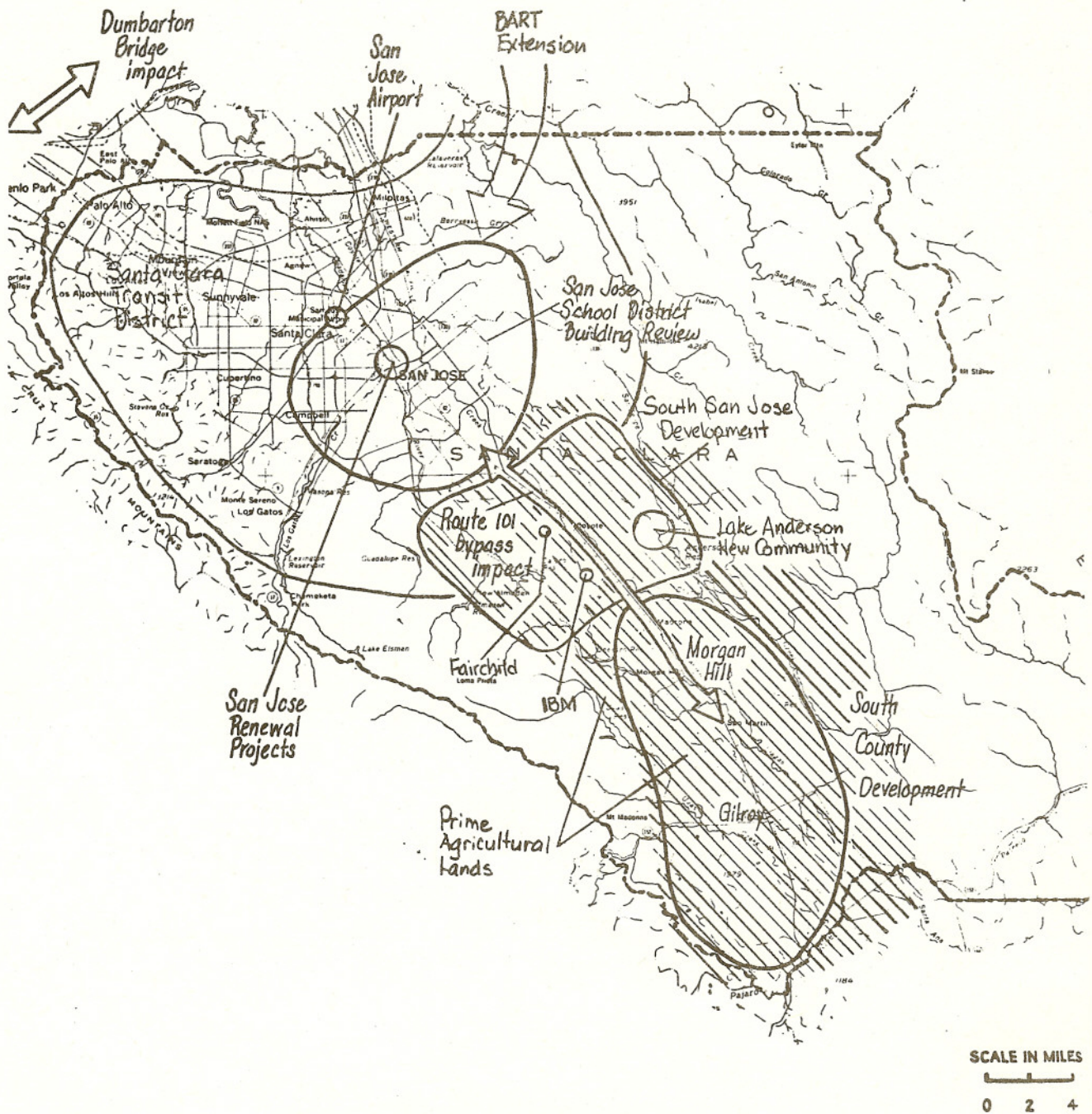


**DEVELOPMENT ISSUES**  
**San Mateo County**

Source: ABAG. 1974. Regional Plan Review/Update Report.





## DEVELOPMENT ISSUES

### Santa Clara County

Source: ABAG. 1974. Regional Plan Review/Update Report.



2.807           The issues facing western San Mateo County are similar to those confronting the North Bay counties of Marin and Sonoma, finding a balance between access and preservation of resources. Development pressures in San Mateo County's mid-coastal areas are increasing because of closeness to job growth on the Bayside of the peninsula and in San Francisco. This pressure is focused on the Half Moon Bay area, with its ample supply of developable agricultural and hillside land, in anticipation of improvements to the highways leading to the coast. The recently adopted ABAG Coastline Plan stresses the need to manage growth and protect unique agricultural lands. ABAG, MTC, San Mateo County, the coastal cities, Central Coastal Commission and other regional scale agencies are working now to try to resolve issues of proper extent and location of growth.

2.808           c. Overview - The East Bay (Alameda and Contra Costa Counties, Plates II-60 and II-61). Oakland and Richmond have experienced similar economic and social issues as those faced by San Francisco. These cities have undertaken programs to improve the position of socially and economically disadvantaged persons and to alleviate city financial problems particularly directed toward expanding office and service jobs. Further action will be needed to make sure the jobs can most effectively help the problems of the economically distressed population in these areas.

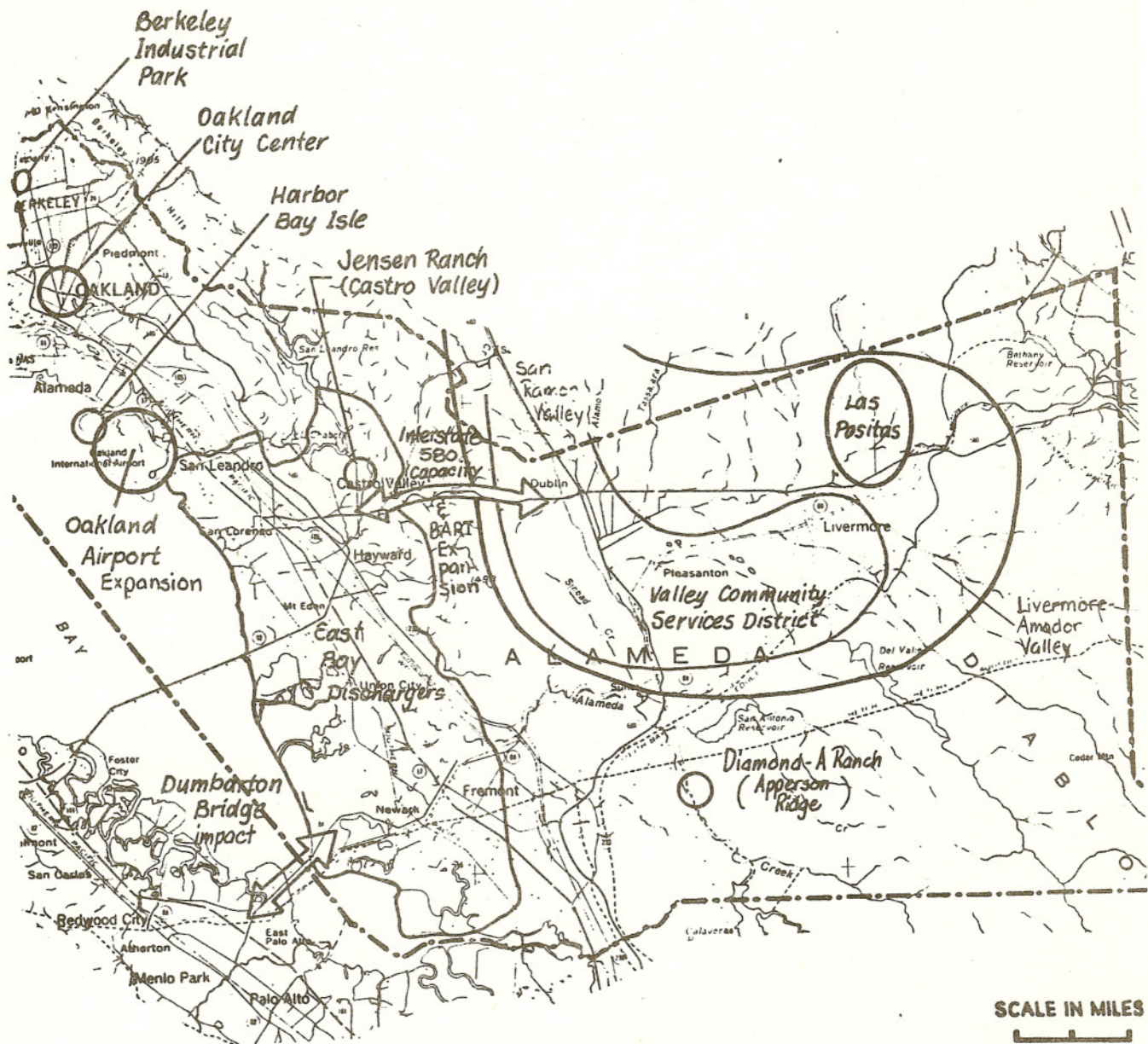
2.809           Most of the issues facing older Peninsula cities also face East Bay Cities stretching along the Bay Plain from Richmond on the north to Fremont on the south. Such problems include aging housing stock, potential for rebuilding, hazards of seismic shaking and flooding. Perhaps the strongest concern is in housing conservation because, unlike Peninsula cities, vast nearby areas of new housing have been and may continue to be opened up at the south end of the Bay and in inland Contra Costa and Alameda Counties which provide an attractive alternative to the existing housing supply for those who can afford it. Like the Peninsula cities, portions of existing cities lie on fill which could be subject to very serious seismic shaking and flooding damage. At the same time, public access to the Bay is very limited. Industrial development in the East Bay faces a serious land shortage in the built-up cities. Pressures for expansion of oil refining capacity pose serious potential environmental questions from Richmond on up through the Carquinez Straits.

2.810           The East Bay's inland growth pressures continue to be very strong and are frequently complicated by problems of air quality, sewerage treatment capacity, and conflicting and uncoordinated government agencies all affecting growth.



- 2.811           The Livermore-Amador Valley has a particular complicated situation where decisions about sewerage facilities, freeway and transit service, water supply, and land development controls will be made by independent public bodies each responding to its own mandate and responsibilities but taken together will substantially determine the overall future of the valley. Additionally, a number of major scale developments are now proposed for areas where ABAG's plans and policies seek to retain much of the land in non-urban use. A strong commitment to cooperation will be required in order to coordinate key development decisions which include provision of sewer and water services, possible public transit services and additional freeway capacity.
- 2.812           Opening up of BART transbay service and possible extensions to Pittsburg, Antioch and the Livermore-Amador Valley can reduce auto dependency but also more firmly underline the current trend toward the long commute and away from bayside communities with more potential for job-housing balance. Central Contra Costa County, in particular, already has a serious shortage of low and moderate income housing.
- 2.813           The issue of air quality standards is central to inland East Bay. Pending air quality standards and regulations which strongly affect growth levels would have serious effect on private and public investment decisions which have to be based on long term development assumptions.
- 2.814           Additional growth pressures are cropping up in the far eastern portion of Contra Costa County where the retention of land in agricultural use is being subjected to development pressures for second homes.
- 2.815           Development pressure is growing in the corridor along I-80 from Richmond to Crockett. The area potentially could accommodate major growth; however, serious efforts will be required for coordination to ensure effective management and a rational pattern of development among the small separate communities in that corridor.
- 2.816           d. Overview - The North Bay (Marin, Sonoma, Napa & Solano Counties, Plates II-62 to II-65). Most of the major employment-generating development of the Bay Area during the 1950's and '60's occurred outside the North Bay Counties. This rapid growth created population growth in the North Bay Counties within commuting distance of the metropolitan employment centers. Far less comparable job creation occurred which would lend balance to the communities. Many of the communities and the counties are now taking a second look at this pattern of development and its consequences for their areas.





## DEVELOPMENT ISSUES

### Alameda County

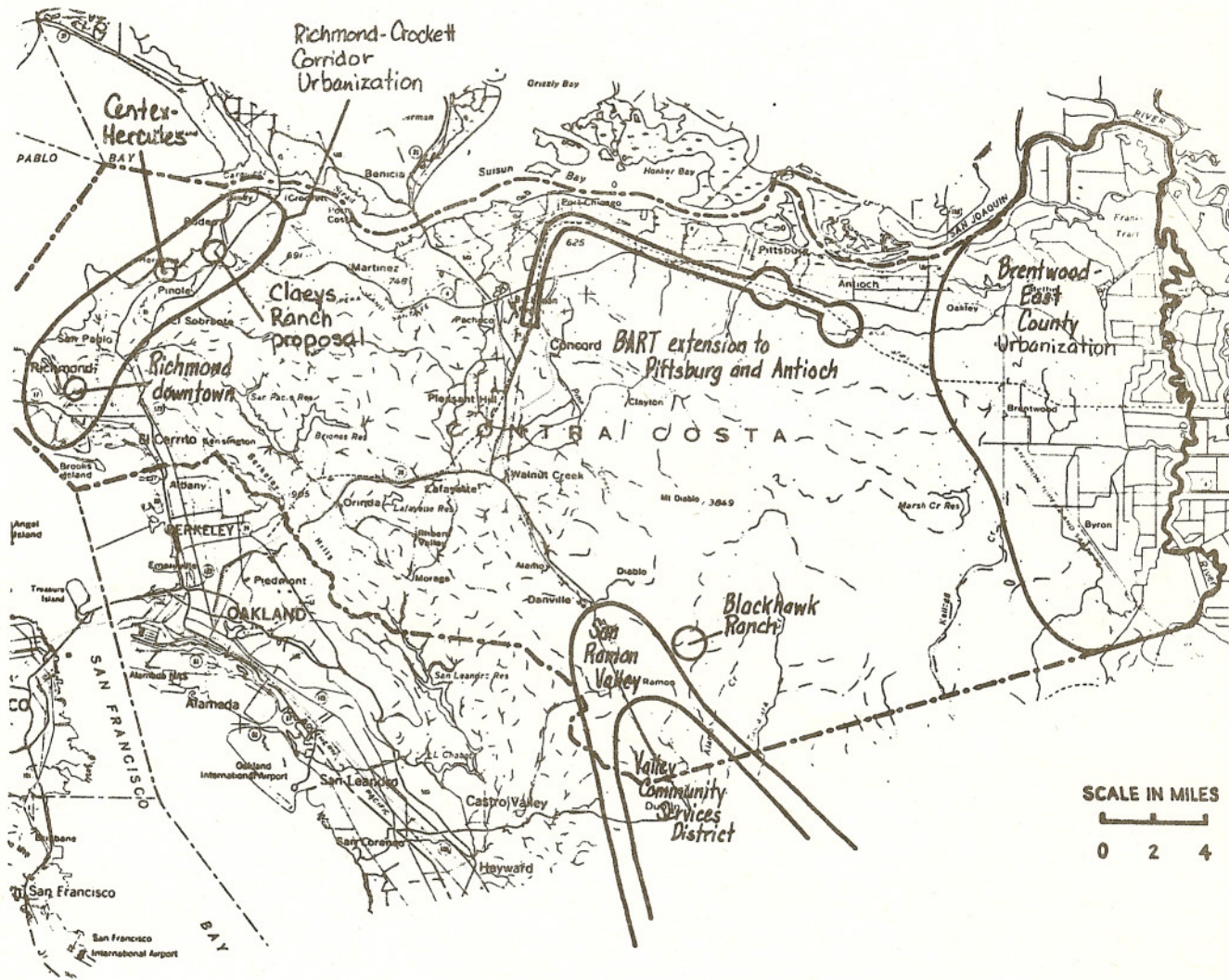
SCALE IN MILES



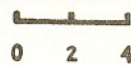
Source: ABAG. 1974. Regional Plan Review/Update Report.

PLATE II-60





SCALE IN MILES



## DEVELOPMENT ISSUES Contra Costa County

Source: . ABAG. 1974. Regional Plan Review/Update Report.

PLATE II-61



- 2.817 Marin and Sonoma counties have expressed an intent to establish a better balance between jobs and population. In particular Sonoma County is now carefully examining its future choices in regard to maintaining a rural atmosphere in parts of the county, separation of cities on the Santa Rosa plain, and improving the jobs-county residents balance, particularly in the Santa Rosa area. The provision of highway accessibility and the level of transit service permitting long distance commutation become key questions in the examination of future choices.
- 2.818 Solano County is evaluating the potential to expand its job base to take advantage of its highly accessible location within the Sacramento-Bay Area corridor. Further development at Mare Island and Travis AFB could provide more jobs but also reinforce dependency on defense-related jobs in this area. Some related side effects of expanded economic growth in Sonoma and Solano County could include further residential development pressure in Napa County, particularly if coupled with expanded transportation services to the area.
- 2.819 Of the North Bay Counties, only Solano is providing low and moderate income housing in significant quantities, while in Marin County the market for this type of housing is particularly tight.
- 2.820 Protection of prime agricultural lands is a serious and continuing issue in the North Bay. The unique qualities of Napa Valley for growing prime varietal grapes are well recognized although expansion of the wine-grape industry has occurred in Sonoma County and Solano County as well. In all four counties agricultural lands are under pressure for urban development or subdivisions into ranchettes and low intensity sub-urban uses.
- 2.821 The vast length of ocean coastline from the Golden Gate, including the Golden Gate National Recreation Area and Point Reyes National Seashore to the Sonoma-Mendocino County boundary is an area of increasing attention for both development and protection. The North Central Coastal Commission is now making difficult policy choices involving accessibility, land controls, and public ownership for this coastal area. While development pressures for year round and transient residential uses are not as great as in the San Mateo area, there are problems involved in increasing access to shoreline recreational areas, while maintaining the nearby land in open uses.
- 2.822 8. Community Cohesion. Community cohesion promotes meaningful interaction between members of a group. Essential elements are physical proximity, social similarities and group activities. In the Bay Area are a multitude of community-oriented organizations and institutions: newspapers, radio, television, outreach programs, service clubs, chambers of commerce, farm organizations, and ecology groups.



2.823 The Bay Area community is unique in its wide-ranging concern for ecological issues. More than 30 major ecological organizations are actively involved in efforts to preserve the Bay's natural environment. The largest of these organizations are the Sierra Club, Audubon Society, and National Wildlife Federation. Many conservationists are based in Marin County and outlying areas. Special ecological groups are frequently established to lobby for a particular cause, later to be disbanded. Major ecological issues are filling of the Bay, destruction of saltmarsh habitat, water pollution and air pollution. This aspect of Bay Area society might be termed ecological cohesion.

2.824 9. Leisure, Recreation, Culture. In addition to Golden Gate Park, East Bay Regional Park District, and several hundred small parks scattered throughout the region, recreation and culture involve concerts, operas, plays, theaters, special events, sight-seeing, and countless other activities. The focus of this section shall be on water-oriented recreation, which includes swimming, water skiing, waterfowl hunting, and sport fishing, sailing and boating. For 1973, the projected number of registered recreational boats in the Bay was 119,675:

Distribution by propulsion method:

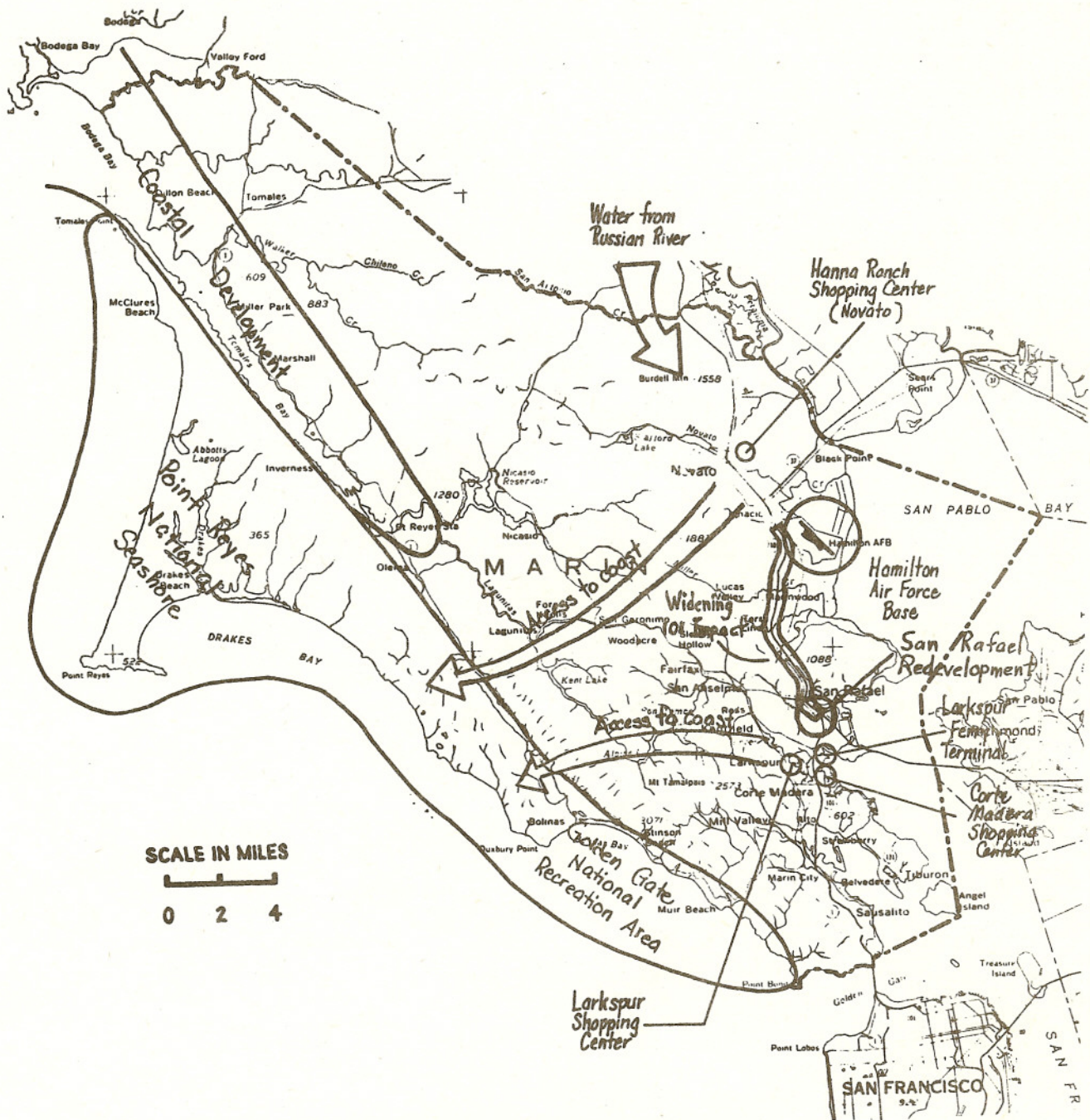
outboards	60.3 percent	72,139
inboards	24.6 percent	29,421
other	<u>15.1 percent</u>	<u>18,115</u>
	100.0 percent	119,675

SOURCE: Arthur D. Young & Company. 1973. Boating Resources Development Planning Study. Prepared for California Department of Navigation and Ocean Development. Sacramento, CA.

The average annual days each boat was used was estimated at 27.3. The marinas located around the Bay, are listed in Table II-92, and those in the vicinity of Corps dredging projects are briefly described below.

2.825 a. San Francisco Harbor. The Marina Small Craft Harbor, located on the northern waterfront of San Francisco, berths 723 boats, with a waiting list of nearly 1,400 more. Nearby Fisherman's Wharf berths 198 fishing boats. A small boat landing is also located at Mission Rock south of the Bay Bridge. There is no recreational boating in the vicinity of the Corps dredging projects at Islais Creek and the San Francisco Bar.



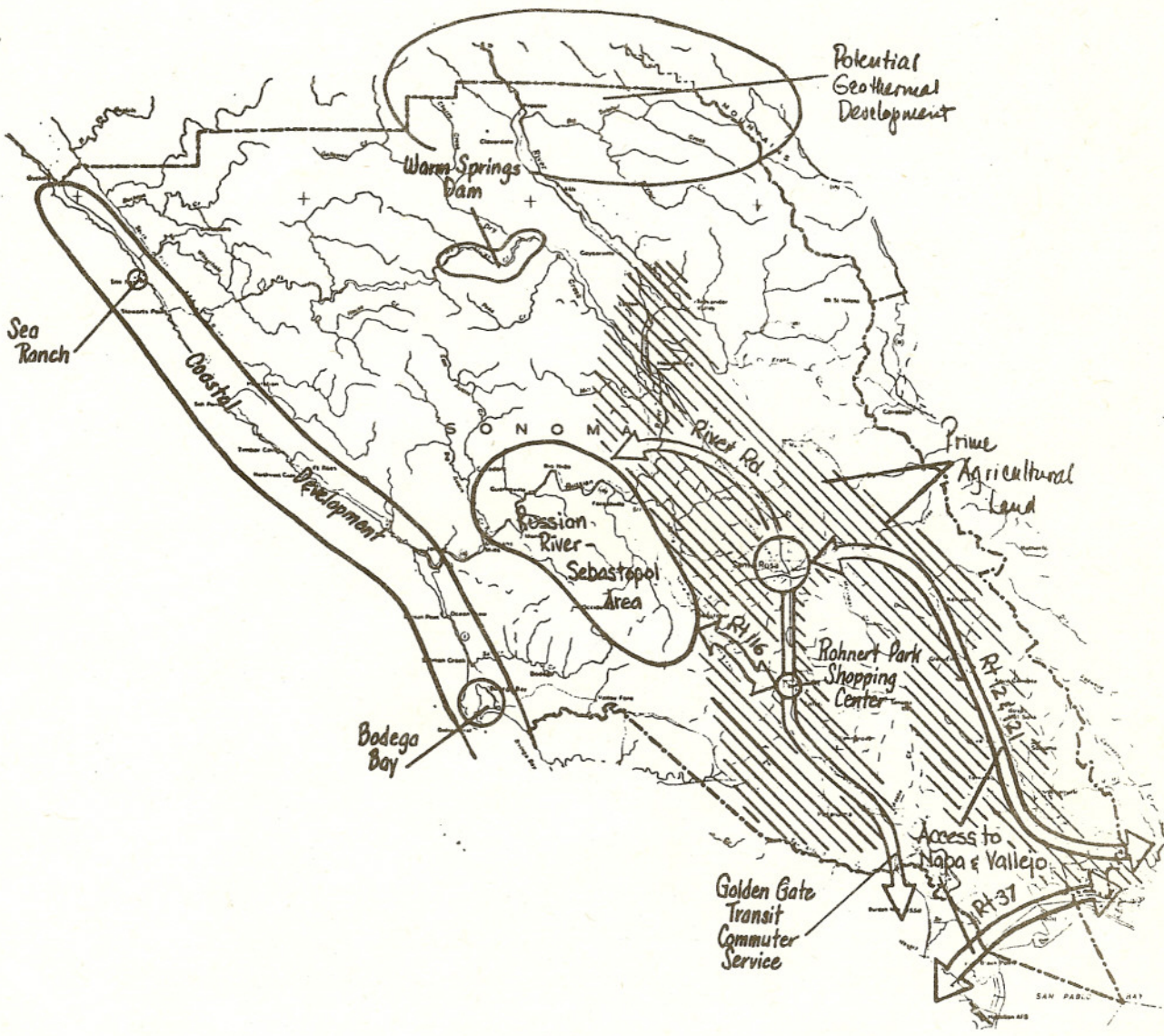


## DEVELOPMENT ISSUES

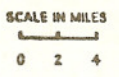
### Marin County

Source: ABAG. 1974. Regional Plan Review/Update Report.



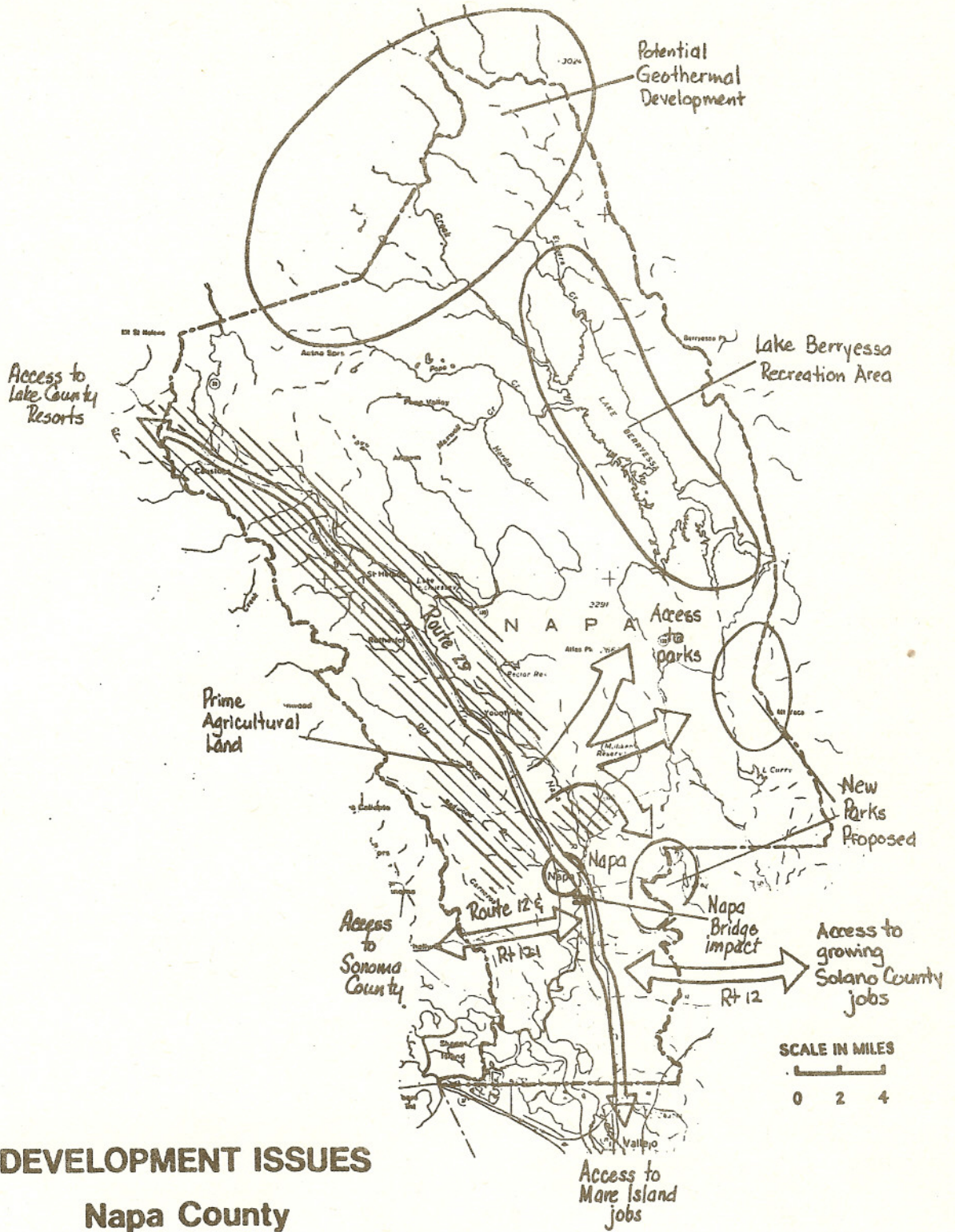


**DEVELOPMENT ISSUES**  
**Sonoma County**



Source: ABAG. 1974. Regional Plan Review/Update Report.





## DEVELOPMENT ISSUES

### Napa County

Source: ABAG. 1974. Regional Plan Review/Update Report.