

MASTER
PLAN

1990

SAN MATEO COUNTY, CALIFORNIA

INTRODUCTION

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The Master Plan is maintained by the County Planning Commission as a general guide to the coordinated and harmonious development of the county. It shows major relationships which must be preserved or established among the various types of public service facilities and the uses of privately owned lands if desired community objectives are to be attained. Accordingly it serves as a basis for administrative action leading to the effectuation of plan elements and for such legislative measures as the Board of Supervisors may elect from time to time to adopt. Portions of the Master Plan related to any incorporated area may be utilized by that municipality in its own planning activities.

This is a county-wide plan, in the sense that it is not restricted to particular political jurisdictions within the county; rather, it is concerned with the uses of land and facilities for circulation which will affect all parts of San Mateo County as well as portions of neighboring counties. A major objective of the plan is to bring into clear focus those aspects of development in both the incorporated and unincorporated portion of the county which require common agreement and unified action by various jurisdictions.

The fundamental premise of the plan is that changes in the character of San Mateo County — changes which are an inevitable by-product of increasing urbanization in the San Francisco Bay Area—can be channeled into an orderly course of development leading to the attainment of goals for desirable conditions of living. Formulation of such goals originates in the thinking about the future undertaken by many citizens and public officials concerned with the county's development. The plan translates these general goals into statements of objectives, principles, and standards for future development, which are given expression in the plan diagram.

GENERAL POLICY STATEMENT

Basic to the Master Plan are these assumptions regarding conditions in San Mateo County and the Bay Area during the plan period, together with broad objectives for the future development of the county:

ASSUMPTIONS

- 1 San Mateo County and adjoining territory will continue to function as a sub-unit of the Bay Area.
- 2 San Francisco will continue to be the regional center for the Bay Area; San Jose will continue to develop as an important sub-regional center.
- 3 The number of San Mateo County residents who work outside the county will continue to increase, but their proportion of the labor force will diminish as employment opportunities in the county increase.
- 4 With future growth of Alameda County there will be increased travel and exchange of goods and services between it and San Mateo County.
- 5 Improved and expanded transportation facilities will link San Mateo County and all major cities in the Bay Area, State, and Nation.
- 6 The national and local population will continue to increase; the county will reach 625,000 by 1970, 750,000 by 1980, and 800,000 by 1990.

OBJECTIVES

These basic aims are recognized as common to most adults and every community: (a) economic growth and a higher level of real income; (b) educational and cultural advancement; (c) betterment of social, institutional, and governmental relationships; (d) improvement of environment, facilities, and services; (e) maximum freedom of choice consistent with the attainment of other stated aims.

This plan is formulated to facilitate the achievement of these aims and to contribute to the attainment of these more specific objectives:

- 1 To encourage optimum development of the county as a whole and its individual communities.
- 2 To preserve the county's physical beauty.
- 3 To improve the essential features of spatial organization in order to allow and encourage better functioning of economic and social activity.
- 4 To maintain and strengthen inter-relations among the various communities within the county as well as with adjoining cities and counties.
- 5 To maximize individual freedom of choice of working and dwelling place and leisure activity.

LAND USE ELEMENT

Adequate space should be allotted to permit optimum development of the resources of the county, to strengthen the local economy, and to meet the needs of future residents for homes, local employment, recreation, and public services. It is essential that the land use pattern thus established provide a pleasing environment for all residents.

It is recommended that the uses of land be organized through the preservation or development of functional units such as district areas, community and neighborhood units, and industrial belts. Within the framework of these units the needs of an expanding population for attractive homesites and easy access to shopping, schools, recreation, employment centers and all other essential facilities can be met in the most desirable manner. Such organization can contribute to the enhancement of the physical and social identity of existing and future communities, and inhibit the current tendency towards monotonous urbanization. The land use pattern recommended in this plan will also make sufficient land available to industry and will preserve extensive open space and recreation areas.

DISTRICT AREAS AND CENTERS

Among the functional units recommended by this plan, the largest in scale is the district area, which encompasses several communities and orients towards a district center. These centers, located in Palo Alto, Redwood City, South San Francisco, San Mateo, and Half Moon Bay, will provide many goods and services which are unavailable on a neighborhood or community level.

PRINCIPLES

- 1 Each district area should be served by a commercial center, district park, junior college, hospital, and other facilities of similar scale.
- 2 Facilities and services which serve a population of several communities should be grouped to the greatest extent possible in a district center.
- 3 Each district center should be served by all necessary forms of transportation and be designed to minimize internal congestion.

STANDARDS

- 1 District center facilities should be scaled to serve a population of between 100,000 and 250,000.
- 2 A district center should normally be within a 15 minute drive of any portion of its tributary area.

RESIDENTIAL COMMUNITIES

The residential areas of the county must be expanded in the future, as existing communities will not be able to absorb the anticipated population increase. New communities are recommended for the vacant land of the coastside; elsewhere, limited expansion is possible through increased densities in certain areas and further development of the foothills and tidal flats.

PRINCIPLES

- 1 The general high quality of existing residential areas should be maintained or improved.
- 2 Individual community growth should be limited in order to provide local services effectively and to preserve community identity.
- 3 Population density patterns should be guided by considerations of topography, vegetative cover, and access to local and regional service facilities.
- 4 Each community should be developed economically without loss of convenience and amenity.

STANDARDS

Recommendations for county-wide residential standards are not included here; it is more feasible to state them explicitly in district and sub-area plans.

RECREATION AREAS AND OPEN SPACE

Since extensive areas of the county will inevitably be coming into urban uses, it is imperative that adequate suitable land be reserved for recreation and other open uses. The total amount and the timing of acquisition of such land should be established as a firm policy and a comprehensive program should be undertaken as soon as possible.

PRINCIPLES

- 1 A county-wide system of parks and open spaces, protected by law against diversion to inappropriate uses, should be established to meet the recreational and aesthetic need of all citizens.
- 2 This system should be coordinated with the pertinent plans of other jurisdictions and agencies.
- 3 Special attention should be paid to the proper use of scenic or historical areas and to the protection of irreplaceable natural resources.
- 4 Where possible, open space areas having scenic qualities should be retained for general enjoyment, even though they may be largely devoted to some other use; when located between communities, such areas can heighten community identity and enhance the urban environment.

INDUSTRIAL AREAS

The industrial belts shown on the map should be devoted primarily to manufacturing plants, warehouses, and large wholesale establishments. Additionally, a number of carefully controlled small industrial areas should be permitted. Existing industrial development in the county is considerably diversified, a characteristic which would be desirable to maintain.

PRINCIPLES

- 1 Sufficient land should be reserved to meet the needs of industry over the next thirty-five years.
- 2 Expansion of industry should be encouraged to provide employment in the county for an increasing proportion of local residents.
- 3 Industrial plants should be grouped together in specific areas or belts.
- 4 Such areas should have these characteristics:
 - a. Access to major transportation facilities, without traversing residential areas.
 - b. Access to an adequate labor supply.
 - c. Favorable topographic and soil conditions.
- 5 Industries adjacent to areas which require freedom from noise, smoke, and similar nuisances should protect such properties by landscaping, control of industrial processes, and other means.

STANDARDS

EMPLOYEE DENSITY

Type of Industry	Employees/Gross Acre
Light manufacturing	
Close to public transit routes . . .	15-20
Removed from public transit routes	5-15
Wholesale establishments	5-10
Administrative-professional areas . . .	15-30

The density in a specific area will also depend on adjacent land uses and distance from major centers.

TIME-DISTANCE

An industrial area should be provided within 20 minutes driving time of each community unit.

CIRCULATION ELEMENT

The circulation system should be designed to provide maximum freedom of movement with minimum interference to adjacent areas and activities. Linking functionally related areas within community units, one community with another, and San Mateo County with other counties and regions, this system should enable the safe, convenient, and economic transport of people and goods by means appropriate to the nature of each trip.

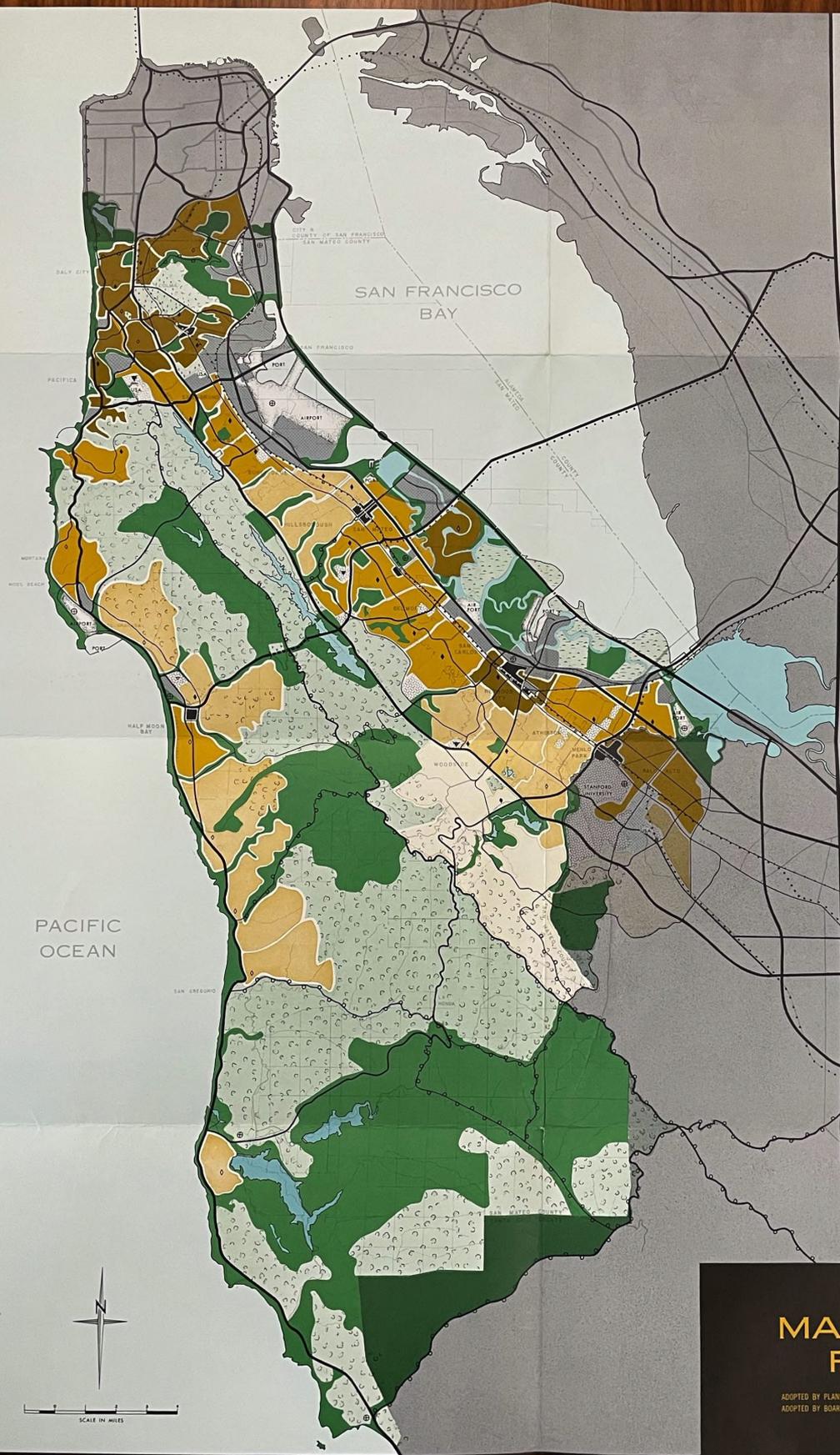
PRINCIPLES

- 1 The circulation system should be coordinated with those of adjacent counties and the state to insure an economical and functional system.
- 2 Conflicts in the operation of different type carriers should be minimized through physical separation and other suitable controls; coordinated use should be promoted by the provision of terminal facilities.
- 3 Thoroughfares should not sever unified areas unless the parts are linked by local circulation.
- 4 Major thoroughfares should have the minimum number of intersections needed for safety and efficiency.
- 5 Major thoroughfares should be landscaped and existing vegetation retained where possible.
- 6 Railroad lines should be preserved and extended to accommodate through freight shipments and to fulfill the needs of expanded local industry.
- 7 Regional rapid transit and efficient local transit should be established as part of a fast and convenient Bay Area transportation system.
- 8 Airport and heliport facilities should be provided to accommodate increasing commercial passenger and freight traffic as well as private aircraft.
- 9 Port facilities should be created or expanded to fulfill the need of industry for water transport.

STANDARDS

- 1 Three types of thoroughfares are recommended: freeways, for inter-regional travel; expressways, for through traffic between communities; and, arterial streets, as connectors between local streets and major highways. Design speed, control of access, and use of grade separations should be based on the importance of the thoroughfare.
- 2 All intersections of railroad lines and major thoroughfares should have grade separations.
- 3 Rail freight service should be extended to all industrial areas where there is need for it.
- 4 Rapid transit vehicles should maintain an average speed of 45 miles per hour; service should be adequate for both minimum and maximum demand periods.
- 5 The comfort, convenience, and economy of rapid transit service should equal or surpass that of private passenger vehicles for the same type trips.
- 6 Airports should be located and scaled according to the primary type of service they provide: transcontinental, feeder, or recreational.
- 7 Heliports should be easily accessible by surface transit from district centers and industrial areas.
- 8 Ports should be served by highways and facilities necessary for efficient trans-shipment of freight.
- 9 Adequate port channels should be maintained.

**SAN MATEO COUNTY PLANNING COMMISSION
COURTHOUSE, REDWOOD CITY, CALIFORNIA**



DISTRICT CENTER

Each center, serving primarily the residents of a district area, is a major concentration of shopping and personal service establishments and multi-family uses and may also include business service firms and wholesale establishments

INDUSTRIAL AREA

Includes principally manufacturing plants, warehouses, and wholesale establishments

COMMUNITY UNIT

Each community, delimited by a white line, is a physical unit with its own local service facilities

POPULATION DENSITY

Persons per gross community acre

HIGH	OVER 15
MEDIUM	11-15
LOW-MEDIUM	3-10
LOW	UNDER 3
OPEN—RESIDENTIAL	3-acre and larger home sites combined with open spaces

OPEN SPACES

Extremely low intensity non-structural uses of land, principally:

- RECREATION AREA**
Predominantly for public, private, institutional and commercial recreation. Other compatible uses may also be included.
- AGRICULTURE or WOODLAND**
- MARSHLAND or SALT BEDS**
- CEMETERY**

INLAND WATERWAYS AND LAKES

Lakes, reservoirs, and lock-controlled waterways used for water supply, flood control and recreation.

INSTITUTIONS

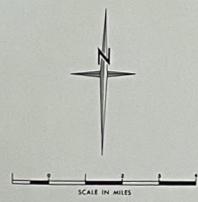
- LARGE SITES**
- HIGH SCHOOL**
Built or site acquired
- Proposed—general location
- JUNIOR COLLEGE**
Built or site acquired
- Proposed—general location

CIRCULATION FACILITIES

- FREEWAY**
- EXPRESSWAY**
- ARTERIAL STREET**
- PARKWAY**
- RAILWAY LINE**
- RAPID TRANSIT LINE, STATIONS**
- HELIPORT**

PACIFIC OCEAN

SAN FRANCISCO BAY



MASTER PLAN FOR 1990

ADOPTED BY PLANNING COMMISSION, FEBRUARY 25, 1960—LAST AMENDED NOVEMBER 20, 1963
ADOPTED BY BOARD OF SUPERVISORS, DECEMBER 27, 1960—LAST AMENDED JANUARY 14, 1964

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