



photo: Karl Nielsen

Plan Bay Area 2050 is a long-range plan charting the course for the future of the nine-county San Francisco Bay Area. The plan integrates 35 bold, equitable and resilient strategies to tackle the region’s transportation, housing, economic and environmental challenges in order to advance the vision of a more affordable, connected, diverse, healthy and vibrant Bay Area for all.

A strategy in the context of the plan is either a public policy or set of investments that can be implemented in the Bay Area over the next 30 years. Modeled in combination with current zoning and new Growth Geographies, the plan’s strategies inform its performance outcomes, including the forecasted regional growth pattern.

Transformative infrastructure projects are nested within the plan’s 35 strategies, which in Contra Costa County include building an integrated regional express lanes network and improving interchanges to address highway bottlenecks. These investments will enhance connectivity along both Interstate 80 and Interstate 680, and between State Route 4 and Byron Highway in eastern Contra Costa County. More information on a selection of strategies and infrastructure investments relevant to Contra Costa County are included on the following pages. To learn about the plan’s Growth Geographies or to read the plan, visit [planbayarea.org/finalplan2050](http://planbayarea.org/finalplan2050).

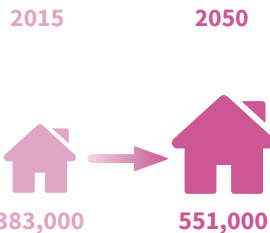


### Growth Pattern

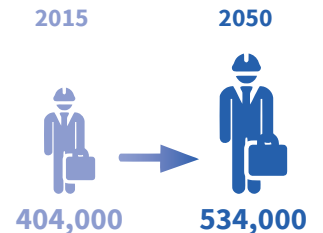
Plan Bay Area 2050 focuses new household growth in Contra Costa County in the northern parts of the county. Between 2015 and 2050, 12% of all new households and 9% of all new jobs in the Bay Area are anticipated to be located in Contra Costa County.

Jobs would be focused in Contra Costa County’s existing communities, with larger shares of growth anticipated in western parts of the county, as well as job centers in Concord and Martinez. Furthermore, with the forecasted growth levels through 2050, Contra Costa County’s jobs to housing ratio inches closer to the regional average, illustrating a slightly improved balance of housing and jobs in the county.

#### HOUSEHOLD GROWTH



#### JOB GROWTH



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# SPOTLIGHT STRATEGIES



## HOUSING

**H6. Transform aging malls and office parks into neighborhoods.** Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels.

**Local Context:** As Contra Costa County prepares for additional housing growth, the county has multiple opportunity sites in aging office parks and malls to accommodate growth, such as Hilltop Mall in Richmond. This strategy focuses redevelopment of sites that could accommodate 1,000+ units of new housing, increasing the range of housing opportunities for working families in the county. The redevelopment of declining shopping centers also would attract neighborhood-serving amenities into suburban areas to facilitate more complete communities.



## ECONOMY

**EC5. Provide incentives to employers to shift jobs to housing-rich areas well served by transit.** Provide subsidies to encourage employers to relocate offices to housing-rich areas near regional rail stations.

**Local Context:** Providing incentive-based job shifts to housing-rich, transit-served communities could reduce commute time and cost for thousands of Contra Costa County residents. This strategy would improve the jobs to housing ratio in Contra Costa County and strengthen county job centers in Concord, Pleasant Hill and Walnut Creek with major BART stations acting as hubs for new growth.



## TRANSPORTATION

**T6. Improve interchanges and address highway bottlenecks.** Rebuild interchanges and widen key highway bottlenecks to achieve short- to medium-term congestion relief.

**Local Context:** This strategy would provide \$2 billion in new infrastructure investments on Interstate 680, State Route 4 and the new Vasco Road/Byron Highway Connector. Completed express lanes on I-680 will be complemented by the Innovate 680 project, which will provide express bus service to San José. The new expressway project between Vasco Road and Byron Highway will provide short- to medium-term congestion relief on the primary interregional path between Contra Costa and San Joaquin counties.



## ENVIRONMENT

**EN4. Maintain urban growth boundaries.** Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.

**Local Context:** Maintaining urban growth boundaries supports Contra Costa County's existing 65/35 Urban Limit Line (ULL) growth ratio, where urban development is capped at 35% of land area in the county. Plan Bay Area 2050 assumes an extension of the ULL beyond 2026, which would preserve valued agricultural, open space, wetlands, parks and other nonurban land uses.



# SPOTLIGHT INFRASTRUCTURE PROJECTS



## **T12. Build an integrated regional express lanes and express bus network: I-680 Express Lanes**

This project will construct 13 new miles of express lanes northbound on I-680 between Martinez and Walnut Creek and will complement a southbound express lane on I-680 that is currently under construction along the same corridor. Express lanes can provide short- to medium-term peak period congestion relief and maximize the capacity of high-occupancy vehicle (carpool) lanes.

## **T6. Improve interchanges and address highway bottlenecks: SR-4 Widening and Vasco Road Byron Highway Connector**



These east county projects will improve connectivity between Contra Costa and San Joaquin counties. The Vasco Road Byron Highway Connector will connect SR-4/Vasco Road and Byron Highway for a more direct connection to San Joaquin County cities clustered along Interstate 205. SR-4 widening will increase road capacity between Balfour Road to the new Vasco Road Byron Highway. These projects can help facilitate existing interregional commutes while providing greater access for goods movement in the decades ahead.



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