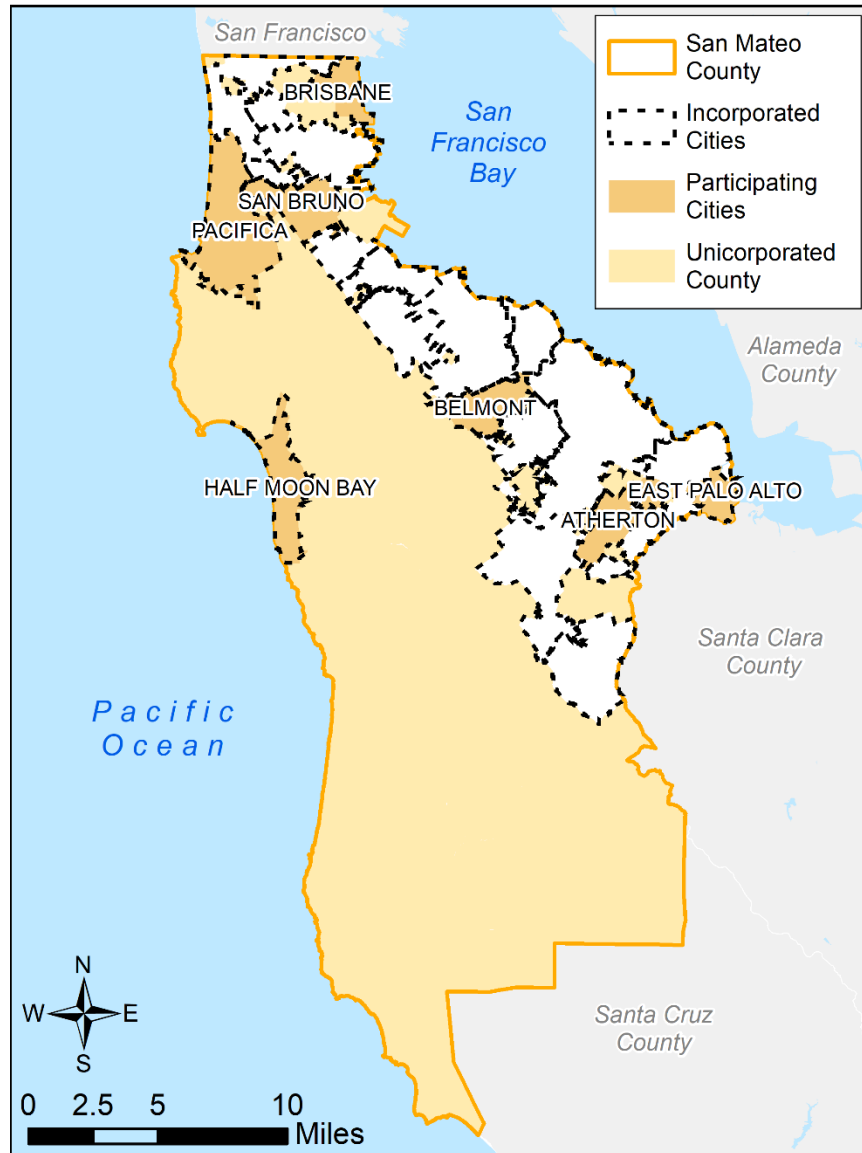


Appendix A. Community Profiles & Resources

Community Descriptions of Participating Agencies and Links to Current Safety Elements and Other Studies/Reports

Map of Participating Jurisdictions:



There are 8 agencies participating in this multi-jurisdictional Safety Element. Six of the agencies are participating in the full scope and two of the agencies are participating in only 1-2 tasks.

- Full Scope – Atherton, Belmont, East Palo Alto, Half Moon Bay, San Bruno, and San Mateo County
- Partial Scope (1-2 tasks) – Brisbane, Pacifica

Countywide

San Mateo County, situated along the Central California coastline, encompasses the major portion of the San Francisco Peninsula. The County covers approximately 554 square miles, with land accounting for approximately 448 square miles and inland waters, and San Francisco Bay tidal areas accounting for the remainder. The County is roughly 42 miles in length and varies from seven to twenty miles in width. Approximately 55 miles of the County's western border is Pacific shoreline, and roughly 34 miles of the eastern border is Bay shoreline. The County is bounded on the north by the City and County of San Francisco and on the south and southeast by Santa Cruz and Santa Clara Counties.

- **2021 Multijurisdictional Local Hazard Mitigation Plan**

PLAN - <https://www.smcgov.org/cmo/2021-multijurisdictional-lhmp>

DATA & HAZARD MAP -- <https://www.smcgov.org/cmo/multijurisdictional-local-hazard-mitigation-plan-resources>

Recommendations for Addressing Equity in Hazard Mitigation Planning - <https://www.smcgov.org/media/23126>

Summary of Community Outreach for MJLHMP - <https://www.smcgov.org/media/23131>

Beginning in February 2021, a partnership of 36 local governments and special districts in San Mateo County began working together to update the San Mateo County Multijurisdictional Local Hazard Mitigation Plan. The Plan's vision was to enable the jurisdictions to use pre- and post-disaster financial assistance to reduce the risk of natural hazards to people who live in the County.

From March to August 2021, community members participated by completing surveys and attending workshops and other public meetings to give input. These activities helped the development of the 2021 Plan, which includes over 700 action items designed to reduce the risk of hazards in San Mateo County. The data and GIS layers will be available for consultant's use and integration into the Safety Element project.

- **2018 Sea Level Rise Risk and Vulnerability Assessment**

STUDY – https://seachangesmc.org/wp-content/uploads/2018/03/2018-03-12_SLR_VA_Report_2.2018_WEB_FINAL.pdf

EXPOSURE MAPS -- <https://seachangesmc.org/vulnerability-assessment/built-natural-assets-exposure-maps/>

This report provides an overview of what is at risk from current and future flooding and erosion in the County.

Unincorporated County of San Mateo

The County's unincorporated area includes urban pockets east of Route 280 and most of the rural area south and west of Route 280. The unincorporated County consists of approximately 309 square miles (68% of total County area), and a population of approximately 66,000. There is wide variation in the size, location, and economic and social characteristics of the various unincorporated areas.

The bayside unincorporated communities include a mix single-family residential development and higher density and mixed-use areas. The largest unincorporated community is North Fair Oaks, with over 15,000 residents and more than 4,000 housing units. North Fair Oaks has a relatively high concentration of low and moderate-income households, as well as a wide variety of housing types and land uses, including significant commercial and industrial uses. Other unincorporated urban bayside communities include Emerald Lake Hills, unincorporated Colma, Burlingame Hills, Devonshire, Broadmoor, San Mateo Highlands, and Ladera.

There are several unincorporated coastal communities north of Half Moon Bay, within the urban area of the County's urban/rural boundary. These communities include Montara, Moss Beach, El Granada, Princeton, and Miramar, and have a population of approximately 12,000 residents. The vast majority of

the unincorporated County land consists of the Rural Midcoast, Rural Southcoast, and rural Skyline areas. These rural areas tend to be sparsely developed, with very low housing densities on relatively large lots, and are mainly utilized for agricultural uses or open space. Rural communities in these areas include La Honda, Pescadero, and San Gregorio.

All areas of San Mateo county are at risk of earthquake and severe weather. The coastal areas are at risk from sea level rise, coastal erosion, and tsunamis. The rural areas and portions of Midcoast are at risk from wildfires and drought. Various areas of the unincorporated county are at risk of flooding, dam failure, and landslides.

- **General Plan - Natural Hazards Element (Safety Element)**

Background: <https://planning.smcgov.org/sites/planning.smcgov.org/files/SMC-GP%201986.pdf> (PDF p. 829)

Policies:

https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/WPC%20Revised%20Final%20GP%20Ch%202015-Natural%20Hazards%20Policies_updated.pdf

The County's General Plan and Natural Hazards Element was initially adopted in 1986 and has had several policy updates in the years since. The Natural Hazards Element was originally meant to satisfy the state requirements for a Safety Element. The Natural Hazards Element includes background information and policies relating to primarily geotechnical, fire, and flood hazards.

- **General Plan - 2013 Energy & Climate Change Element:**

<https://planning.smcgov.org/documents/energy-climate-change-element>

The Energy & Climate Change Element includes a section of adaptation goals, policies, and programs that provides the County's existing policy framework to adapt to the impact of climate change and sustain ongoing resilience in the natural and built environments.

- **Local Coastal Program:** <https://planning.smcgov.org/documents/local-coastal-program>

The County of San Mateo Local Coastal Program Policies includes a Hazards Component of hazard related policies that apply to development in the Coastal Zone.

- **2019-2021 South Coast Sea Level Rise Risk and Solutions Study**

DRAFT MAPS -- <https://seachangesmc.org/slr-maps-south-coast/>

STORY MAP -- <https://storymaps.arcgis.com/stories/57c75423d4a143feba1b7c92b2bfe1ea>

From 2019-2021, the Office of Sustainability (OOS) collaborated with the U.S. Geological Survey and Integral, Inc. to map the areas of the South Coast that will be impacted by erosion and flooding as a result of sea level rise, with the San Mateo County Resource Conservation District (RCD) leading the accompanying public engagement efforts. Sea level rise will happen over time, so it is important to understand how different levels of sea level rise will affect communities. These maps show the impacts of sea level rise right now, at .8 feet, at 1.4 feet and at 4.9 feet.

This project is currently in a public engagement outreach phase. See links to Story Map above.

- **2013 San Mateo County – Energy Efficiency Climate Action Plan**

Existing PLAN –

https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/SanMateoCounty_EECAP_FINAL_06-04-2013.pdf

Project Update Page - <https://www.smc sustainability.org/climate-ready/climate-action-plans/cc-action-plan/#:~:text=The%20Community%20Climate%20Action%20Plan,County%20reach%20its%20climate%20goals.>

In 2013, the County's Planning and Building Department completed the Energy Efficiency Climate Action Plan. This Plan includes a GHG inventory of all the emissions that resulted from the unincorporated areas, a list of various proposed measures to reduce these emissions, and a

chapter on climate change adaptation. The Office of Sustainability is currently working with the Planning and Building Department to update the existing Community Climate Action Plan, and a public draft is anticipated to be released soon.

Atherton

Atherton is a small, rural, and residential community, with no industrial land-use base. Atherton is in the heart of the Mid-peninsula and is bounded by Redwood City on the north side, Menlo Park on the east and south side and Woodside on the west. The Town has an area of approximately 3,600 acres or 5.6 square miles; 89% of which is residential, 5% parks and open space, and 6% public and private schools and municipal facilities.

Atherton's population is 7,137, according to the 2019 census data. In November of 2020, there were 5,241 registered voters according to San Mateo County Elections data. The Town has approximately 2,500 households. The median age is 48.2 years.

- **General Plan (including Safety Element):**

- https://www.ci.atherton.ca.us/DocumentCenter/View/7325/General-Plan-2019_FINAL-DRAFT

- **Climate Action Plan:**

- <https://www.ci.atherton.ca.us/454/Climate-Action>

- **Emergency Operation Plan:**

- <https://www.ci.atherton.ca.us/DocumentCenter/View/113/AthertonEOPBasicPlanV2March2011FINAL1?bidId=>

Belmont

Belmont is located in San Mateo County on the San Francisco Peninsula, halfway between San Francisco and San Jose. Covering 4.7 square miles, Belmont is bound by bay marshlands and sloughs in the eastern area and hilly terrain in the western portions of the city. Belmont is at sea level along the marshlands and rises over 800 feet in elevation in the western areas of the city. The city is bisected by El Camino Real, Alameda de las Pulgas, and Caltrain tracks, the peninsula commuter rail line and transportation corridor running in a north-south direction. Ralston Avenue connects the city and the region in an east-west direction from Highway 92/Interstate 280 to US 101. Since its incorporation in 1926, Belmont has grown from a small town of less than 1,000 residents to a community of 27,000 in 2019. Much of the city's population and housing growth occurred during the 1950s and 1960s during the post-war period, and most of the residential neighborhoods are found on the hillsides with many open spaces and parks.

In November 2017, Belmont completed a comprehensive update of the Belmont General Plan, including an updated Safety Element. That document addressed seismic and geologic hazards, flooding, fire, and other hazards, as well as related aspects of law enforcement, emergency preparedness, and coordinated response measures. A major earthquake is the worst expected hazard in Belmont. While there are no active fault lines within the city boundary, the closest fault zone, the San Andreas Fault Zone – Peninsula, is located approximately one mile from the city's western boundary. Wildfire presents an additional risk for southwestern Belmont which lies within an local responsibility very high fire hazard severity zone, with the City is bordered to the west with a State high fire hazard severity zone.

Subsequent to adoption of the 2017 General Plan and Belmont Village Specific Plan, Belmont has seen a significant increase in development activity, primarily through the development of new multi-family housing. The forecasted local population growth, coupled with new requirements for General Plan Safety Element, position Belmont to pursue an update of the 2017 General Plan Safety Element.

- **Safety Element:** <https://www.belmont.gov/home/showpublisheddocument/16487/636651107453770000>
- Draft Housing Element EIR will have the SB99 required evacuation map and some related analysis

Brisbane

The City of Brisbane is located in northern San Mateo County, bordering the City and County of San Francisco to the north, the City of Daly City to the northwest, the City of South San Francisco to the southeast, and unincorporated lands of San Mateo County and the San Bruno Mountain State and County Park to the south and west. The ridgeline of San Bruno Mountain defines the southerly and westerly limits of the City where the geologic, hydrologic, and biologic conditions on upper slopes influence potential development on lower slopes and valleys, or much of Central Brisbane. Northeast of Central Brisbane, is the subarea known as the Baylands. With the exception of Icehouse Hill and the Brisbane Lagoon, this subarea is man-made through deposition of fill material within the historic limits of the San Francisco Bay. The Sierra Point subarea is another subarea built on fill; the site is an engineered sanitary landfill for which methane gas and air and water quality monitoring are conducted on an ongoing basis.

Brisbane, a city of 4,579 residents, has been growing more than the Bay Area region overall, with 29% growth in the city from 2000 to 2020. The Association of Bay Area Governments, in its past and current projections, expect Brisbane's population to grow in the coming decades at a faster pace than it had in the past two, with much of that development forecasted to be accommodated within the Baylands subarea.

- **Safety Element:** <https://www.brisbaneca.org/cd/page/general-plan>

East Palo Alto

The City of East Palo Alto is located in the southern corner of San Mateo County and borders Santa Clara County, as shown in Figure 2-1. Neighboring cities include Menlo Park to the west and Palo Alto to the south. The Planning Area for the General Plan is defined by the East Palo Alto city limits. The City is comparatively small at 2.6 square miles (see Figure 2-2). While located in the technology-rich Silicon Valley, the City is relatively isolated from neighboring communities due to natural and human-made features. The City borders the San Francisco Bay on the east and San Francisquito Creek forms the southeast border.

While the City has per capita income that is lower compared to surrounding jurisdictions, the City is rich in social capital, cultural history, and neighborhood character. East Palo Alto's resiliency and optimism stem from its social cohesion and continued economic progress and quality of life improvements. The City is a small and tightly knit community, and this characteristic is one of the most valuable resources the City has. This unity has created great community leaders and provides immeasurable benefit to its residents. Maintaining this structure and sense of identity, and ensuring that it is not lost as the City evolves over time, is a critical for this City.

As with many Bay Area cities, there is very little undeveloped land in the City for new development or parks, and therefore new housing and jobs must come from redevelopment, infill, densification, or adaptive building reuse. The population is also changing demographically, reflecting the shifts occurring

in the country at-large. Stepping back and looking at the City's history, it is evident that East Palo Alto needs better access to jobs, and the wealth of economic and financial resources available in Silicon Valley. The City seeks to improve the public health and welfare of residents, while preserving what is great about the City and maintaining the core values of affordability, community, and diversity.

- **Safety Element:** https://www.cityofepa.org/sites/default/files/fileattachments/community_amp_economic_development/page/2731/epa_gp_chapter_10_safety_and_noise_final_201807271718467024.pdf
- **Climate Action Plan:** <https://www.cityofepa.org/econdev/page/climate-action-plan>

Half Moon Bay

Half Moon Bay is an incorporated city within San Mateo County. The City is 6.2 square miles in area and is approximately 6.5 miles long and a little less than a mile wide. It is located on the Pacific Coast 23 miles south of San Francisco. The developed portion of the City is located on relative flat land between coastal bluff tops to the west and foothills of the Santa Cruz Mountains to the east. It is connected to Pacifica and San Francisco to the north and to Santa Cruz to the south by Highway 1. The City lies entirely within the coastal zone.

Half Moon Bay is subject to numerous hazards and much of this is driven by its coastal location and limited access, both circulation and communication. Seismic activity may result in liquefaction or tsunami, while other hazards are heightened by climate change including flooding (both coastal and inland), wildfire, and even dam inundation. The potential for combined events is evident.

- **City of Half Moon Bay Safety Element:** <https://www.half-moon-bay.ca.us/DocumentCenter/View/185/1991-Safety-Element-of-General-Plan-PDF>
- **2020 City of Half Moon Bay Local Coastal Land Use Plan, Chapter 7. Environmental Hazards**
Existing PLAN – <https://www.half-moon-bay.ca.us/DocumentCenter/View/3762/Chapter-7-Environmental-Hazards>

In 2021, the California Coastal Commission certified the City of Half Moon Bay's comprehensive update to the Local Coastal Land Use Plan (LUP). The City is located wholly within the coastal zone and the Environmental Hazards chapter is applicable to a full range of hazard types that may impact the City in context with climate change: flooding including localized flooding, tsunami, and dam inundation; fire; liquefaction, erosion, and landslide; etc. The Environmental Hazards chapter of the LUP is intended to be incorporated into the City's pending Safety Element such that narrative and policies are not repeated unless necessary. Half Moon Bay's Safety Element must be consistent with the LUP in whole, with special focus on Chapter 7.

- **2017 Half Moon Bay Coastal Trail Existing Conditions and Trail Planning Recommendations**
Existing PLAN – <https://www.half-moon-bay.ca.us/DocumentCenter/View/1850/Poplar-Beach-Park-Coastal-Trail-Existing-Conditions--Erosion-Study>

As follow up to the 2016 Sea Level Rise Vulnerability Assessment, the City prepared a focused study of City-owned bluff-top lands. The intent of the study was to determine the existing and likely future conditions of the blufftop under various scenarios and timeframes. The study determined that that the bluff erosion is currently exacerbated more so by upland drainage issues than from wind and wave erosive forces on the bluff face. The City is preparing a plan to address drainage and reduce the rate of erosion.

- **2016 City of Half Moon Bay Sea Level Rise Vulnerability Assessment**
Existing PLAN –

The City prepared a Sea Level Rise Vulnerability Assessment as a background study for the LUP update which was just kicking off. The Vulnerability Assessment mapping and policy guidance were considered in the now certified LUP.

- **Additional plans that are currently be updated:**
Emergency Operations Plan (which will have some Evac information), Climate Action and Adaptation Plan (CAAP) and Emergency Public Information Plan.

Pacifica

Pacifica is an incorporated city within San Mateo County. It borders the cities of Daly City, South San Francisco, and San Bruno on the north and east, and unincorporated San Mateo County to the south. The Pacific Ocean borders Pacifica to the west. Pacifica's land area is approximately 12.5 square miles (8,019 acres) and its land use planning responsibility extends into a sphere of influence that includes 606 acres of unincorporated land south of City limits on the slope of San Pedro Mountain. Nearly half (47 percent) of Pacifica is preserved as open space including significant areas that are part of the Golden Gate National Recreation Area, State and County parks, and the San Francisco watershed.

Urban uses make up 32 percent of the city, 70 percent of which is residential (predominantly single-family residential). Access to Pacifica is primarily via Highway 1 (SR 1, or Coast Highway) and State Route 35 (SR 35, or Skyline Boulevard). Smaller local roads connect Pacifica to Daly City and South San Francisco. Approximately 15 percent of Pacifica is located within the Coastal Zone, a specially designated area pursuant to state law, that generally includes land west of SR 1, as well as the Shelldance Nursery property and some land east of SR 1 south of City limits.

Pacifica is subject to many hazards driven in large part by its varied topography, geography, and geology. Low-lying coastal areas are subject to periodic intensive coastal erosion, coastal storm events, and tsunami inundation hazards. Low-lying areas throughout the city are subject to flooding and liquefaction hazards. Upland parts of the city are subject to landslide hazards including mass movements and surficial landslides. Densely vegetated forest lands throughout the city, primarily on steeply sloped properties, are subject to wildfire hazards as are the extensive open spaces that extend throughout and around the city. Limited transportation options within and out of the city present unique challenges for emergency evacuation, including SR 1 and local streets that provide the only point of access into neighborhoods developed in deep valleys. Evacuation challenges are compounded by an ageing population with impacted mobility. Climate change is expected to intensify many of the hazards present in Pacifica including but not limited to the severity of storms that can affect coastal hazards, landslide, and flooding hazards.

- **1980 General Plan Safety Element** (Current Version, last updated in 1983), starting on PDF p. 131: <https://protect-us.mimecast.com/s/DZi9C2kq74FjwnypunI5LJ>
- **2022 General Plan Update Safety Element** (anticipated adoption Summer 2022), starting on PDF p. 218: <https://protect-us.mimecast.com/s/egahC31ryRcBQLNphqNK2m>
- **Local Coastal Land Use Plan Certification Draft** (Approved by City in Feb 2020, pending Coastal Commission certification), starting on PDF p. 132: <https://protect-us.mimecast.com/s/qLFSC4xvzml01LkBUB2Pla>
- **Sea level rise adaptation planning process:** <https://protect-us.mimecast.com/s/ueOsC5ywRnFvGqNZU2bitx>

Including various technical studies such as vulnerability assessment and asset inventory; conducted prior to LCLUP Certification Draft adoption to inform that document.

San Bruno

The City of San Bruno is located on the San Mateo Peninsula, approximately 12 miles south of San Francisco. San Bruno is adjacent to the San Francisco International Airport, US Highway 101, and California Interstates 280 and 380. San Bruno borders the cities of Millbrae to the south, Pacifica to the west, and South San Francisco to the north. San Bruno enjoys excellent transportation options, with both a BART and Caltrain Station in addition to the airport.

As of 2020, San Bruno had a population of approximately 45,454. Housing in San Bruno is comprised primarily single-family residences west of El Camino Real extending up into the hills to the west above Skyline Boulevard. A mixture of single and multi-family residential types extend primarily from El Camino Real east. Within the city, there is a quaint downtown along San Mateo Avenue. Within the Bayhill Specific Plan area adjacent to Highway 280 and 380, large offices provide workspace for businesses such as You-Tube and Walmart.com. Small industrial businesses are located primarily in the northeast area of the city. North of highway 380 are the Tanforan Shopping Center, Towne Center Shopping Center and the Crossings, a large multi-family and senior residential community. The Tanforan Shopping Center is anticipated to redevelop in the near future into a life-science campus with 1,000 residential units.

City of San Bruno Safety Element: <https://www.sanbruno.ca.gov/DocumentCenter/View/1664/Chapter-7-Health-and-Safety-PDF>