



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.

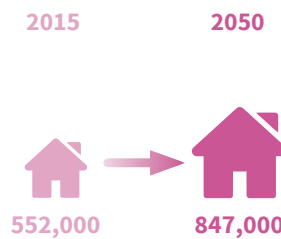
Transformative infrastructure projects are nested within the plan’s 35 strategies, which in Alameda County include enhancements to inter-regional transportation connections to the San Joaquin Valley and protections against the impacts of sea level rise, among others. More information on a selection of strategies and infrastructure investments relevant to Alameda 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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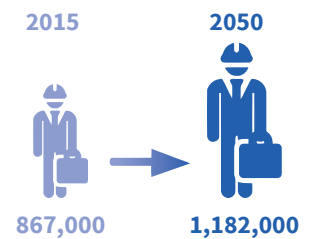
### Growth Pattern

Plan Bay Area 2050 projects the second largest regional share of new household and job growth will occur in Alameda County. Between 2015 and 2050, 22% of all new households and 22% of new jobs in the Bay Area are anticipated to locate in Alameda County. The greatest increase in households occurs in the Tri-Valley, while the greatest increase in jobs growth occurs in communities like Hayward and San Leandro in central Alameda County.

#### HOUSEHOLD GROWTH



#### JOB GROWTH



New homes would be focused along rail corridors, including BART stations that serve most cities in the county. Job growth is projected to be strongest in central and southern parts of the county, with the largest share of growth concentrated along Interstate 880 and the BART rail corridors. Furthermore, Alameda’s jobs to housing ratio would remain closely tied to the regional average — illustrating a healthy balance of housing and jobs in the county.

# SPOTLIGHT STRATEGIES



## HOUSING

**H2. Preserve existing affordable housing.** Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing.

**Local Context:** Affordable housing preservation strategies are critically important for Alameda County, where deed-restricted units decline by the thousands each year, representing a 6-8% loss in affordable units year-over-year since 2012. Spillover housing demand from San Francisco continues to create gentrification and displacement, which disproportionately impact communities of color along key transit corridors in Berkeley, Hayward, Oakland and San Leandro.



## 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 Alameda County residents. This strategy would benefit the budding job centers in more housing-rich places like Fremont, Hayward and San Leandro.



## 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 \$47 billion in new infrastructure investments for systems serving Alameda County including enhanced service on ACE, BART and Capitol Corridor, as well as major new rail expansions like Valley Link and the Link21 new transbay rail crossing. With trains departing every six minutes during peak commute periods, Link21 would provide much-needed capacity on the transbay corridor to alleviate crowding and reduce the risk of service disruption, providing better regional connectivity to job centers in Downtown Oakland, San Francisco and Silicon Valley.



## ENVIRONMENT

**EN2. Provide means-based financial support to retrofit existing residential buildings.** Adopt building ordinances and incentivize retrofits to existing buildings to meet higher seismic, wildfire, water and energy standards, providing means-based subsidies to offset associated costs.

**Local Context:** Of all Bay Area counties, Alameda County has the most homes in the Very High Fire Hazard Severity Zone. The county also has the Hayward Fault, the region's fault most likely to cause a big earthquake over the next 30 years. This strategy would advance retrofitting all crawl space and soft story single-family and multi-family homes in the county, in addition to the 25,000 most-at-risk homes in the wildland urban interface.

# SPOTLIGHT INFRASTRUCTURE PROJECTS



## **T11. Expand and Modernize the Regional Rail Network: Valley Link**

The planned 42-mile Valley Link project will connect the Tri-Valley to San Joaquín Valley via a commuter rail system that includes a total of seven stations connecting the existing Dublin-Pleasanton BART Station to the future North Lathrop ACE train station. The project will relieve a portion of the nearly 100,000 commuters traveling via the Altamont pass daily.



## **T11. Expand and Modernize the Regional Rail Network: Link21 (New Transbay Rail Crossing)**

This regionally significant project would increase transbay rail capacity between San Francisco and Oakland, while providing benefits for travelers across the Bay Area. The first phase of a new transbay rail crossing (Link21) would build a new transbay tunnel and construct new stations in Alameda County cities including Berkeley, Emeryville and Oakland.



## **EN1. Adapt to Sea Level Rise: I-880 Sea Level Rise Resilience Project**

This project would construct a horizontal levee to protect the I-880 corridor from inundation. The horizontal levee, which is a greener alternative to a traditional levee, would provide additional habitat to help bridge the area to existing marshland. Additionally, existing light industrial buildings in the Warm Springs neighborhood of Fremont would also benefit from greater sea level rise protections, reducing the risk of job relocation elsewhere in the region or beyond.



photo: Karl Nielsen

