



photo: Noah Berger

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 Santa Clara County include expansion and modernization of the regional rail network and protections against the impacts of sea level rise. These investments include the BART extension to Silicon Valley and the State Route 237/Valley Transportation Authority Resilience Project. More information on a selection of strategies and infrastructure investments relevant to Santa Clara 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).

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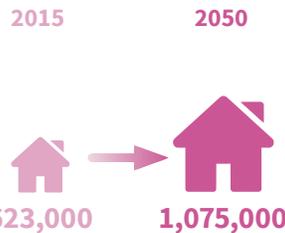
## Growth Pattern

As Silicon Valley has emerged as the region’s largest jobs center, Santa Clara County is poised to see the largest share of regional housing and job growth, primarily in the northeastern and central parts of the county. Between 2015 and 2050, 33% of all new households and 36% of all new jobs in the Bay Area are anticipated to be located in Santa Clara County.

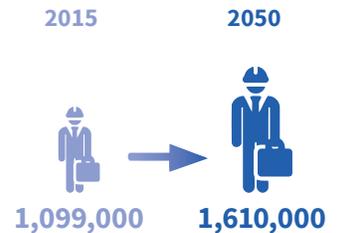
Significant growth in housing and jobs can be concentrated in Transit-Rich Areas, including downtown San José, Sunnyvale and Mountain View, which already have many high-density projects in the pipeline. The large footprint of aging strip malls and office parks, especially in Milpitas and northern San José, also provide substantial development capacity.

Diridon Station, Mountain View and Sunnyvale comprise the “golden triangle” — a well-established tech cluster. This area continues to attract additional employment and contains nearly 30% of anticipated regional job growth. The housing and job growth expected in the plan shift the county’s jobs to housing ratio (1.5) downward, better aligning with the forecasted 2050 regional average (1.3).

### HOUSEHOLD GROWTH



### JOB GROWTH



# 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:** Santa Clara County has significant development capacity to accommodate new growth in aging malls and within the large footprint of aging office parks. This strategy focuses on redevelopment of sites that could accommodate 1,000+ units of new housing, increasing the range of housing opportunities for working families in jobs-rich areas of Silicon Valley. The redevelopment of declining shopping malls, such as the Great Mall, Eastridge Center and Vallco Mall, could attract neighborhood-serving amenities into suburban areas to facilitate more complete communities.



## ECONOMY

**EC4. Allow greater commercial densities in Growth Geographies.** Allow greater densities for new commercial development in select Priority Development Areas and Transit-Rich Areas to encourage more jobs to locate near public transit.

**Local Context:** Allowing greater commercial densities in Growth Geographies would increase the share of jobs within walking distance of transit. This strategy would enable higher levels of environmentally friendly job growth to occur in transit-rich areas near BART and VTA light rail systems.



## TRANSPORTATION

**T11. Expand and modernize the regional rail network.** Better connect communities while increasing frequencies by advancing the Link21 new transbay rail crossing, BART to Silicon Valley Phase 2, Valley Link, Caltrain Downtown Rail Extension and Caltrain/High-Speed Rail grade separations, among other projects.

**Local Context:** This strategy would provide \$36 billion in new infrastructure investments in BART, Caltrain and VTA, as well as enable future high-speed rail. The BART to Silicon Valley Phase 2 project links downtown San José to the rest of the region. Caltrain capital improvements from San Francisco through the Peninsula will complement the infrastructure upgrades needed to accommodate high-speed rail in Santa Clara County, supported by station upgrades at Diridon Station to create a critical anchor for regional and interregional trips in the South Bay.



## ENVIRONMENT

**EN9. Expand transportation demand management initiatives.** Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

**Local Context:** Implementation of transportation demand management (TDM) strategies in Santa Clara County could have large-scale impacts on greenhouse gas emissions reductions in the region. Complemented by MTC and ABAG initiatives supporting carpool and vanpool, TDM strategies deployed to serve large-scale employment campuses and mixed-use developments could yield high trip-reduction potential and help the region meet emissions-reduction targets.

# SPOTLIGHT INFRASTRUCTURE PROJECTS



## **T11. Expand and modernize the regional rail network: BART to Silicon Valley Phase 2**

The BART extension to Silicon Valley is a regionally significant project offering high-quality transit alternatives to driving. This project would extend service from the recently opened Berryessa Station to downtown San José, adding four new stations at Alum Rock/28th, Downtown San José, Diridon and Santa Clara..



## **T11. Expand and modernize the regional rail network: Stevens Creek Rail**

Originating from the Horizon initiative's Transformative Projects process, the Stevens Creek corridor project would introduce light rail service on the corridor, providing high-capacity rapid transit service between Diridon Station in San José and De Anza College in Cupertino.



## **EN1. Adapt to sea level rise: South San Francisco Bay Shoreline Project**

The South San Francisco Bay Shoreline Project is currently in development to plan for protections near the vulnerable Alviso neighborhood. Currently, the plan is envisioned as a protective horizontal levee, combined with restored wetlands that approach the bay. These investments would all provide habitat and green space for the area, in addition to protective benefits for the SR-237/VTA corridor. Homes and businesses in and around the Alviso neighborhood, a lower-income community in North San José, would also benefit from this protection.



photo: MTC Stock Archive

