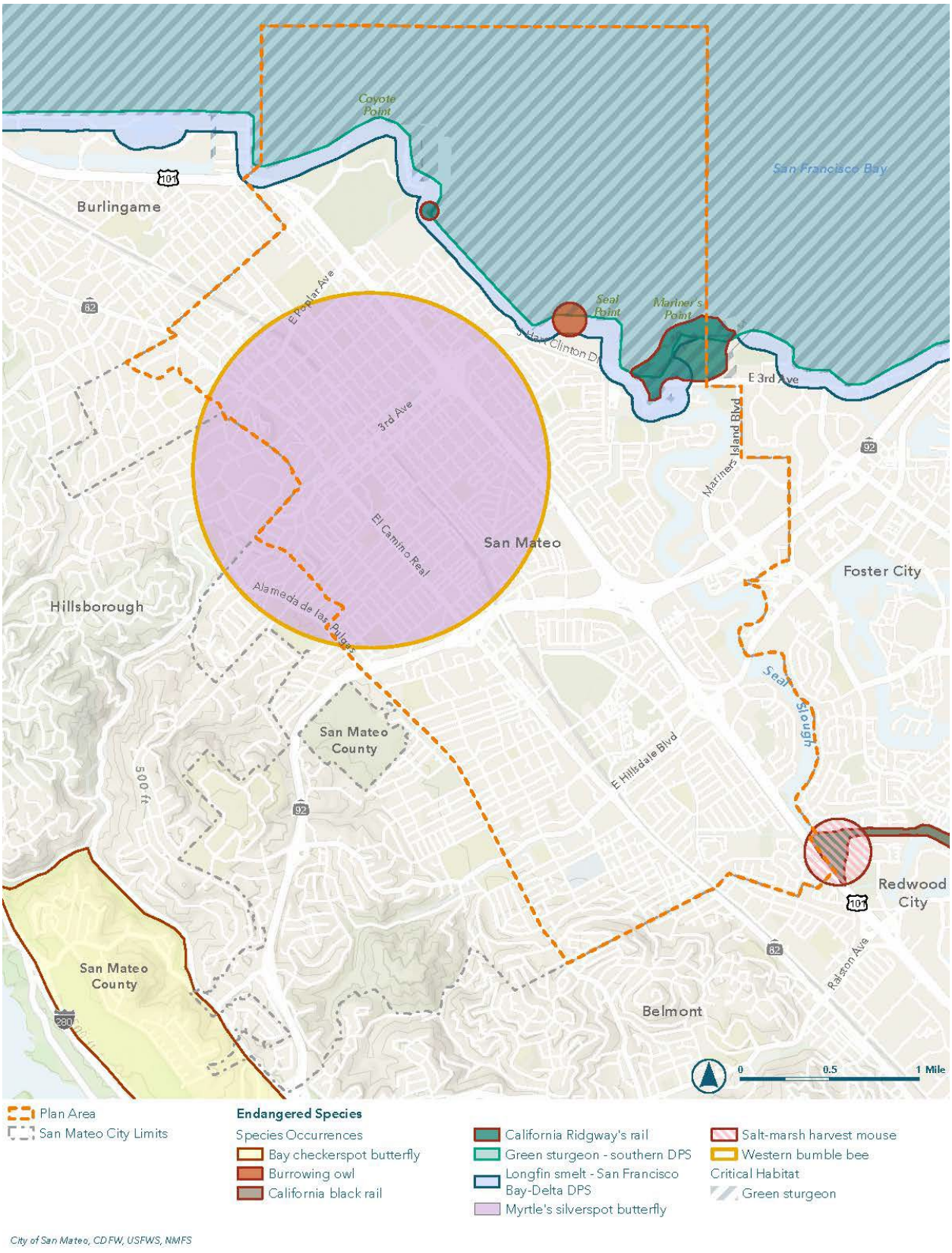


Figure 14.
Special Status Species

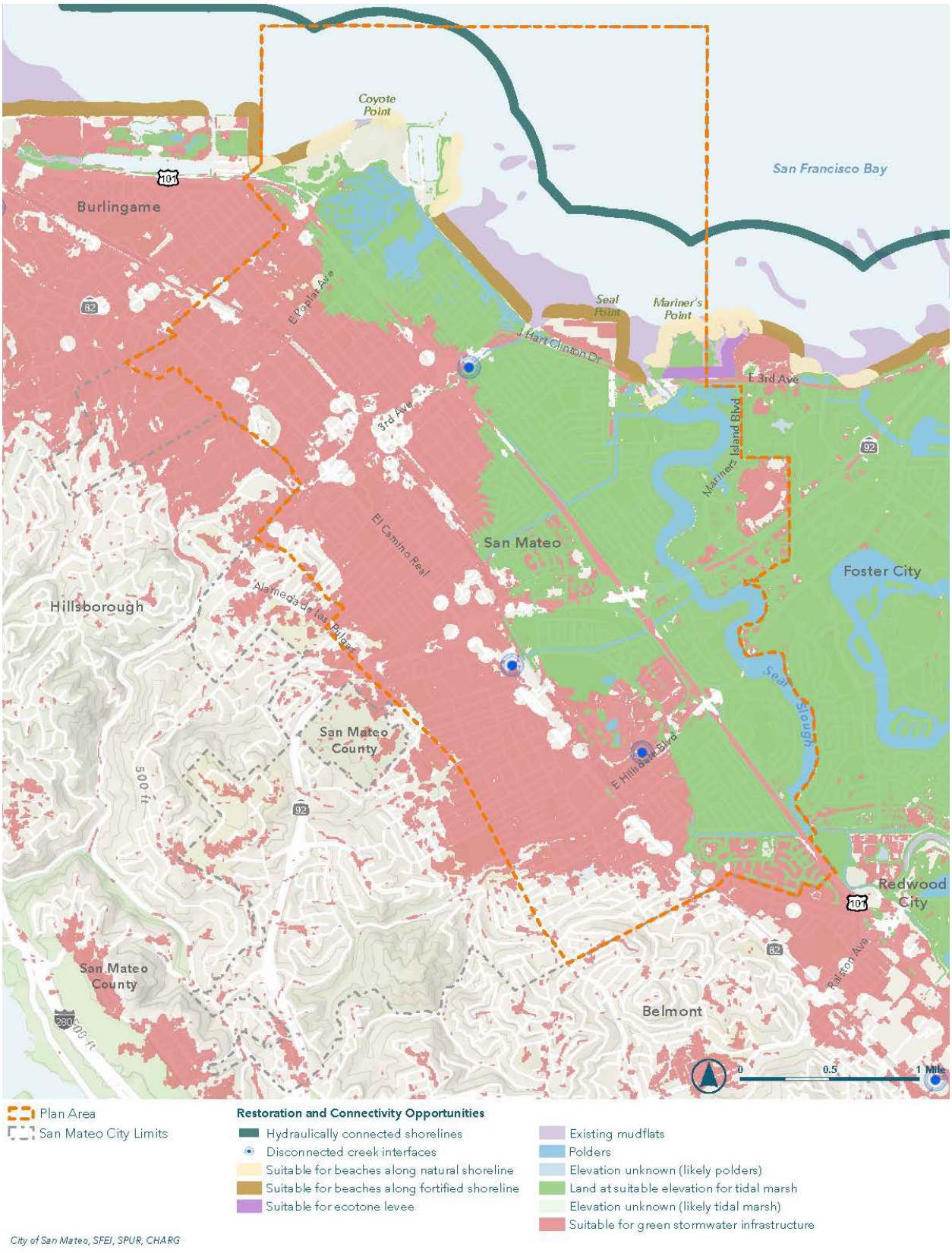


Figure 15.
Restoration and Connectivity Opportunities and Nature-based Solutions



Figure 16.
Tidal flats habitat near Coyote Point Marina



Figure 17.
Tidal marsh habitat near Mariner's Point



Figure 18.
Beach habitat near Coyote Point Recreation Area

3.3.1 Equity Assessment on ecosystem benefits for vulnerable communities

Communities and ecosystems. Natural habitats can provide many community benefits through a wide array of ecosystem services, including flood risk reduction. Include if and how vulnerable communities interact with the Baylands habitats and community desires, concerns, or interests in supporting ecosystem services improvements. Describe the known relationships of communities and ecosystems and values toward natural and nature-based adaptation.

San Mateo is home to a variety of natural resources, open spaces, and parks and recreational facilities that are cherished by the San Mateo community. The city's air quality and open spaces, creeks, and wetlands provide habitats for plants and animals, natural infrastructure that supports resilience, and access to nature that offers social, physical, and mental health benefits. However, as described by SFEI in the Baylands Resilience Metrics for the San Mateo OLU, San Mateo has extremely limited marsh migration opportunities and most of its existing wetlands are disconnected from tidal Baylands. Development, transportation, flood risk management, and recreation infrastructure, such as the Bay Trail and marina, would need to be moved or reconfigured to create migration space for existing tidal marsh. The City's

system of parks and recreation programs and facilities promotes a healthy and active lifestyle and lifelong learning. The City's General Plan Conservation, Open Space, and Recreation Element of its General Plan prioritizes preservation, restoration, rewilding, and enhancement of natural landscapes in or near equity priority communities; establishes mitigation requirements for construction activities or new developments that could be a source of toxic air contaminants (TACs); and prioritizes rehabilitation of parks and recreation facilities in equity priority communities. The community engagement that was conducted for the General Plan update included town halls and a community opinion survey. The engagement showed that residents care deeply about the City endeavoring to create a plan to address the risks and impacts of sea level rise. The General Plan update specifically attempted to foster appreciation and awareness for natural conservation opportunities through enhanced programs and public outreach; cultivated opportunities for community engagement through the City's park and recreation programs; and provided experiences for all community members, including children, youth, and aging adults to promote personal enrichment and lifelong learning. More information regarding how vulnerable communities interact with Baylands habitats and community desires, concerns, or interests in supporting ecosystem services improvements will be collected during the public engagement for this planning process.

Because low-lying areas near the Bay where sea level rise impacts would be felt first are also where vulnerable communities are also primarily located, work to improve resiliency to coastal hazards would also improve the resiliency of these vulnerable communities and would ideally improve the communities' relationship with Baylands because they would be viewed as a natural and recreational resource rather than as a threat.

3.4 Historic Conditions (B2d)

This section maps and describes the historical (pre-colonization) physical and ecological landscape characteristics, including historical Baylands and creeks, changes in aquatic and nearshore areas, and/or significant land use changes. At the time of earliest mapping, the 1880s, the shoreline of the City of San Mateo was dominated by tidal marshes (**Figure 19**), and a natural beach was present west of the Coyote Point headland. **Table 9** lists the historic conditions in the City's planning area.

3.5 Planned Future Changes (B2e)

This section describes planned future shoreline changes, including adaptation, restoration, or other shoreline flood protection projects in the City's planning area and identifies where planned future projects cross jurisdictional boundaries. Adaptation projects shown in EcoAtlas (2025) for the City of San Mateo include the Coyote Point Recreation Area Eastern Promenade Rejuvenation Project, which has been completed, but another phase is planned; the Foster City Levee Protection Planning and Improvements Project, which has been completed and is primarily located in Foster City; and the North Shoreview Flood Improvement Project, which has also been completed. However, if the levees fall below future accreditation, then project(s) would need to be designed and constructed to restore accreditation. Construction of the City's upgrade to the WWTP began in 2019 and was completed in2025.

Additional projects in neighboring jurisdictions include OneShoreline's Millbrae and Burlingame Shoreline Resilience Project, SFO's Shoreline Protection Program, Burlingame's Bayrise Park Project, San Francisquito Creek Joint Powers Authority's Strategy to Advance Flood Protection, Ecosystems, and

Recreation along San Francisco Bay (SAFER) Project, and the Redwood City's Redwood Shores SLR Protection Project.

TABLE 9. HISTORIC CONDITIONS

Existing Condition Category	Data Source	Description
Historical Baylands and Creeks (Figure 19)	RSAP Atlas	1880s Baylands in the City of San Mateo could have included beaches, extensive tidal / salt marshes and tidal flats, shallow water, grasslands / savanna in the upland areas.
Changes in Aquatic and Nearshore Areas and Other Significant Land Use Changes (Not mapped)	RSAP Atlas	As the City of San Mateo was developed, most of the tidal / salt marsh habitat in the City was converted to urban development via levees and placed fill.

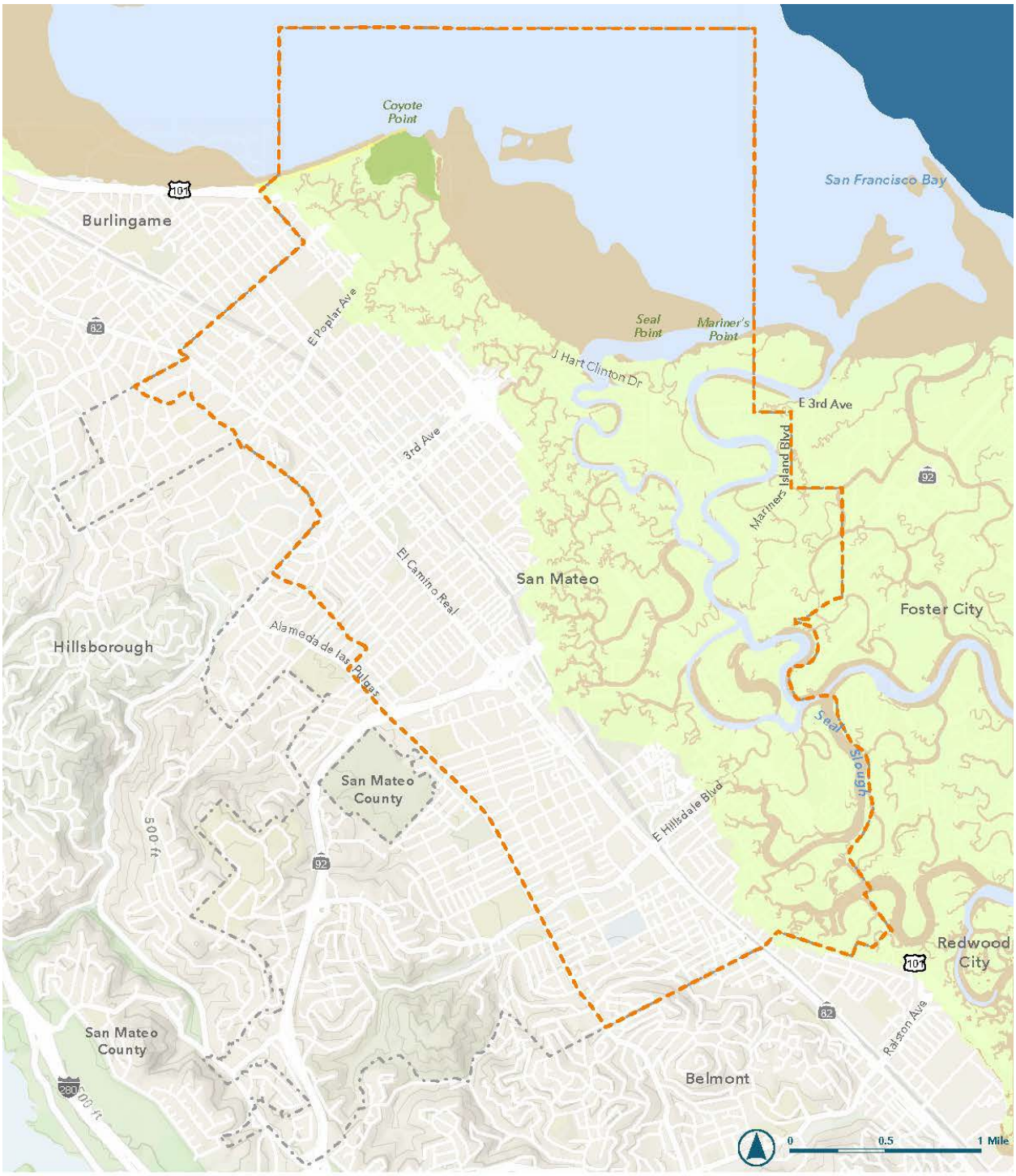


Figure 19.
Historic Baylands Habitats

4. EXISTING POPULATIONS AND ASSETS (B3)

This section maps and describes existing populations, assets, sectors, services, and land uses within the City's planning area.

4.1 Community Health and Well-being Conditions (B3a)

This section maps and describes populations and community services, including general population demographics, vulnerable communities (**Figure 20**), Environmental Justice communities (Figure 22), Tribes, healthcare facilities (**Figure 21**), historical, cultural, and Tribal resources (**Figure 22**). **Figure 23** shows a compilation of individual maps of territories of certain Native American tribes that were available on the tribes' websites. The City of San Mateo has the largest population of any city in San Mateo County. The city's population grew from 92,207 in 2010 to 108,020 in 2019 (City of San Mateo General Plan DEIR, 2023). The City has 40,263 total households. 50% of those households are comprised of married couples, 14% are comprised of single parents and 36% are non-family (MTC, 2020). In terms of household size, 33% are comprised of only two people, 26% of residents live alone, and the rest have three people or more (MTC, 2020). Of the City's households, 50% are renters (MTC, 2020). The median age for the City's population is 38 and the City is 38% white (MTC, 2020).[2] **Table 10** lists the community health and well-being conditions in the City's planning area.

TABLE 10. COMMUNITY HEALTH AND WELL-BEING CONDITIONS

Existing Condition Category	Data Source	Description
General Population Demographics (Not mapped)	CalEnviroScreen	Within the project area, 35.8% identify as non-Hispanic white, 29.6% identify as Hispanic, 2.2% as African American, 0.2% as Native American, 23.5% as Asian, 3.1% as Pacific Islander, and 5.6% as multi-racial or another unlisted racial or ethnic identity. Children under 10 comprise 13.1% of the project area's population, and adults over 65 comprise 14.1%.
Vulnerable Communities (Figure 20)	RSAP Atlas	There are extensive areas adjacent to the City's shoreline on the north side of the City east of SR 82 and areas south of SR 92 east of US 101 and south of 92 surrounding SR 82 that have moderate to high social vulnerability with lower contamination vulnerability. Low-lying neighborhoods, such as North Shoreview and Central, score below the 75th percentile on CalEnviroScreen.
EJ Communities (Figure 20)	RSAP Atlas / CalEnviroScreen	There is one mapped Environmental Justice Community in the City of San Mateo with a percentile score of 78.
Native American tribes (Figure 23)	Native American Heritage Commission	There are currently six California Native American tribes listed with the Native American Heritage Commission for the City of San Mateo: Amah Mutsun Tribal Band of Mission San Juan Bautista, Costanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe, The Ohlone Indian Tribe, Tamien Nation and Ramaytush Ohlone.
Healthcare Facilities (Figure 21)	RSAP Atlas	There are 20 healthcare facilities in the City's Planning Area, including dental offices, nursing homes, hospice care, dialysis centers, Planned Parenthood, and the San Mateo Medical Center.

[2] https://census.bayareametro.gov/cities-counties/san_mateo_county/san_mateo

Existing Condition Category	Data Source	Description
Historical, Cultural and Tribal Resources (Figure 22)	City of San Mateo	City of San Mateo has numerous archaeological and historical resources in its planning area, some of which are on the National and/or the California Registers. Native American archaeological sites are clustered along historic creek alignments and the historic shoreline. There are currently seven buildings and one district, the Yoshiko Yamanouchi House Historic District, listed in the National Register, as well as two locally designated historic districts: the Downtown San Mateo Historic District and Glazenwood Historic District. Most historical resources are concentrated west of US101, particularly between Caltrain and El Camino Real, where the City was first established.
Involuntary Displacement Risk (Figure 20)	RSAP Atlas	The one mapped Environmental Justice Community in the City is also identified as being at risk of displacement.

4.1.1 Equity Assessment Standard

Community assets. Vulnerable communities should provide input and identify important community assets and services. Include community services identified by and serving socially vulnerable populations into the planning effort. Describe what community assets and services were identified by communities.

Residents consistently identified links between environmental conditions, public infrastructure, and community health. In 2023, General Plan town hall participants in Districts 3 and 4, adjacent to Seal Slough, described recurring drainage issues, clogged storm drains, and insufficient maintenance, noting that these conditions increase the likelihood of localized flooding and standing water. **Figure 24** shows hot spots or areas with known storm drainage issues, based on input from the City's Operations and Maintenance staff and the community. In February 2025, the City of San Mateo conducted a Community Option Survey[3] and citywide survey respondents emphasized the importance of parks, natural areas, and clean recreational spaces to quality of life, highlighting the role of green spaces in supporting physical and emotional well-being. Residents also raised concerns about air quality, particularly in the Sugarloaf and Sunnybrae neighborhoods, where proximity to Highway 92 and heavy truck traffic exposes households to particulate matter and noise. Across all districts and throughout the survey, residents expressed the need for improved preparedness for emergencies and natural disasters.

[3] https://www.cityofsanmateo.org/DocumentCenter/View/96894/2025-San-Mateo-Community-Survey-Report?utm_source=chatgpt.com

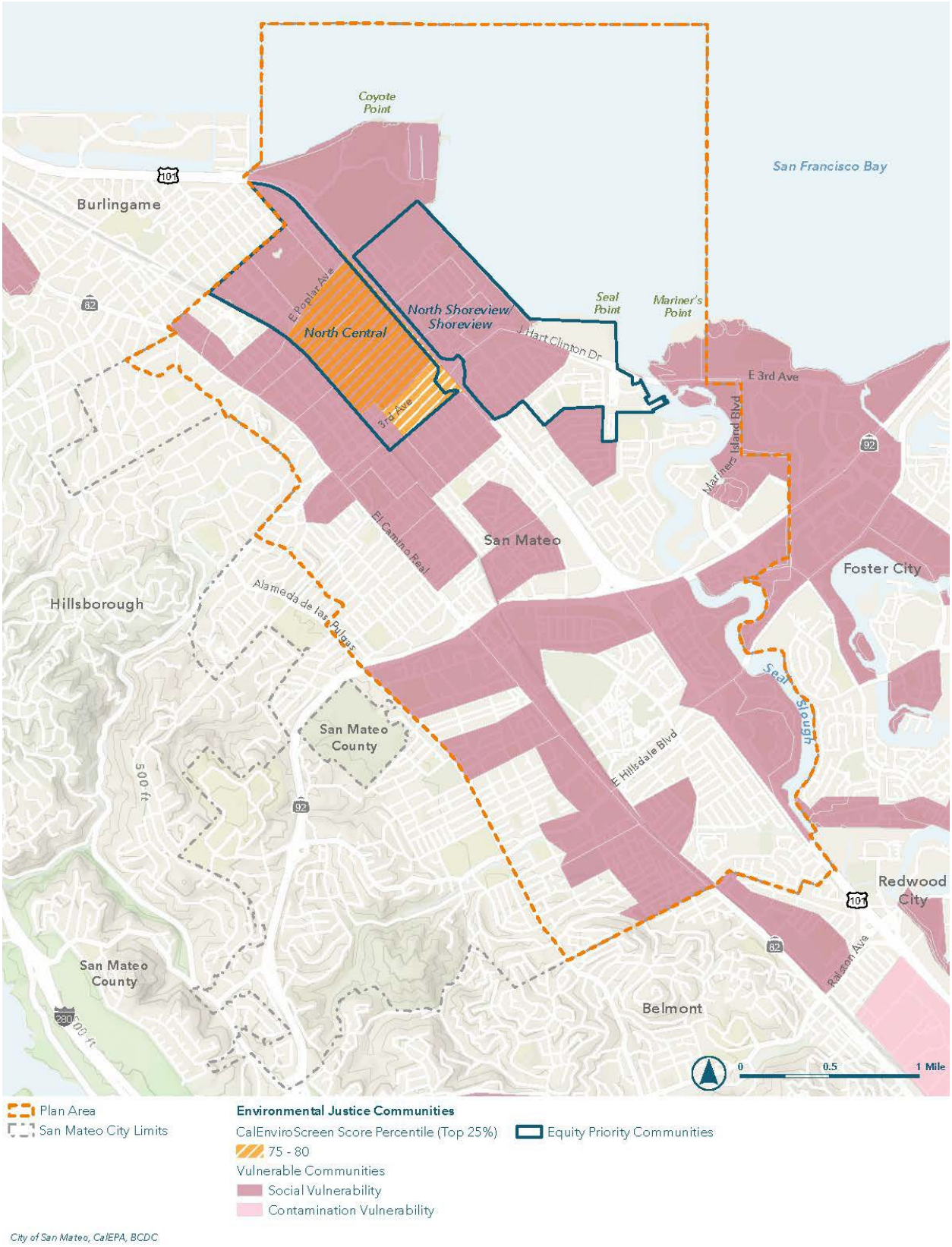


Figure 20.
Environmental Justice and Vulnerable Communities

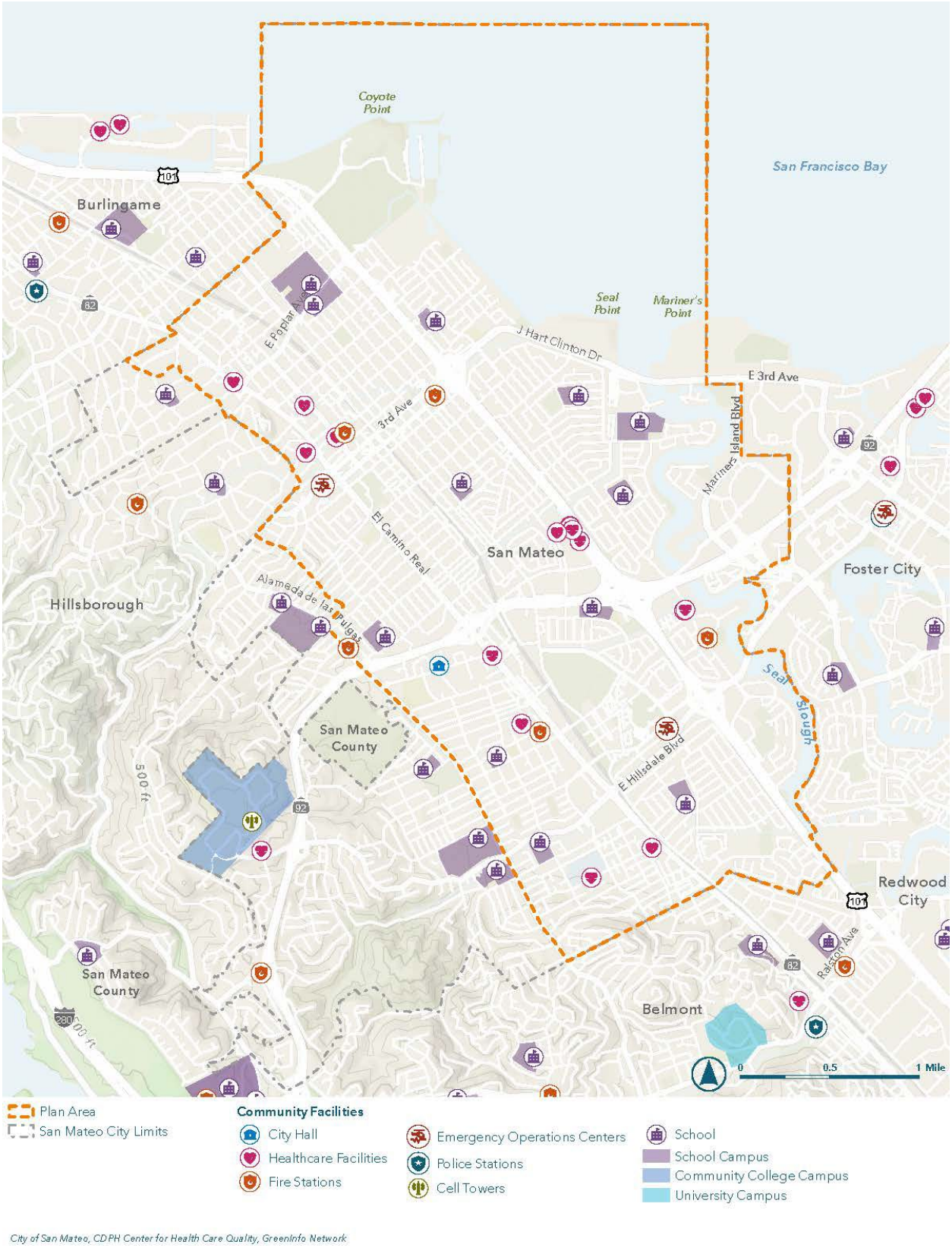


Figure 21.
Community Facilities

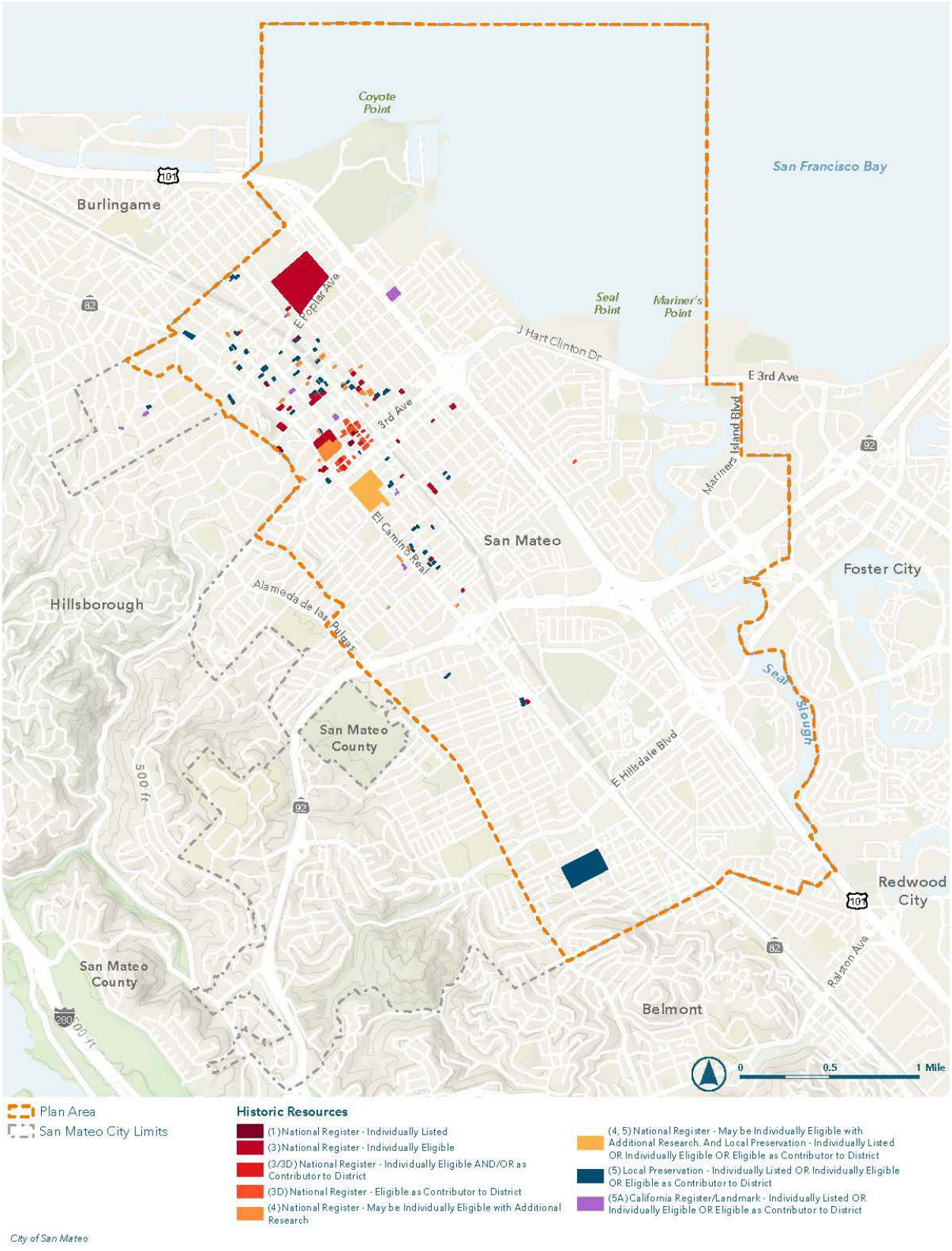


Figure 22.
Historic Resources

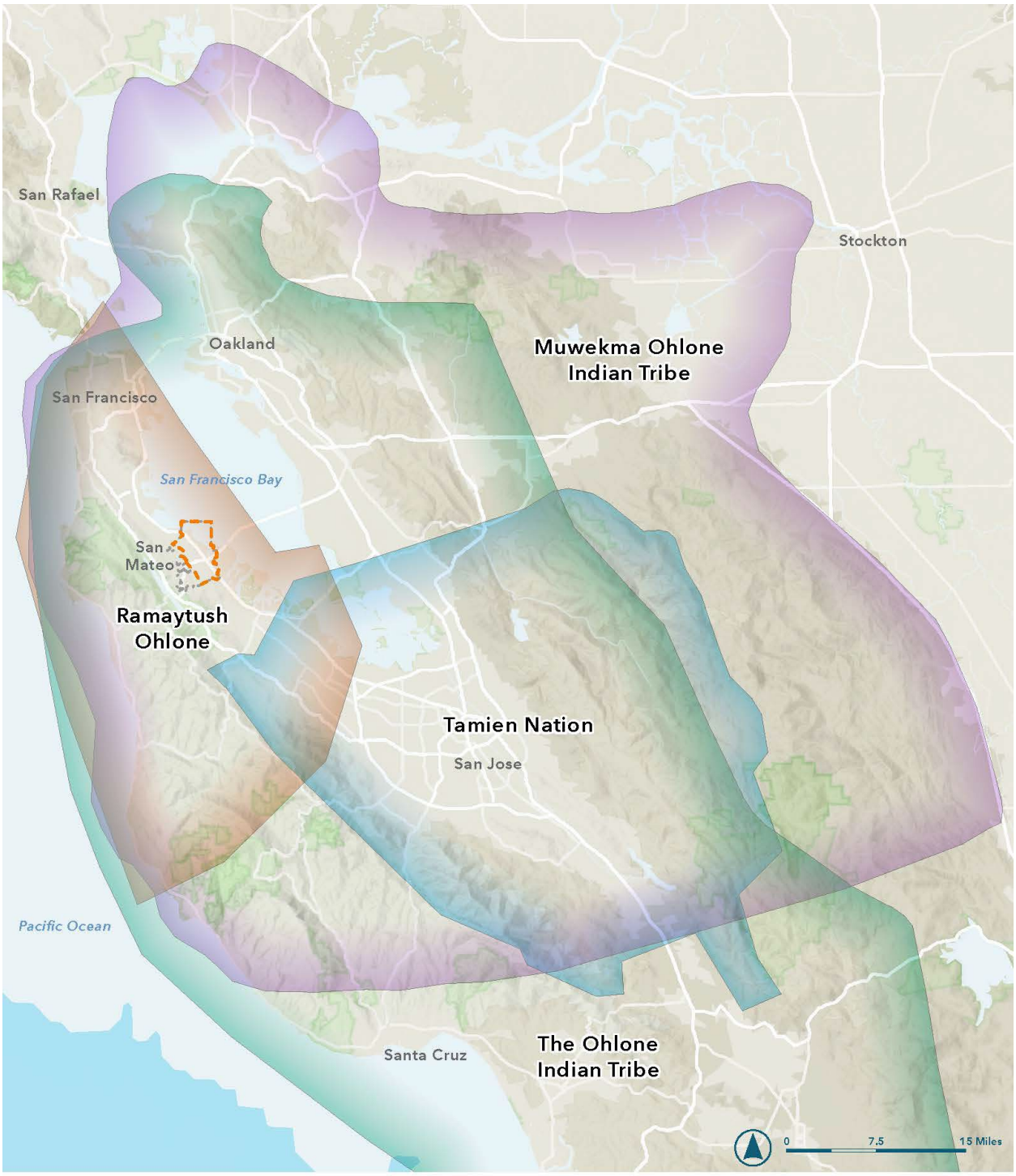
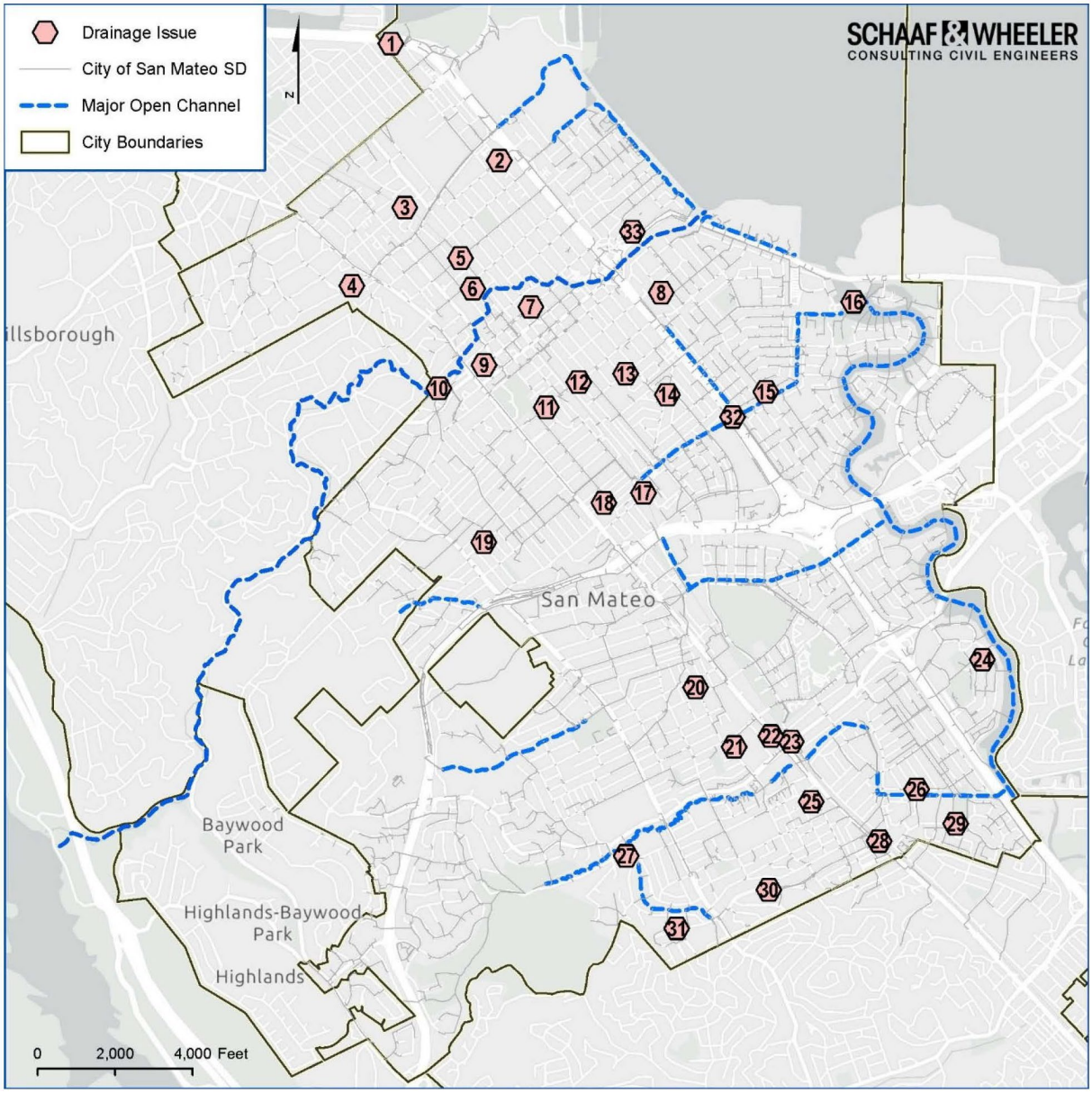


Figure 23.
Native American Tribes (that provided maps of their territories on their websites)



Source: City of San Mateo / Schaaf and Wheeler.

Figure 24.
Known or Suspected City of San Mateo Drainage System Issues

4.2 Development, Housing and Land Use Conditions (B3b)

This section maps and describes current and future land uses, development, and projects, including residential land uses (**Figures 25 and 26**), affordable housing sites, housing element opportunity sites (**Figure 27**), Plan Bay Area Growth Geographies (**Figure 28**), commercial and industrial land uses, parks, recreation, open space, and agricultural land uses, jobs, Tribal lands and resources, and planned adaptation projects. **Table 11** lists the development, housing and land use conditions in the City's planning area.

TABLE 11. DEVELOPMENT, HOUSING, AND LAND USE CONDITIONS

Existing Condition Category	Data Source	Description
Residential Land Uses (Figure 25 and 26)	City of San Mateo	The majority of the City's planning area is zoned for residential land uses, particularly the areas that are closer to the shoreline, east of US 101, as well as between 101 and Caltrain and west of SR82/El Camino Real.
Affordable Housing Sites (Figure 25)	City of San Mateo	The City of San Mateo has two affordable housing developments at Kiku Crossing (480 E. 4th Ave. (225 units)) and the Montara Apartments (2775 S. Delaware St (68 units)). Furthermore, State law requires that each city provide analysis and programs for preserving existing affordable multi-family rental housing units that were developed with public subsidies. Units at risk of conversion are those units in which the restrictions, agreements or contracts to maintain the affordability of the units expire or are otherwise terminated. At expiration, units may revert to market rate, rendering them no longer affordable to the people living in them. Loss of affordability can occur at the termination of bond funding, the expiration of density bonuses, and other similar local programs. The potential loss of existing affordable housing units is an important issue to the city due to displacement of lower-income tenants and the limited alternative housing for such persons. It is typically less expensive to preserve the affordability of these units than to subsidize construction of new affordable units due to the inflation of land and construction costs which has occurred since the original development of the affordable housing projects. Based on City records and information from the California Housing Partnership Corporation, a total of 65 units in San Mateo have affordability covenants that will expire during the next ten years (2023-2033): Bridgepointe Condominiums and the Belmont Building located at 1987 Bridgepointe Cir. and 220 E 3rd Ave., respectively.
Housing Element Opportunity Sites (Figure 27)	City of San Mateo	Housing element opportunity sites went to Council in February 2026.
Commercial and Industrial Land Uses (Figure 25 and 26)	City of San Mateo	Commercial land uses in the City are concentrated around roadway and transit corridors, particularly surrounding Caltrain and El Camino Real (SR82) and the area east of Seal Slough. Industrial land uses are concentrated west of US 101 and scattered along Caltrain.
Parks and Recreation Land Uses (Figure 25 and 26)	City of San Mateo	Parks and recreation land uses are concentrated along the shoreline, such as at Coyote Point, Harborview Park, Seal Point and Mariner's Point. There are also isolated city parks including MLK Jr. Park, Gateway Park, Shoreview Park, Central Park.
Open Space Land Uses (Figure 25 and 26)	City of San Mateo	The City does not differentiate between Parks and Open Space.
Agricultural Land Uses (Not mapped)	City of San Mateo	There are no agricultural lands in the City's planning area.
Job Spaces (Not mapped)	Data Gap	These data are in development at BCDC.
Plan Bay Area Growth Geographies (Figure 28)	RSAP Atlas	The City includes a Priority Development Area surrounding the full length of State Route 82 / El Camino Real through the City

Existing Condition Category	Data Source	Description
		and it includes a transit-rich high resource area surrounding the Hillsdale Shopping Center.
Tribal Lands and sacred spaces (Not mapped)	Data Gap	City of San Mateo does not have this mapped.
Existing and Planning Adaptation Projects (Not mapped)	RSAP Atlas	See Section 3.5 Planned Future Changes above.

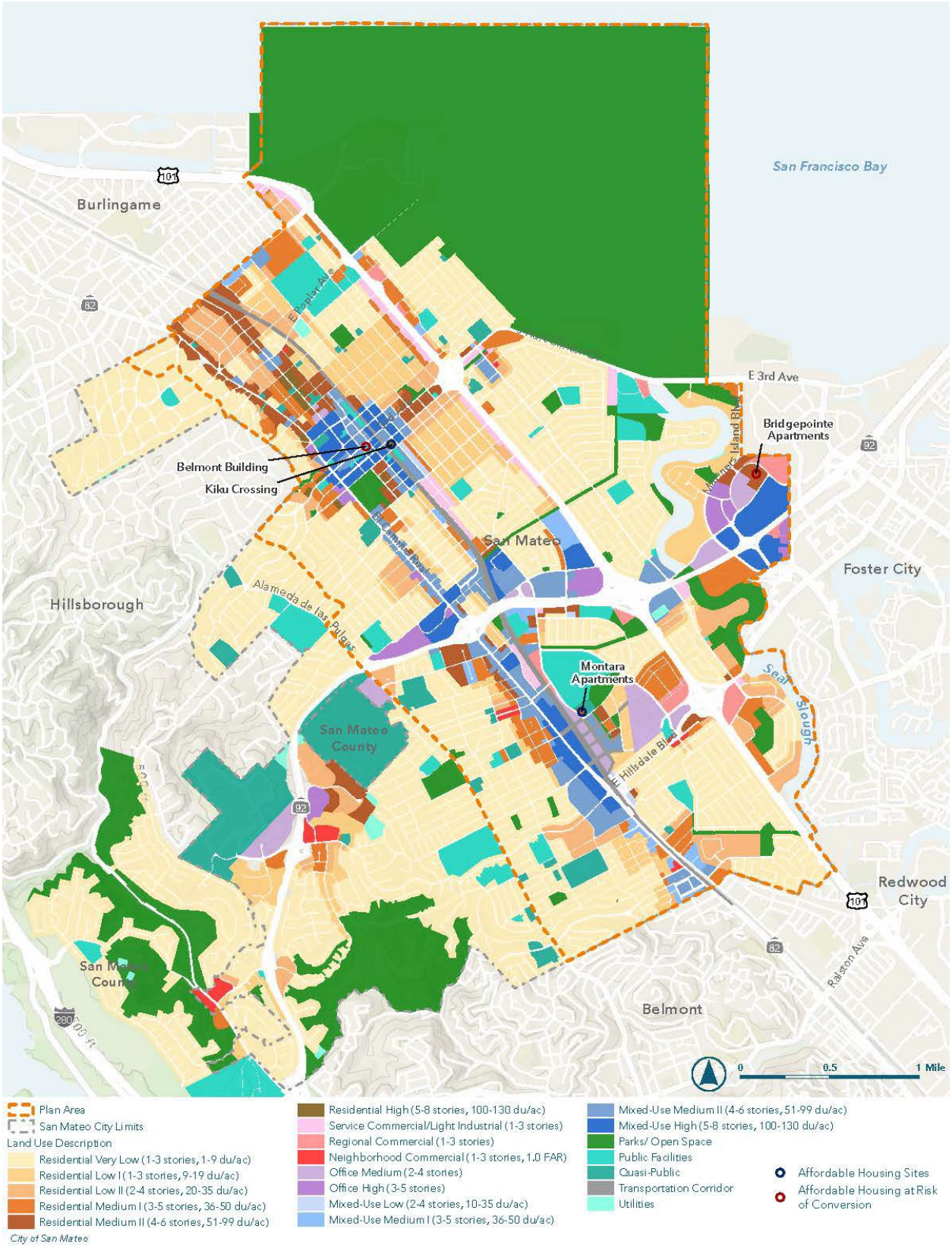


Figure 25.
City of San Mateo General Plan Land Use Categories

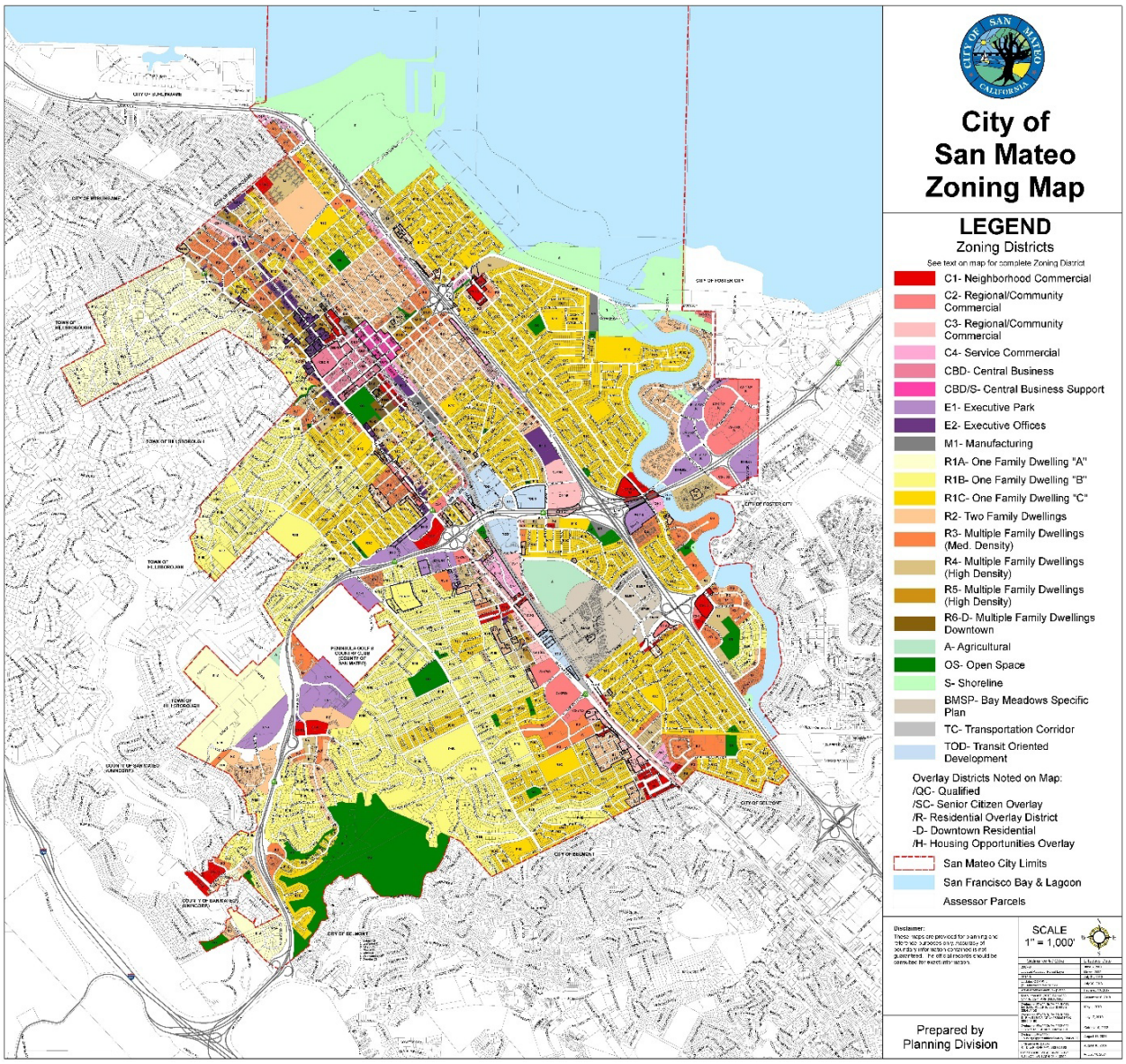
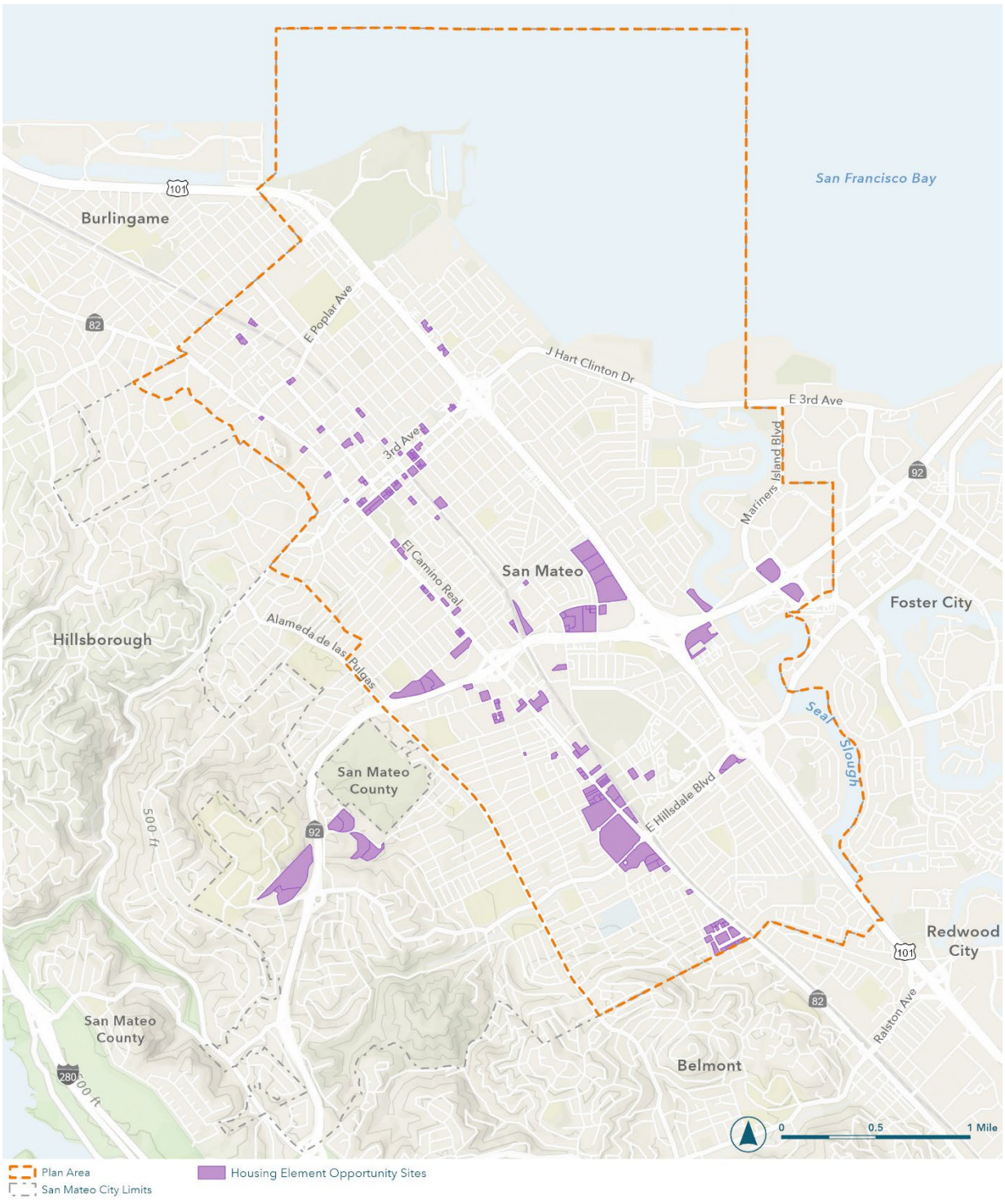


Figure 26.
City of San Mateo Zoning



Source: City of San Mateo Housing Element 2023-2031

Figure 27.
Housing Element Opportunity Sites

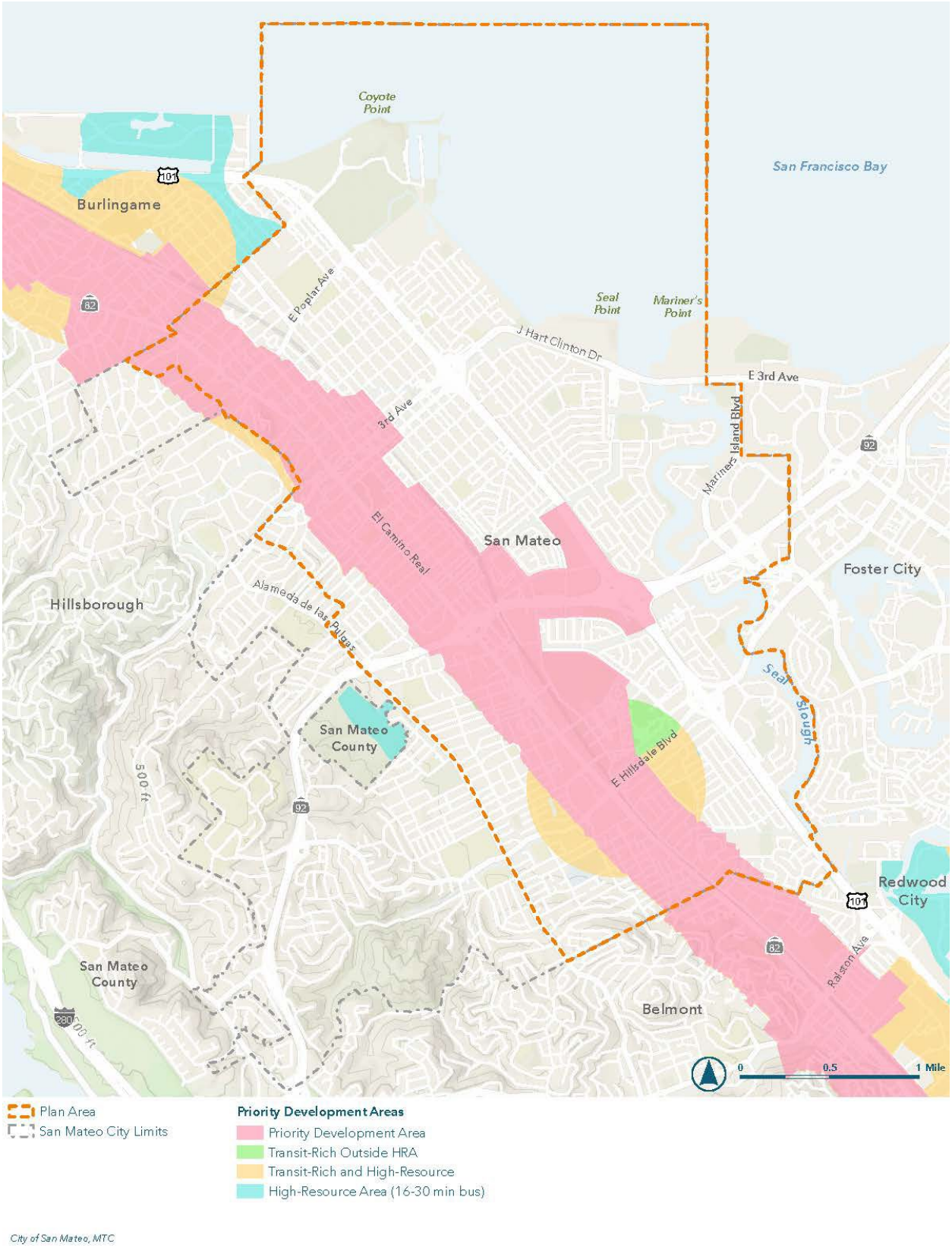


Figure 28.
Plan Bay Area Priority Development Areas

4.2.1 Equity Assessment Standard

Displacement and land use patterns. Land use patterns are likely to affect historical and future trends of displacement risk for vulnerable communities. Include how many vulnerable community populations are at risk of displacement, and how changes in development in terms of jobs or planned or new affordable housing contribute to reduce this risk. Describe how land uses may have contributed to displacement risk.

In its recent update to its General Plan, the City of San Mateo describes its efforts to address vulnerabilities in equity priority communities, by supporting affordable housing and economic development. Equity priority communities are identified as having high levels of pollution and negative health outcomes, such as asthma and low birth weight babies, as well as the greatest social and economic disadvantages, such as poverty, low educational attainment, and housing instability. During the development of the General Plan, the City identified two equity priority communities using local knowledge and CalEnviroScreen: North Central and North Shoreview/Shoreview (shown above on Figure 20). As shown above on Figure 20, BCDC defines vulnerable communities more broadly to include socially vulnerable communities, which refers to communities that exhibit certain characteristics, such as, but not limited to, people without vehicles, people with disabilities, older adults, and people with limited English proficiency. BCDC's Environmental Justice communities refers to neighborhoods or communities that experience a disproportionate burden of environmental hazards and reduced quality of life compared to similar communities. BCDC considers this to be communities receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0.

Historically, land use controls in San Mateo have contributed to displacement risks by limiting heights and densities in the city. Under Measure Y (Measure H in 1991 and Measure P in 2004) these limits were generally set to 55 feet and 50 units per acre, respectively. This was intended to retain San Mateo's suburban residential character, but unfortunately, it also affected who could afford to live in the City and people's ability to live close to work, as well as prevented diverse types of housing.

Following the General Plan Update, the City placed Measure T on the November 2024 ballot to allow full implementation of the Land Use Map, which allowed for increased densities and heights in areas of the City adjacent to transportation, jobs, or where redevelopment was anticipated to occur. Since the passing of Measure T, a total of 593 units, including 80 affordable units, have been approved with another 5,400 units (978 affordable units) currently in the entitlement process. Additionally, the City amended its ADU ordinance on January 26, 2025, to align with new state housing laws allowing an increased number of ADUs to be constructed on single parcels.

The City prioritizes investment in public improvements that address health and infrastructure disparities in equity priority communities. Through the General Plan update, the City promoted inclusive outreach methods that encourage broad representation and are culturally sensitive, such as preparing notices and other materials in the predominant language spoken in the community and scheduling meetings at convenient times for community members. The City continues to use these best practices for other City projects. The City supports early and frequent community engagement by clearly outlining when and how members of the public can provide input for development projects under review and by requiring sponsors of new development projects to have early, frequent, and meaningful communication with community members and stakeholders.

Town hall participants across all five City Council Districts identified housing affordability, displacement risk, and uncertainty around future development patterns as concerns. Participants from Districts 2 and 3 also expressed concerns about losing neighborhood-serving retail and stressed the importance of maintaining local grocery stores. Housing affordability and community stabilization were also brought up in the survey.

As shown in BCDC's RSAP Atlas and Figure 20 above, there is one community at risk of displacement in the City of San Mateo (bounded by Poplar Ave to the north, US 101 to the east, 3rd Ave to the south and the train tracks to the west.

4.3 Critical Infrastructure (B3c)

This section maps and describes utilities infrastructure (**Figure 29**), including power plants, substations, natural gas stations, publicly-owned wastewater treatment works and wet weather facilities, wastewater lifting stations, water supply, communications infrastructure, oil refineries, flood management infrastructure (including pumping stations), emergency operations centers, fire stations, police stations, marinas, harbors, and other water-dependent infrastructure. **Figure 30** shows stormwater and flood management infrastructure (**Figure 30**), **Figure 31** shows the San Mateo Wastewater Treatment Plant. **Figure 32** shows the PG&E substation near the Coyote Point Recreation Area. **Table 12** lists the critical infrastructure in the City's planning area.

TABLE 12. CRITICAL INFRASTRUCTURE

Existing Condition Category	Data Source	Description
Power Plants (Figure 29)	RSAP Atlas	There are no power plants in the City's planning area, but PG&E transmission lines cross the City (smaller than 110 kV).
Substations (Figure 29)	RSAP Atlas	There are four PG&E substations in the City's planning area.
Natural Gas Stations (Not mapped)	RSAP Atlas	There are no natural gas stations in the City's planning area, but PG&E's natural gas pipelines cross the City adjacent to US101 and El Camino Real.
Publicly-owned Wastewater Treatment Works and Wet Weather Facilities (Figure 29)	RSAP Atlas	The City of San Mateo's Wastewater Treatment Plan is located in the City's planning area.
Wastewater Lifting Stations (Not mapped)	City	Lift Station No. 59, operated by the Estero Municipal Improvement District (EMID) / Foster City collects sewage from the outer basins of Foster City, consolidates it, and transports it to the San Mateo WWTP. However, it is located outside the City's Planning Area in the City of Foster City.
Water Supply (Not mapped)	Data gap	The City is in the Bayshore District of Cal Water, which serves Bayshore, Broadmoor, Colma, Daly City, Mid-Peninsula, Palomar Park, San Carlos, San Mateo, and South San Francisco. Cal Water's Bayshore District was formed in 1931 with the purchase of the South San Francisco Water Company, the San Carlos Water Company, and the San Mateo water system from Pacific Water Company. Water for San Mateo customers is also purchased from the City and County of San Francisco (SFPUC). The San Mateo system has 18 storage tanks and 30 booster pumps. The City does not have digitized water supply asset data from Calwater, which cannot be shared due to security concerns. Furthermore, pressurized underground pipes are not vulnerable to buoyancy and will not need to be analyzed in the City's Vulnerability Assessment.
Communications infrastructure (Figure 29)	RSAP Atlas	GTE and Verizon have cell towers along SR92 in the City's planning area.

Existing Condition Category	Data Source	Description
Oil refineries (Not mapped)	RSAP Atlas	There are no oil refineries in the City's planning area.
Flood Management infrastructure (Figure 30)	City of San Mateo	As described above, the City owns and manages a FEMA-accredited levee system which protects the city from coastal flood hazard from the bay, Interior drainage of this system is managed by stormwater systems, as described below.
Stormwater Systems (Figure 30)	City of San Mateo	As described above, the City owns and manages 148 miles of storm drainpipes and culverts and 11.2 miles of large open channels, creeks and/or ditches. There are eight pump stations in the City's planning area, four of which discharge to the bay. Marina Lagoon is also a major flood control facility for the City.
Sewer Systems (Figure 30)	City of San Mateo	The City does not have these data.
Emergency Operations Center (Figure 21)	RSAP Atlas	There are two City-owned emergency operations centers in the City's planning area.
Fire Stations (Figure 21)	RSAP Atlas	There are five fire stations in the City's planning area, operated by the San Mateo Consolidated Fire Department.
Police Stations (Figure 21)	RSAP Atlas	There is one City-owned police station in the City's planning area.
Marinas, harbors and other water-dependent infrastructure (Figure 33)	Mapped by ESA	Coyote Point Marina, Coyote Point Yacht Club and Marina Lagoon are located in the City's planning area. There is also a windsurfing and kayak launch on the east side of Seal Point.



Figure 29.
Critical Infrastructure

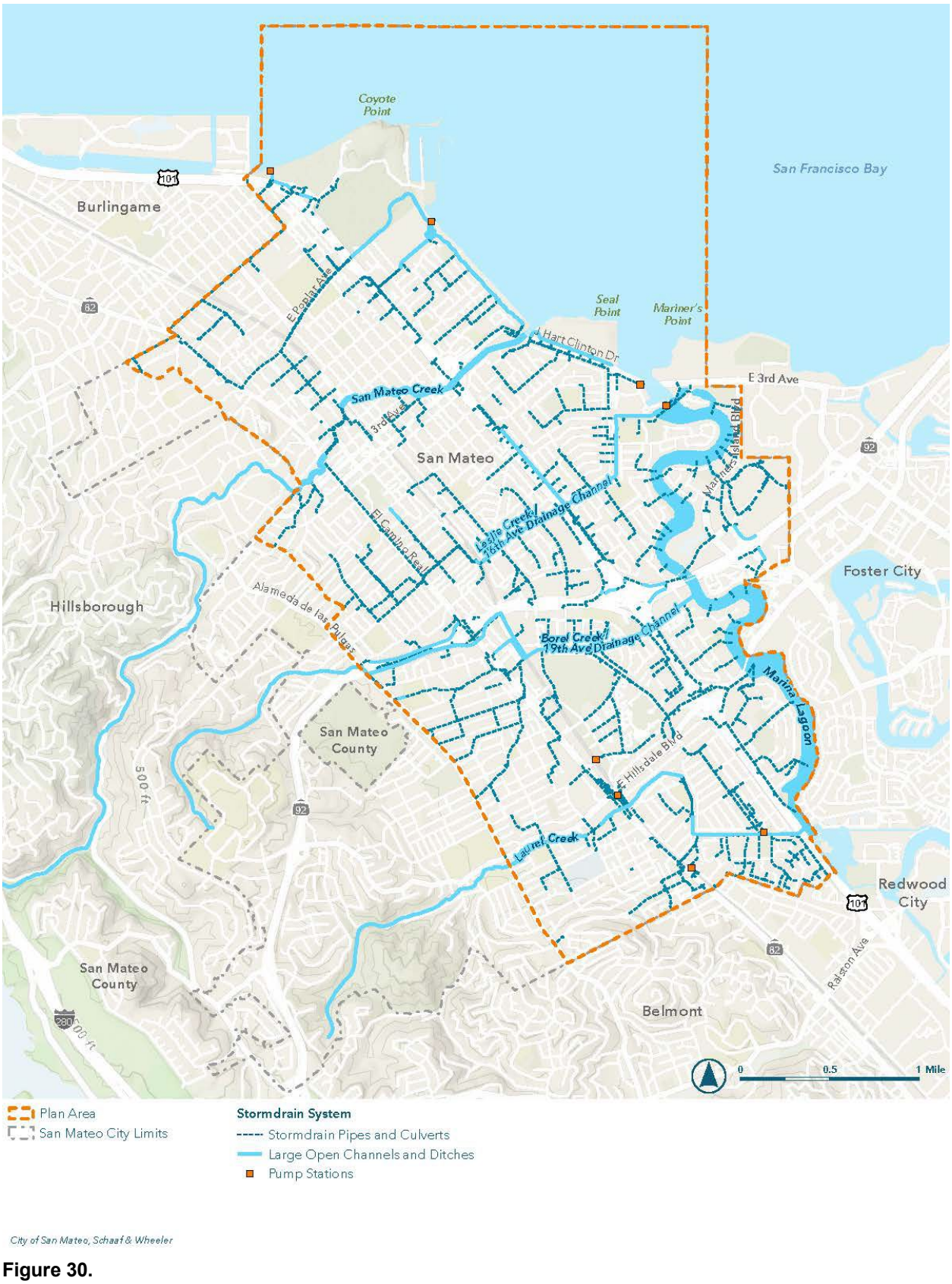


Figure 30.
Flood Management Infrastructure and Stormwater Systems



Figure 31.
San Mateo Wastewater Treatment Plant



Figure 32.
PG&E Substation near Coyote Point Recreation Area

4.3.1 Equity Assessment Standard

Dependency on services. Critical services are essential for all populations, but there may be specific conditions that make vulnerable communities more susceptible to service disruptions or have a lack of redundancy in certain communities. Describe if and how vulnerable communities have specific service dependencies.

In its recent update to its General Plan, the City of San Mateo describes its commitment to providing for the equitable distribution of public services and facilities throughout the city so that everyone, including vulnerable residents such as children, low-income households, and seniors, can thrive in San Mateo. The City also supports efforts to explore creative options such as reduced permit fees, reduced impact fees, and tax incentives to provide better healthcare services in equity priority communities, and the City commits to code enforcement that advances equity. The City also continues to support public facilities, such as libraries, schools, and child care centers that engage with the community and help them discover, enjoy, connect, and learn in an ever-changing world and the City is committed to ensuring that the San

Mateo community is informed about potential public services and facilities improvements in their neighborhood by applying outreach and engagement strategies that encourage broad representation and are culturally sensitive.

In the survey question about the City's General Plan update, citywide respondents placed the highest importance on investing in core public infrastructure, such as street maintenance, stormwater systems, parks, pools, fire stations, libraries, and community centers, with 93% of respondents rating this as a high or medium priority. Strengthening the City's readiness for emergencies and natural hazards followed closely, receiving support from 84% of respondents. Participants in town halls in Districts 2, 3, and 4 reported recurring drainage problems and expressed concerns about flooding hazards. Specifically, residents reported that storm drains, culverts, and drainage systems are not being adequately maintained, noting that public works staff communicated limited capacity to keep drains clear. Residents in Shoreview and Parkside neighborhoods also described recurring street and drainage maintenance issues, including potholes, unfixed signage, and delays in infrastructure improvements.

4.4 Public Access and Recreation Conditions (B3d)

This section maps and describes trails networks, parks and open spaces, and water-oriented recreation, including the San Francisco Bay Trail (**Figure 33**), Regional Active Transportation Network, parks and open space areas, public trust lands, and water-oriented recreation facilities. **Figure 34** shows the Coyote Point Recreation Area. **Figure 35** shows the Coyote Point Marina. **Figure 36** shows the Bay Trail between Coyote Point and Seal Point. **Figure 37** shows the kayak launch at Seal Point. **Figure 38** shows the San Francisco Bay Trail at Mariner's Point. **Table 13** lists the public access and recreation conditions in the City's planning area.

TABLE 13. PUBLIC ACCESS AND RECREATION CONDITIONS

Existing Condition Category	Data Source	Description
BCDC Priority Use Areas (Figure 33)	RSAP Atlas	Coyote Point, Poplar Creek Golf Course, Harborview Park and Seal Point Park are identified in the SF Bay Plan as a Waterfront Park and Beaches Priority Use Area.
San Francisco Bay Trail (Figure 33)	RSAP Atlas	The Bay Trail extends the length of the City's shoreline starting in Coyote Point, continuing down along Harborview Park and around Seal Point Park.
Regional Active Transportation Network (Figure 33)	RSAP Atlas, City of San Mateo	There are mapped areas in the City surrounding the Bay Trail. The City has existing bikeways along the San Francisco Bay Trail, as well as along E 3rd Ave and Seal Slough, and other bike routes that connect from the Bay Trail to areas to the west and inland, such as along Peninsula Ave, Monte Diablo Ave, S Norfolk Ave., Kehoe Ave, and Fashion Iland Blvd, among others.
Parks and Open Spaces (Figure 33)	RSAP Atlas, City of San Mateo	Parks and recreation land uses are concentrated along the shoreline, such as at Coyote Point County Park (Regional Park – County), Poplar Creek Golf Course (Regional Park – City), Harborview Neighborhood Park, Gateway Neighborhood Park, Martin Luther King Hr. Community Center and Park, Shoreview Recreation Center and Community Park, Dale Ave Open Space, Bayside / Joinville Community Park, Parkside Aquatic Center and Community Park, Marina Library Community Park, Ryder Mini-Park, Seal Point (Regional Park – City) and Mariner's Point (Open Space). The majority of the City's planning area is within 1/3 of a mile of a park and/or recreation site.
Public Trust Lands (Figure 33)	RSAP Atlas	Coyote Point is designated as public trust granted lands.

Existing Condition Category	Data Source	Description
Water-oriented Recreation Facilities (Figure 33)	City of San Mateo	Coyote Point Regional Park and Coyote Point Yacht Club are located in the City's planning area. There is also a windsurfing and kayak launch on the east side of Seal Point.
San Francisco Water Trail (Figure 33)	RSAP Atlas	Seal Point Park, East 3rd Ave, Coyote Park Marina, and Coyote Point Recreation Area are sites along the Water Trail in the planning area. These sites are heavily used for board and wind-dependent sports (such as wind surfers, kite boarding, etc.).

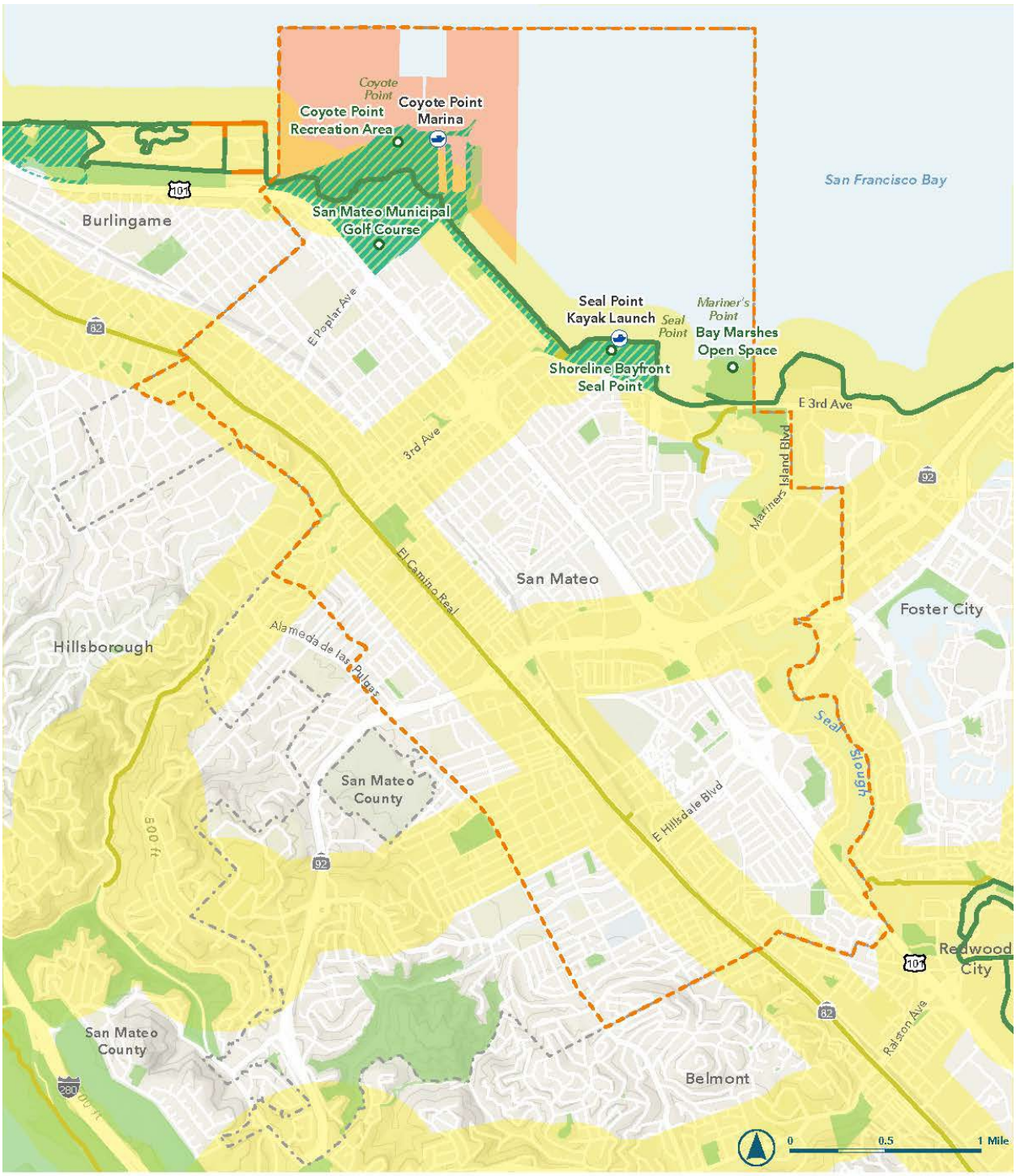


Figure 33.
Public Access and Recreation



Figure 34.
Coyote Point Recreation Area



Figure 35.
Coyote Point Marina



Figure 36.
San Francisco Bay Trail between Coyote Point and Seal Point



Figure 37.
Kayak Launch at Seal Point



Figure 38.
The San Francisco Bay Trail segment at Mariner's Point

4.4.1 Equity Assessment Standard on vulnerable communities' access to public access and recreation

Access and safety. In some vulnerable communities, access to trails, recreation, and public access is limited, non-existent, or is unsafe to get to. Include where this may occur and why or how access has been limited to inform how future changes can better serve these communities. Describe the state of connection to and safety of public access.

In its recent update to its General Plan, the City of San Mateo prioritizes preservation, restoration, rewilding, and enhancement of natural landscapes in or near equity priority communities and rehabilitation of parks and recreation facilities in equity priority communities. Many of the vulnerable communities in the City of San Mateo's planning area are immediately adjacent to the Bay shoreline, including Coyote Point Park, Seal Point Park, and Mariner's Point and the San Francisco Bay Trail. Others are adjacent to Seal Slough and its trail network. However, those that are located farther inland around El Camino Real and SR 92 have more limited access to recreation opportunities.

Citywide survey respondents identified parks and recreation facilities and opportunities as the top reason they enjoy living in San Mateo. Parks and recreation opportunities were also the top reason in 2022 and 2020.

4.5 Transportation and Transit Conditions (B3e)

This section maps and describes the land, air, water, and emergency transportation and transit, including highways (**Figure 39**), passenger rail, freight rail, bus terminals, and transit stops. **Figure 40** shows emergency access routes and evacuation-constrained areas. **Table 14** lists the transportation and transit conditions in the City's planning area.

TABLE 14. TRANSPORTATION AND TRANSIT CONDITIONS

Existing Condition Category	Data Source	Description
Highways (Figure 39)	RSAP Atlas	US 101 and SR 82 (El Camino Real) extend the full length of the City's Planning Area from north to south. SR 92 extends the full width of the City's planning area running from east to west. State Highways are owned and operated by Caltrans.
Passenger Rail (Figure 39)	RSAP Atlas	Caltrain extends the full length of the City's planning area from north to south and there are three Caltrain stations in the City (San Mateo, Hayward Park and Hillsdale).
Freight Rail (Figure 39)	RSAP Atlas	Freight rail uses the same corridor as Caltrain. The primary freight operator on the rail line passing through the City's planning area is Union Pacific Railroad.
Bus terminals, routes, and service yards (Figure 39)	SamTrans	There are numerous bus routes owned and operated by SamTrans through the City's planning area including the FCX line on US 101, the 53, 46 and 292 routes along Caltrain. The 397 and ECR routes along El Camino Real. The Hillsdale Shopping Center serves as a transit hub for several lines, including 250, 251, 292, 294, 295, 397, and ECR.
Transit stops (Figure 39)	RSAP Atlas	There are 431 bus stops, owned and operated by SamTrans, that are scattered throughout the City.
Airports (Not mapped)	RSAP Atlas	There are no airports in the City's planning area.
Seaports (Not mapped)	RSAP Atlas	There are no seaports in the City's planning area.
Ferry terminals (Not mapped)	RSAP Atlas	There are no ferry terminal in the City's planning area.
Emergency Access Routes (Figure 40)	City of San Mateo	There are numerous evacuation routes in the City, but the primary routes are on the State Highway system, including US 101, SR 92, and SR 82 (El Camino Real), which are owned and operated by Caltrans.
Single points of entry (Figure 40)	City of San Mateo	Although the City has not mapped single points of entry, the City has identified evacuation-constrained areas where there are limited evacuation routes.



Figure 39.
Transportation and Transit

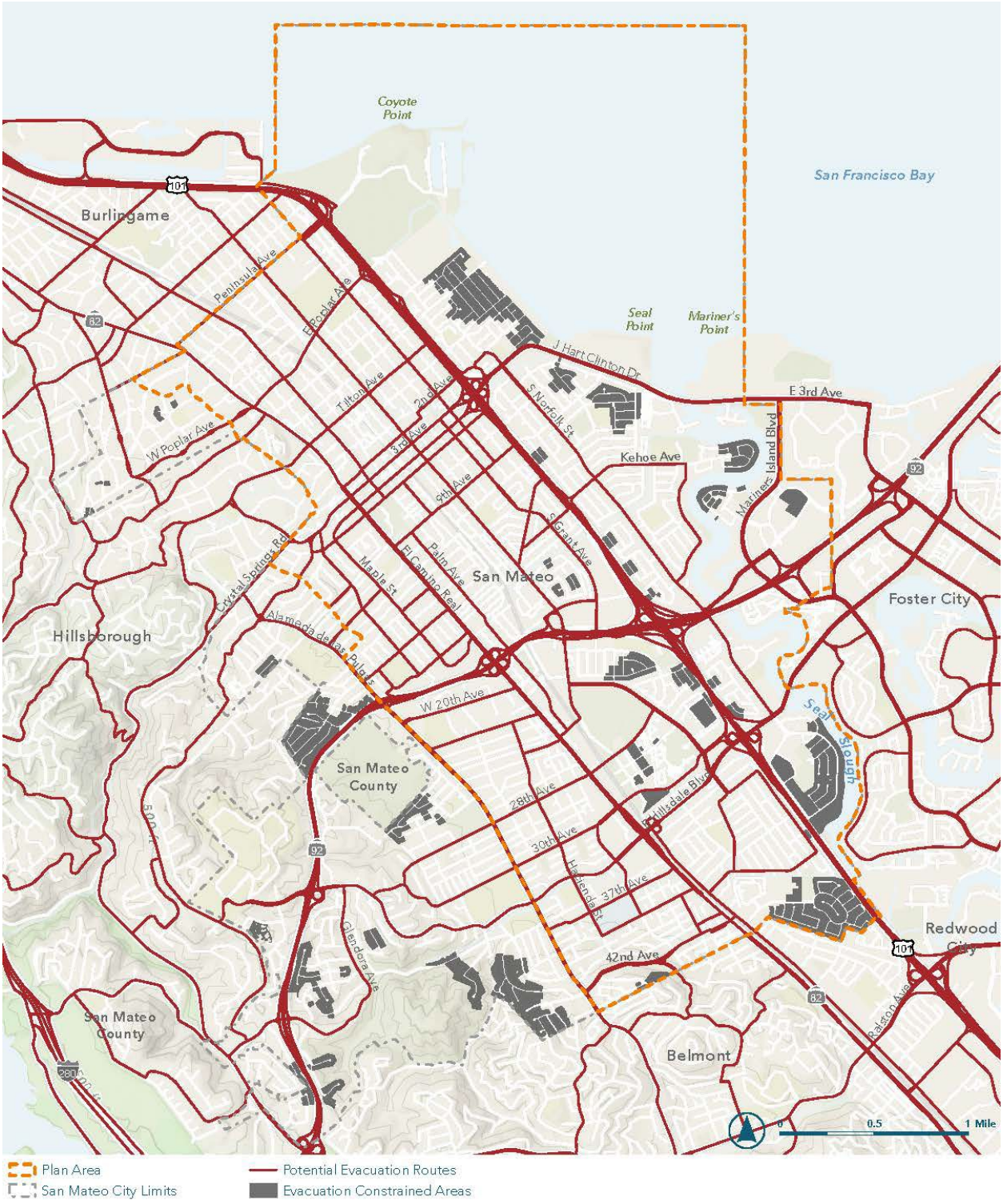


Figure 40.
Evacuate Routes and Evacuation Constrained Areas

Equity Assessment Standard

Mobility and affordability. Vulnerable communities may have limited mobility options and/or be cost-burdened by transportation and transit. Describe known challenges of transportation mobility and affordability.

In its recent update to its General Plan, the City describes its goal of reducing single-occupant vehicle trips to reduce air pollution that causes acute and chronic illnesses in equity priority communities and prioritizing new transportation amenities in equity priority communities based on community input and data analysis. The City also recommends safety improvements near transit stops and supports collaboration with transit agencies to improve transit services for residents who cannot drive or do not have access to a car. The City will involve the community early in the planning process so that future improvements in neighborhoods reflect community input and the City strives to engage seniors, students, transit users, community organizations, and residents of equity priority communities to provide input on solutions for different users.

Citywide survey respondents expressed a desire for an expanded and safer bicycle network, including the addition of more bike lanes throughout the city. Respondents also indicated that improving public transit service and reliability is an important priority for meeting community mobility needs. During town halls for the General Plan update, residents in District 2 and 3 emphasized the need for neighborhood-specific transportation planning due to traffic speeds, bike lane concerns, and limited pedestrian safety.

4.6 Shoreline Contamination (B3f)

This section maps and describes contaminated sites and landfills (**Figure 41**). **Table 15** lists the contaminated sites and landfills in the City's planning area.

TABLE 15. DEVELOPMENT, HOUSING, AND LAND USE CONDITIONS

Existing Condition Category	Data Source	Description
Contaminated Sites (Figure 41)	RSAP Atlas, DTSC	There are approximately 30 open-active sites in the City's planning area. Only nine of these open-active sites are in the combined coastal hazard zone. There are also 41 closed sites in the City's planning area. Open sites are in operation and managing hazardous waste, including those that have been closed with the waste in place. They are required to follow specific closure and post-closure care requirements. Closed sites have ceased operations and are no longer in use. They may have been closed for clean closure or closure with the waste in place. They are required to prepare and submit written closure plans as part of their California Department of Toxic Substances Control (DTSC) permit application.
Landfills (Figure 41)	RSAP Atlas	There is one closed landfill in the City's planning area. The East Third Avenue Landfill was closed in the late 1980's and covered with an earthen cap; it has been converted into Seal Point Park. The landfill extends up to 16 feet below sea level and 65 feet above sea level. The landfill accepted waste from 1935 to 1982, and then only compost was accepted until 1989. The landfill cover or cap consists of two feet of compacted clay soils: a thin engineered fabric (termed a geosynthetic clay liner which contains bentonite clay powder and a minimum of 18 inches of vegetative cover soils above the clay liner. The vegetative cover supports low vegetation that protects the soil from erosion during heavy rain. The geoengineering fabric keeps water out of the landfill. Runoff water is monitored by sampling to

Existing Condition Category	Data Source	Description
		ensure that no stormwater pollution occurs. The City of San Mateo maintains a series of control systems for gas, leachate and groundwater to keep the public and the environment safe from harm. Combustible landfill gas is monitored via gas wells throughout the park and monitoring equipment within the Park's buildings to make sure it does not accumulate in closed spaces. Leachate is monitored via wells to make sure its volume does not increase and/or it does not leave the site by seeping into groundwater or into the Bay.
Superfund Sites	RSAP Atlas	There are no Superfund Sites in the City's planning area.

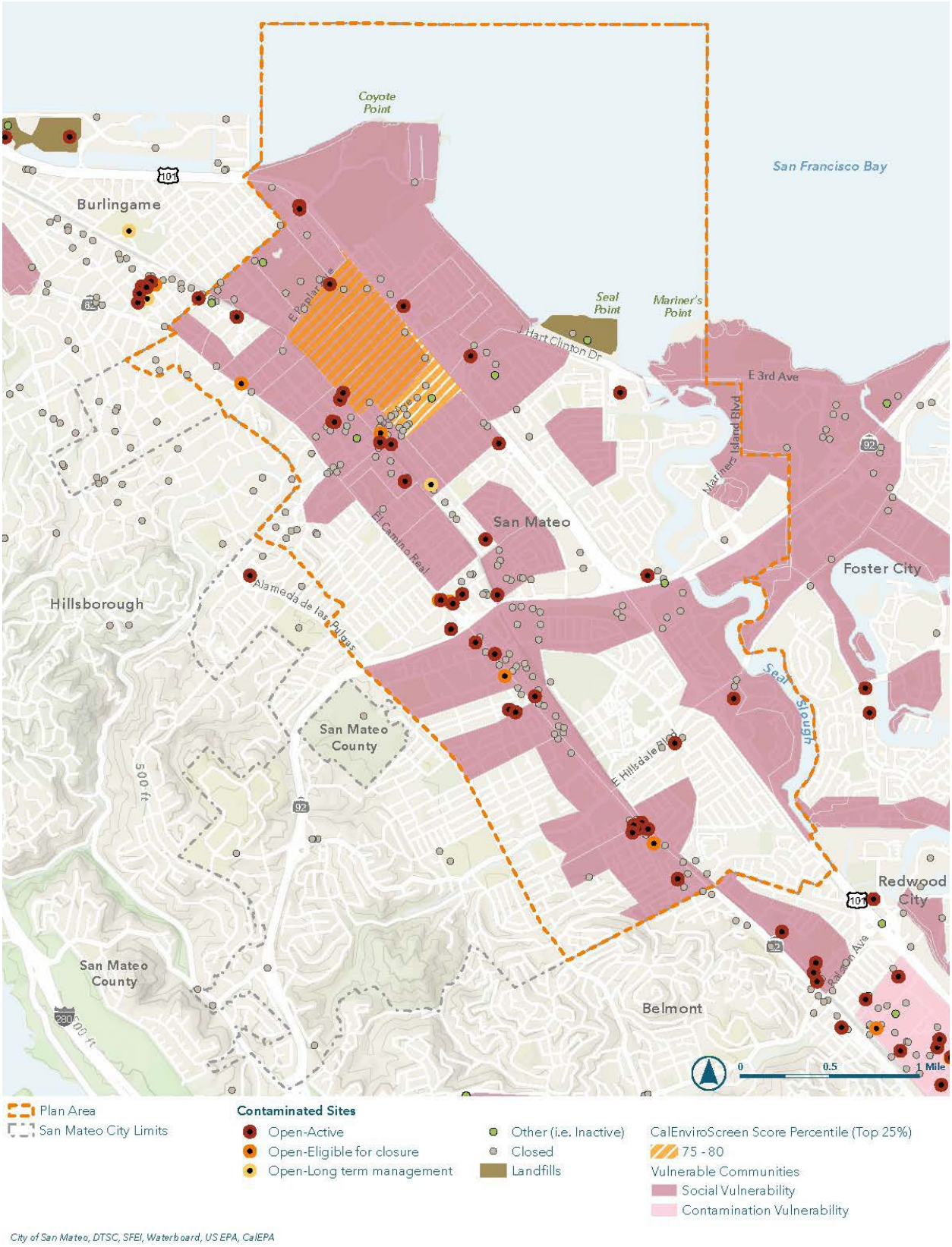


Figure 41.
Contaminated Sites

4.6.1 Equity Assessment

Known and unknown sites. Many vulnerable communities face contamination risks. Include the history and sources of contamination, community health concerns, status of cleanup efforts in the planning area, and concerns of unidentified contaminated sites, where known. Describe the status of contamination in communities.

Contaminated sites in the City of San Mateo's planning area are concentrated around El Camino Real, Caltrain, and US101, areas in which vulnerable communities are also located. The thirty open sites include leaking underground storage tanks (LUST), "cleanup program sites," as well as "school investigations" and "voluntary cleanups," although most of these sites are a mile or more from the Bay shoreline and outside of the combined coastal hazard zone. There are also approximately forty closed sites in the City of San Mateo. Hazardous waste materials, sites, or facilities that could emit toxins into the air, water, and soil that are harmful to people are present in the North Central neighborhood, such as existing or former dry cleaners, gas stations, and buildings with lead and asbestos. In the District 5 town hall for the recent General Plan update, participants expressed concern about parcels left vacant after demolition, raising questions about safety, contamination, and cleanup.

4.7 Collaborative Governance, Flood Management, and Funding Conditions (B3g)

This section maps and describes boundaries and partnerships, including shared jurisdiction boundaries (**Figure 42**), OLU boundaries, applicable partnerships with community-based organizations, Tribal government, and special districts. **Figure 43** shows the City's shared boundary with the City of Foster City. **Table 16** lists the collaborative governance, flood management and funding conditions in the City's planning area.

TABLE 16. COLLABORATIVE GOVERNANCE, FLOOD MANAGEMENT, AND FUNDING CONDITIONS

Existing Condition Category	Data Source	Description
Shared Jurisdiction Boundaries (Figure 42)	RSAP Atlas	The City is adjacent to the Cities of Burlingame, Foster City, Redwood City and Hillsborough, as well as unincorporated San Mateo County.
Hydraulically Connected Shorelines (Figure 42)	RSAP Atlas	San Mateo is in a zone of cross jurisdictional hydraulic connectivity that includes the South San Francisco, Burlingame, Foster City, San Carlos, Redwood City, Menlo Park, East Palo Alto, and Palo Alto.
OLU Boundaries (Figure 42)	SFEI Adaptation Atlas	The City's planning area is primarily located in the San Mateo OLU with a small portion of the northern part of the City in the Colma-San Bruno OLU.
Applicable Partnerships with CBOs (Not mapped)	RSAP Atlas	The RSAP Atlas lists four CBOs in the City of San Mateo: Live in Peace; Peninsula Conflict Resolution Center; Thrive Alliance; and Youth United for Community Action.
Tribal Governments (Not mapped)	NAHC	There are currently six California Native American tribes listed with the Native American Heritage Commission for the City of San Mateo: Amah Mutsun Tribal Band of Mission San Juan Bautista, Costanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe, The Ohlone Indian Tribe, Tamien Nation, and the Ramaytush Ohlone.
Special Districts (Not mapped)	City of San Mateo	The City includes a Central Business District and Central Parking Improvement Districts (see CBD on Figure 26). One Shoreline (the

Existing Condition Category	Data Source	Description
		San Mateo County Flood Control District) also encompasses the City of San Mateo and provides collaborative governance, flood management and funding opportunities. The San Mateo County Transportation District and San Mateo County Parks also have an important asset managers in the City's planning area. Caltrans also plays a major role in the City as the manager of the State Highway System.

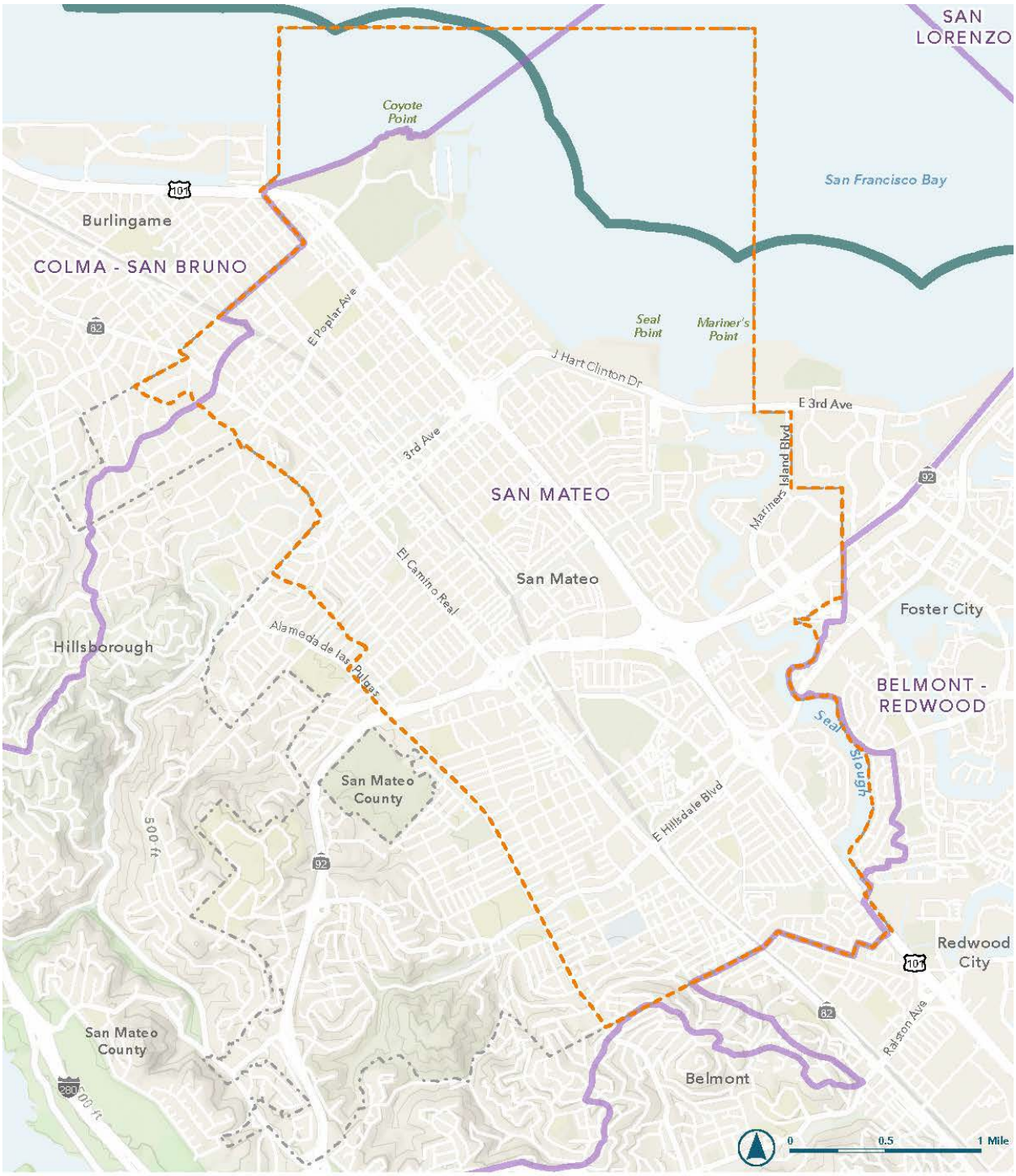


Figure 42.
Collaborative Governance



Figure 43.
San Mateo's shared boundary with Foster City

4.7.1 Equity Assessment Standard

Community and Tribal capacity. Building the leadership and capacity of community members to participate in adaptation planning is essential. Describe if and how funding was included for community partnerships in budgets.

In April 2026, staff mailed 15 letters to tribal contacts and as of May 2026 received two responses. One tribe expressed interest in learning about the Subregional Shoreline Adaptation Plan development; City staff offered to meet and this meeting has yet to be scheduled. Another tribal contact acknowledged the City's letter and recommended staff contact other tribes as the project area is outside of their traditional tribal territory. Funding for community partnerships was not included in the budget for this planning effort. However, as described in the other equity assessment standards, the City is committed to advancing environmental justice and increasing community participation in its planning processes.

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