



Incorporated October 22, 1956

CITY OF SARATOGA

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July 28, 2020

Therese McMillan
ABAG/MTC Executive Director
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RECEIVED

AUG 06 2020

MTC

Subject: Plan Bay Area 2050 Blueprint

Dear Ms. McMillan,

I am writing to express concern regarding some of the strategies and assumptions that have formed the draft [Plan Bay Area 2050 Blueprint](#). When complete, Plan Bay Area 2050 will account for projected economic, environmental, housing, and transportation needs of the counties and cities in the San Francisco Bay Area, including Saratoga. Once finalized, Plan Bay Area 2050 will have significant impacts to Saratoga by influencing allocation of grant funds for projects, like road improvements, funding for public transportation, as well as projections that influence Regional Housing Needs Allocations.

The Plan Bay Area 2050 Draft Blueprint identifies areas throughout the Bay Area for housing and job growth. In the Draft Plan Bay Area 2050 Blueprint [Growth Geographies](#), several areas within Saratoga are identified as a "High Resource Area" with a high frequency bus service. The "High Resource Areas" in Saratoga are predominately single-family neighborhoods along Prospect Road, Quito Road, Allendale Avenue, and Fruitvale Avenue. The strategies in the Draft Plan Bay Area 2050 envision increased housing density in these sections of Saratoga.

There are only a handful of bus lines that operate in the City of Saratoga with only one line that runs through Saratoga frequently (every 12 to 15 minutes on weekdays) with the other lines coming once every 30 to 60 minutes. Additionally, the areas of Saratoga noted as a target for housing and jobs growth are predominately single-family neighborhoods. The Blueprint Growth Geographies grossly overstate both the availability of public transportation and the land available in Saratoga for high density development served by public transportation.

Compounding this challenge, the Blueprint relies on converting land designated for commercial and office uses to residential use. While this strategy may be worthy of consideration in some parts of the Bay Area, in Saratoga less than five percent of the land has a commercial or office designation and any reduction in land available for those uses will further increase vehicle miles traveled in our community. We have lost commercial space for a local grocery store to a luxury

townhome development using Senate Bill 35, leaving Saratoga with just one grocery store to serve more than 30,000 residents.

Furthermore, the [Draft Blueprint Growth Pattern at the County and Sub-County Levels](#) assumes that West Santa Clara County will see 31,000 more households between 2015 and 2050 as well as 30,000 more jobs during this same time period. However, Saratoga has historically had a very stable population size and it is unlikely we will see an increase in jobs as more and more of our commercial space is converted to housing. Very little, if any, of the growth predicted in the Draft Blueprint Growth Pattern will occur in established single family neighborhoods.

I believe that it is important to support affordable housing for the region, to build affordable housing in areas that have easy access to services and public transportation, and to align jobs and housing. However, I believe that the draft strategies have seriously missed the mark if they rely on building more residential housing in areas that cannot sustain increased density due to lack of transit services, available space, and jobs. Furthermore, the policies proposed under the draft Plan Bay Area 2050 Blueprint are often implemented by stripping local governments of their ability to control future land use and development. In Saratoga, we've only seen these policies benefit housing developers instead of those in need.

Sincerely,



Howard A. Miller, Mayor
City of Saratoga

CC: Council Member Jeannie Bruins, City of Los Altos
Council Member Liz Gibbons, City of Campbell
Board President Dave Cortese, Santa Clara County Board of Supervisors
Supervisor Cindy Chavez, Santa Clara County Board of Supervisors
Mayor Sam Liccardo, City of San Jose
Council Member Lan Diep, City of San Jose