

Putting it All Together for a Better Future

Creating a More Affordable Future

December 1, 2021

Let's Talk Housing SAN MATEO COUNTY



Interpretation

Interpretation is available in Spanish and Cantonese

Interpretación disponible en español y cantonés

提供西班牙語和粵語口譯服務

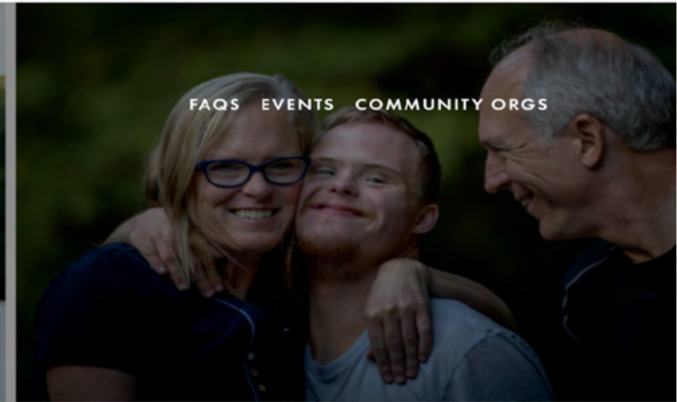
EN English and Spanish interpretation available!



Let's Talk Housing



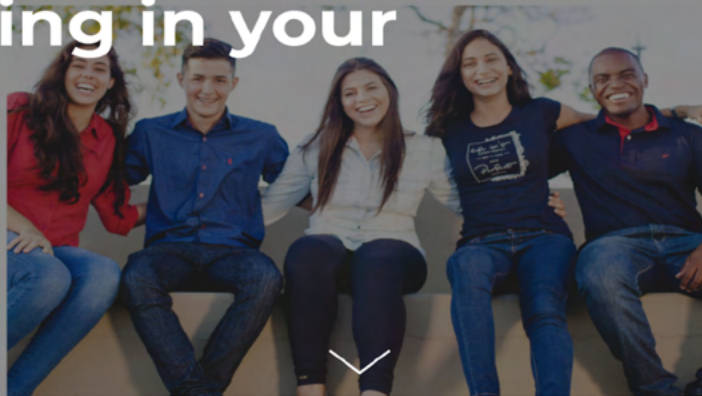
[WHY THIS MATTERS](#) / [HOW THIS WORKS](#) / [HOUSING 101](#) / [GET INVOLVED](#) / [CONNECT TO YOUR COMMUNITY](#)



[FAQS](#) [EVENTS](#) [COMMUNITY ORGS](#)

You have a once in a decade opportunity to shape the future of housing in your community

[WHY THIS MATTERS →](#)



This year, all jurisdictions in San Mateo County – cities, towns and the county – are updating their Housing Element, a plan for all the housing needed in every community.

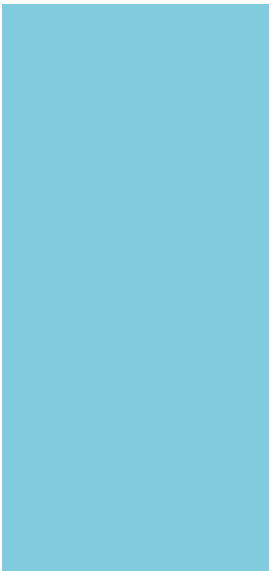
English >

Let's Talk Housing SAN MATEO COUNTY



Agenda

- Demographic poll
- Putting It All Together for a Better Future: Model Places & New Homes for San Mateo County
- Audience Q&A
- Breakout discussions



Speakers

Benjamin Grant

Urban Design Consultant

Urban Design Policy Director, SPUR (former)

Karen Murray

Partner

Van Meter Williams Pollack



Model Places

*Highlights from SPUR's Regional Strategy for
San Mateo County*

December 2021

Model Places: Assumptions and Framework

- **Over 50 years, a lot of growth is coming**
- **We can grow without sprawling**
- **Every type of place needs to do its part**
- **50-year vision – our grandchildren’s Bay Area**

TRANSPORTATION

ENVIRONMENT

place-types analysis

OPEN SPACE



Parks and Protect Areas: Span the region and include federal, state, regional and city parks and more.



Cultivated Land: Found mostly in Napa and Sonoma wineries and other crops elsewhere.



Rural and Open Space: Spread over half the region and includes working lands, sparse housing and more.

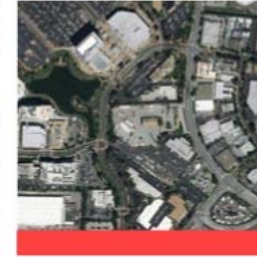
PRIMARILY JOBS



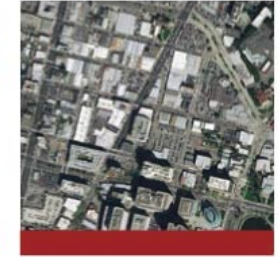
Industrial and Infrastructure: Very low density jobs; Large, low buildings with few intersections.



Office Parks: Low density jobs; Couple story buildings for office, retail, and other jobs.



Job Centers: Medium density jobs; Multi-story commercial buildings in many cities.



Urban Job Centers: High density jobs; Ten-plus story offices in job centers and large cities.

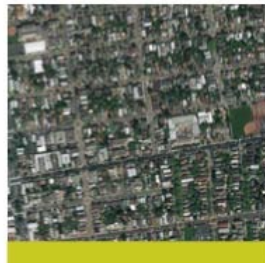
PRIMARILY HOUSING



Suburban Edge: Very low density housing; Single family homes at the edge of open space.

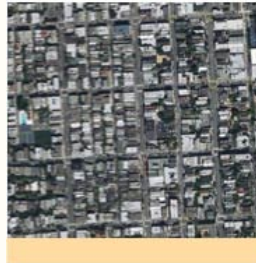


Cul de Sac Suburbs: Low density housing; Rings the center of almost every city of the region.



Small Lot and Streetcar Suburbs: Medium density housing; Found mostly in older San Francisco, East Bay and Peninsula neighborhoods.

MIXED [FOUND ONLY IN SAN FRANCISCO AND OAKLAND]



Urban Neighborhoods: Multifamily housing, retail and jobs (San Francisco and Oakland only).



High Rise Neighborhoods: Multistory housing and jobs on small blocks (San Francisco only).



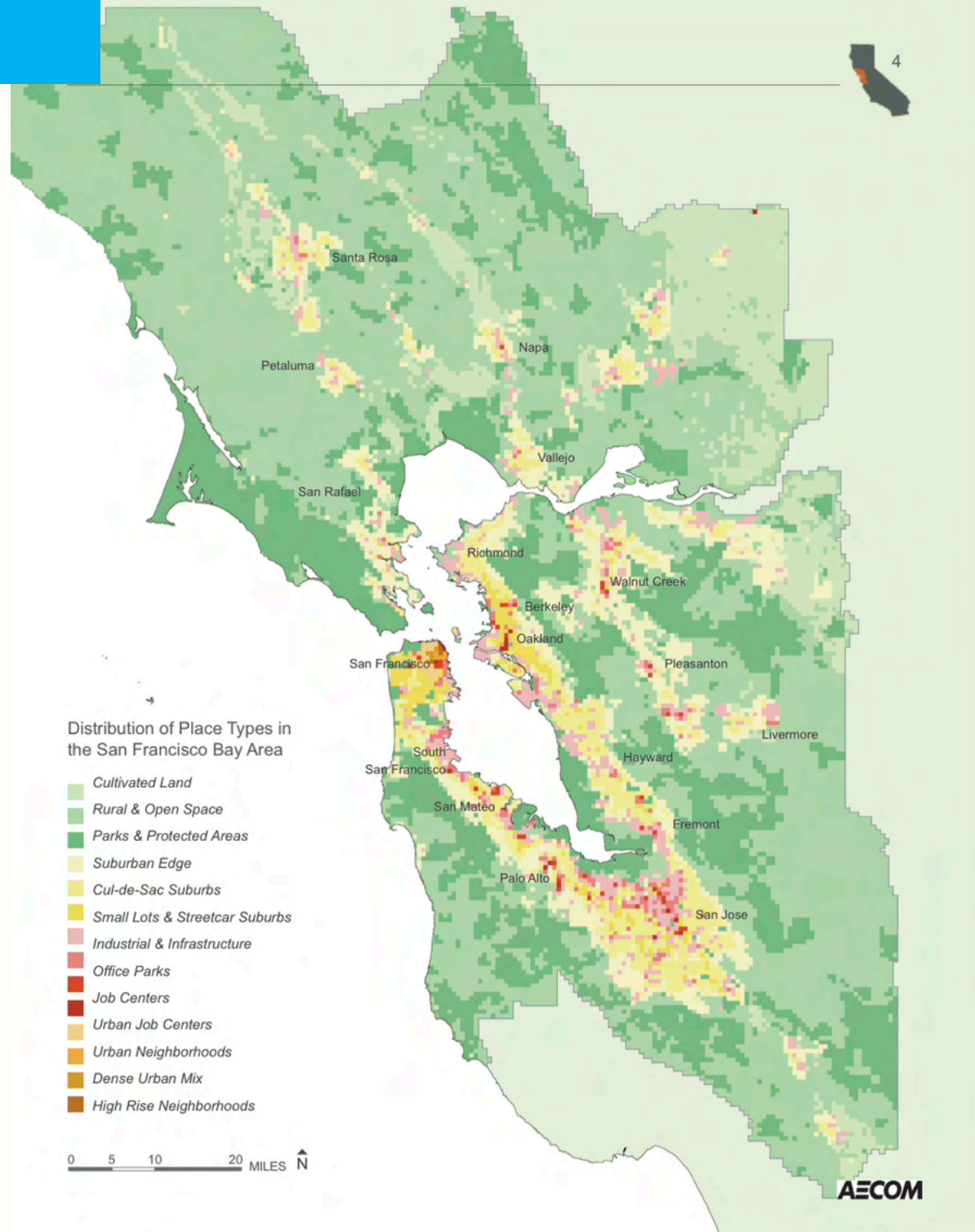
Dense Urban Mix: Residential and job towers (San Francisco and Oakland only).



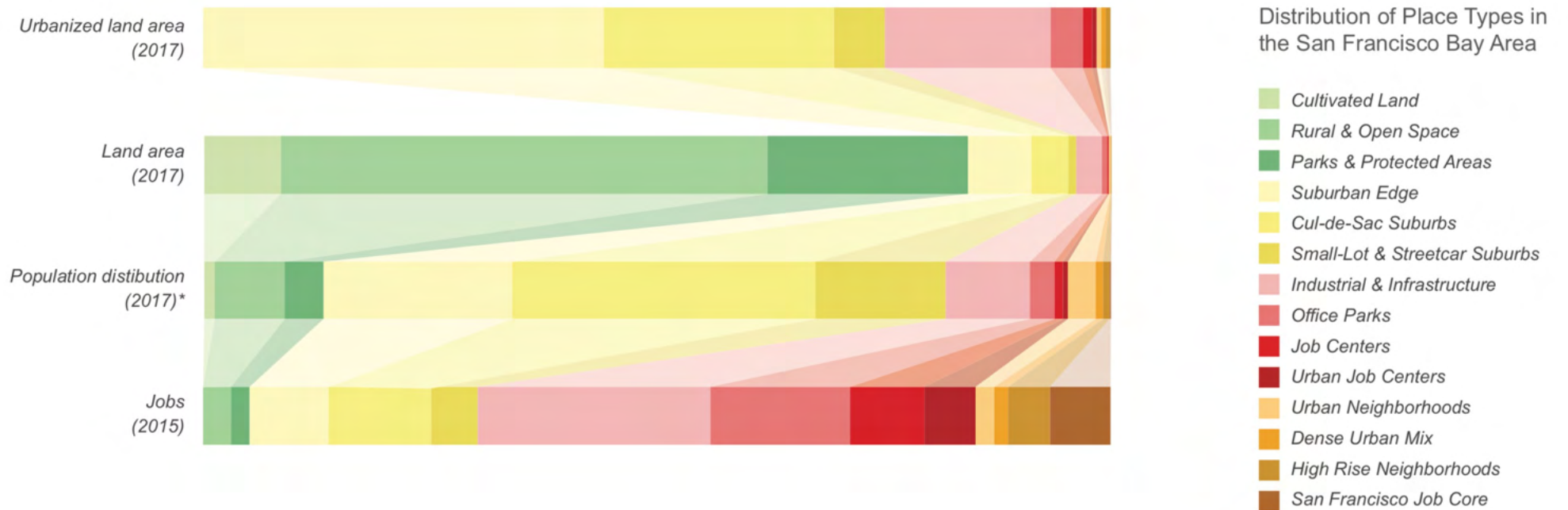
San Francisco Job Core: Highest job density in the region (downtown San Francisco only).

Place Types: Distribution

ENVIRONMENT

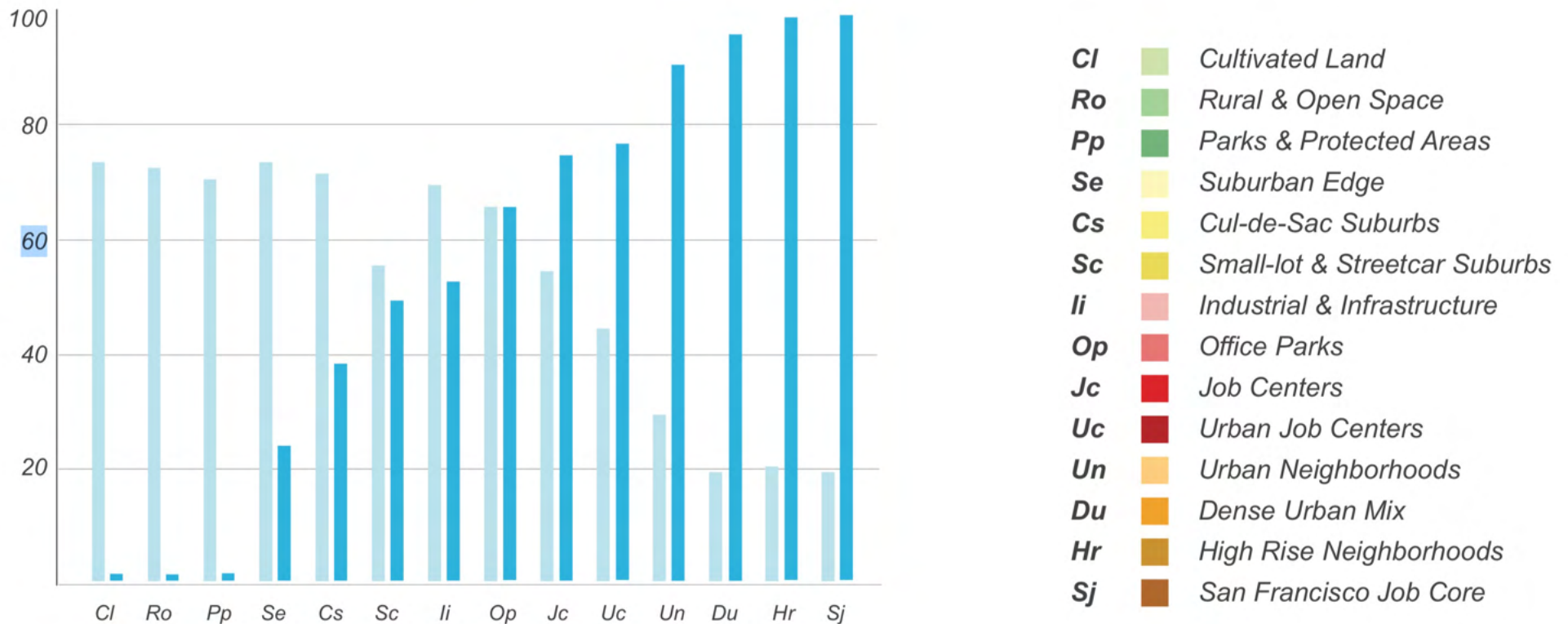


place types analysis



place types perform differently

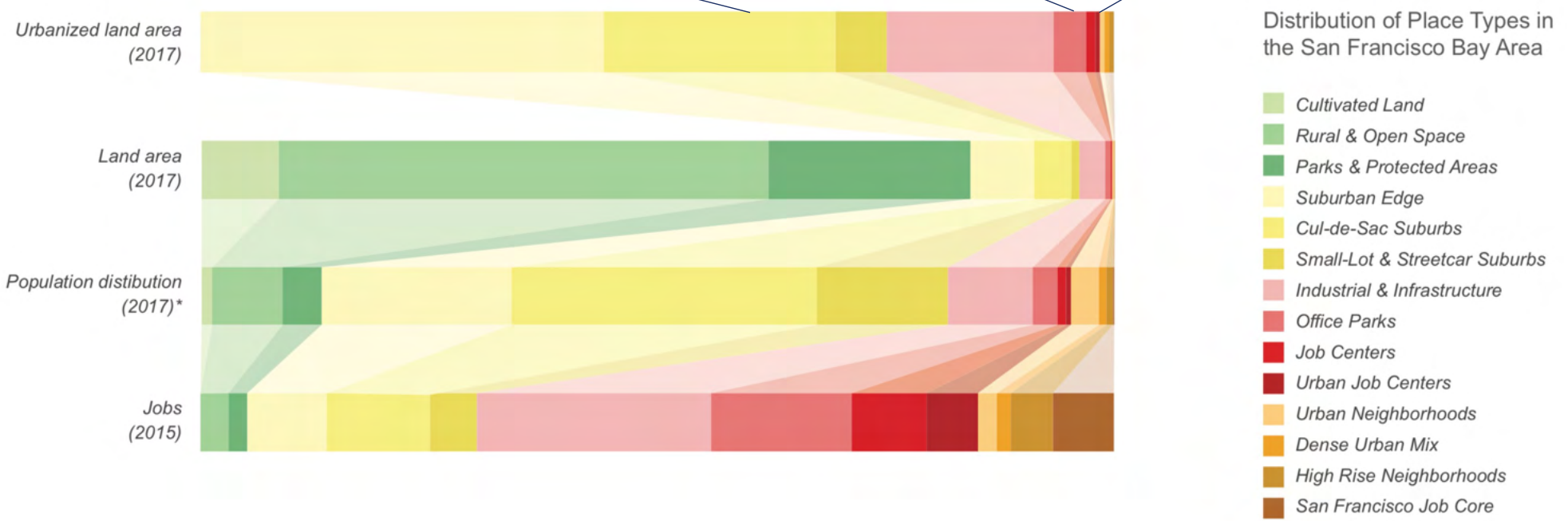
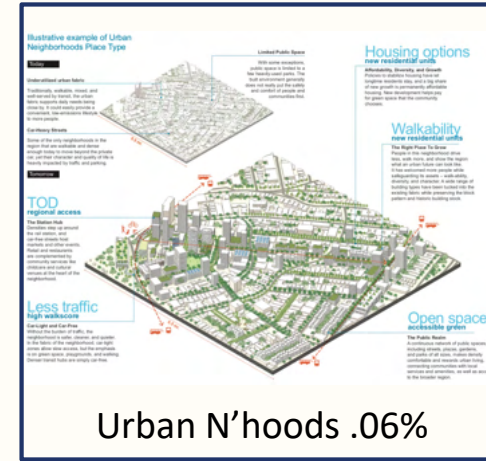
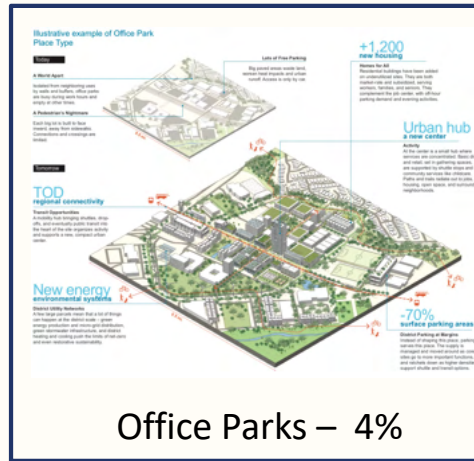
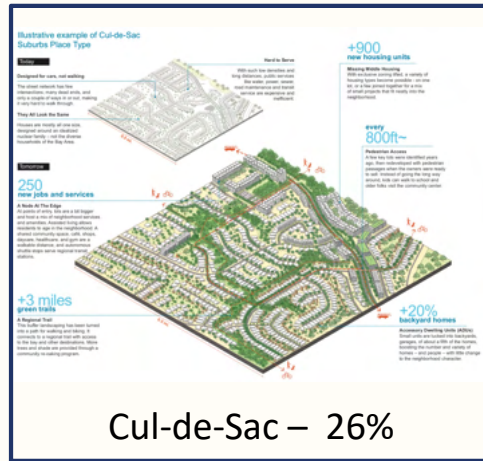
Average drive alone rate and Walkscore by place type



3 - Each place type's appropriate "share" of the region's growth is necessarily a normative decision. For a detailed discussion of the rationale for apportionment, see Appendix.

■ Average drive alone rate
■ Walkscore

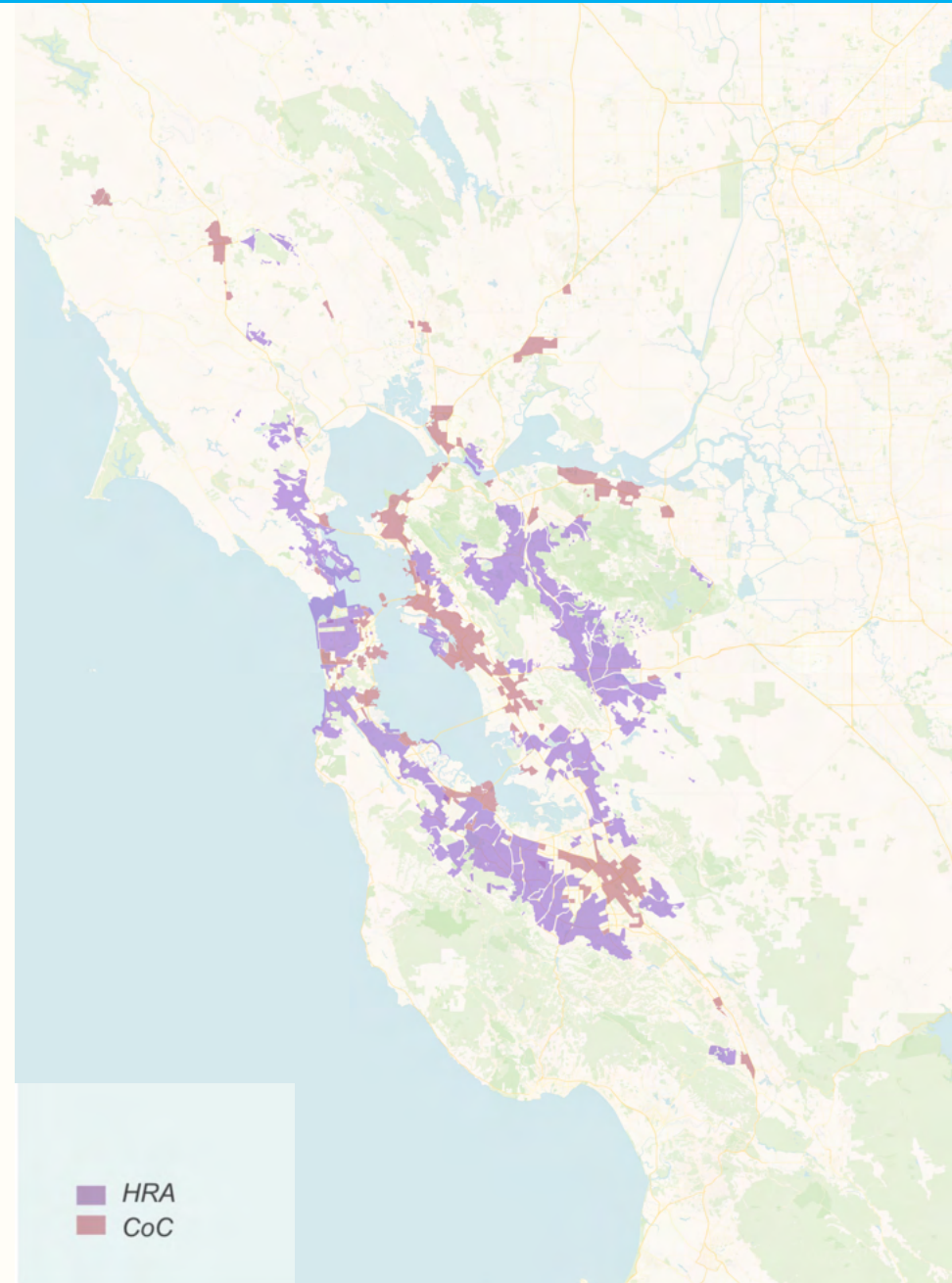
urban places are very scarce

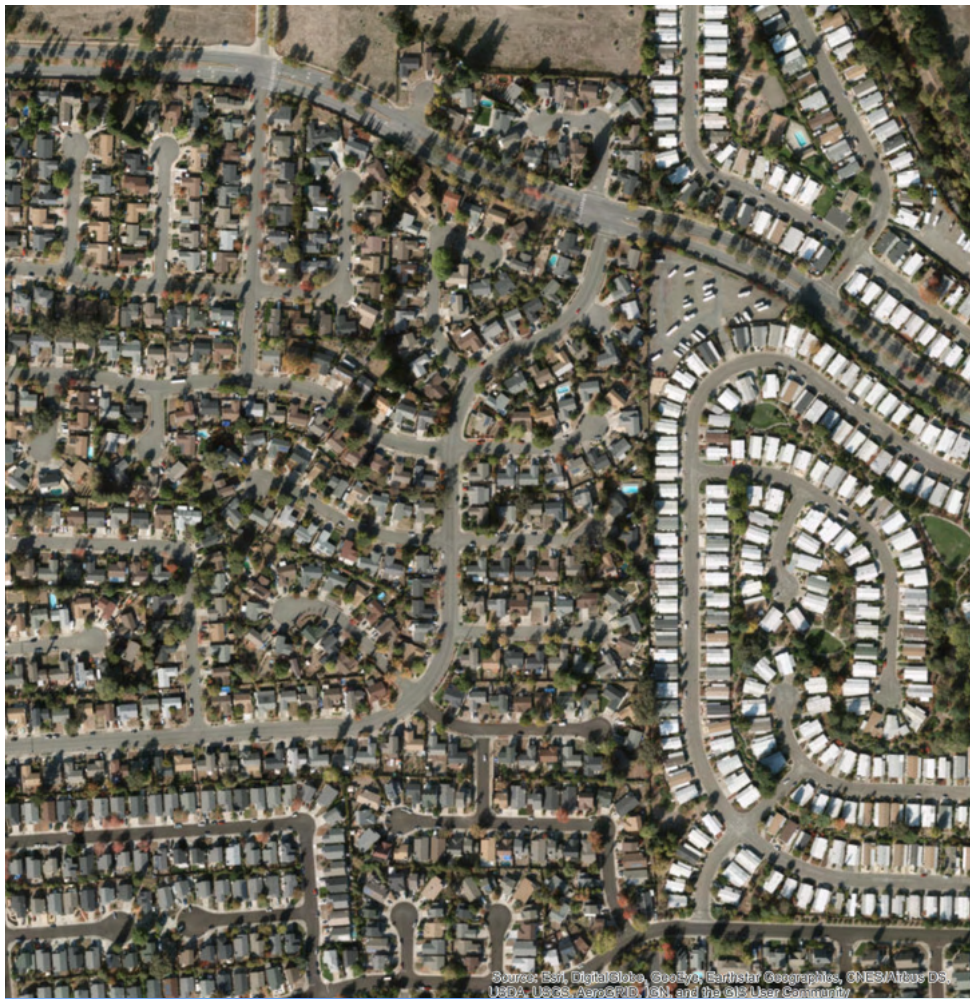


equity matters everywhere

different strategies in:

Communities of Concern
High Resource Areas





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community



1

Cul-de-Sac Suburbs

In 50 years, Cul-de-Sac Suburbs have transitioned from a car-dependent monoculture to a network of diverse, inclusive neighborhoods.

cul-de-sac suburbs

Assets

- detached homes with yards
- quiet, spacious character
- orientation to (some) family life

Challenges

- limited connectivity and walkability
- one housing type, exclusive
- resource-inefficient, hard to service
- resistant to change and growth
- car-dependent



Cul-de-Sac Suburbs Today

One of the region's most widespread place types, built for the car and an idealized nuclear family

These are traditional auto-oriented residential areas, built after World War II. They consist almost exclusively of detached, single-family houses at low densities. Streets are wide, designed in a hierarchy (local, collector, arterial) and both intersections and points of connection are few. Sidewalks are limited or absent. All of this results in an environment that may be serene and quiet, but does not support access by walking, cycling or transit. Even a minor errand (the proverbial "quart of milk") requires a car trip.

This environment was designed around a mid-20th century ideal of the nuclear family – two parents (a male breadwinner and a female homemaker) several children, and perhaps a pet. The physical expression of this ideal is codified by zoning laws, homeowners associations (HOAs), and restrictive covenants, many of which were explicitly designed to filter out people of color, extended families (more typical of immigrant groups) and people of modest means.

Although these discriminatory lines have blurred over time, banning apartments, cottages, and major alterations remain powerful social barriers.

Assets

- Detached homes with yards
- Quiet, spacious character
- Orientation to (some) family life
- Meets cultural ideal/aspirations

The suburbs have become much more diverse, but still do not readily accommodate the empty nesters who cannot age in place, childless couples who want a modest home, multigenerational families, or unrelated adults looking for affordable homes and a sense of community.

Over time, these neighborhoods can add a range of complementary housing and services, with a range of alternatives to driving, while retaining much of their quiet residential character.

Challenges

- Car dependent
- Small, individually owned parcels
- One housing type targets one family type
- Limited services, amenities, transit
- Resource-inefficient, hard to service
- Limited connectivity, walkability

20.3% transit accessible across place-type	48.8 walkscore place-type average	290.5 square miles 25.8% of urbanized Bay Area	879,000 housing units 30.9% of regional housing (2017)
71% average drive alone rate place-type average	2,549,598 people 33.4% of total Bay Area (2017)	400,000 jobs 11% of regional jobs (2015)	



Cul-de-Sac Suburbs tomorrow

A Shared Street: Neighbors – both longstanding and new arrivals -- have taken over the street to make play space for kids and a place to gather, exercise, stroll. Cars move through at a walking pace, between native plantings and permeable swales.





Cul-de-sac Suburbs – Swaths of low-rise, single-family housing



Should each lot really only have one house?



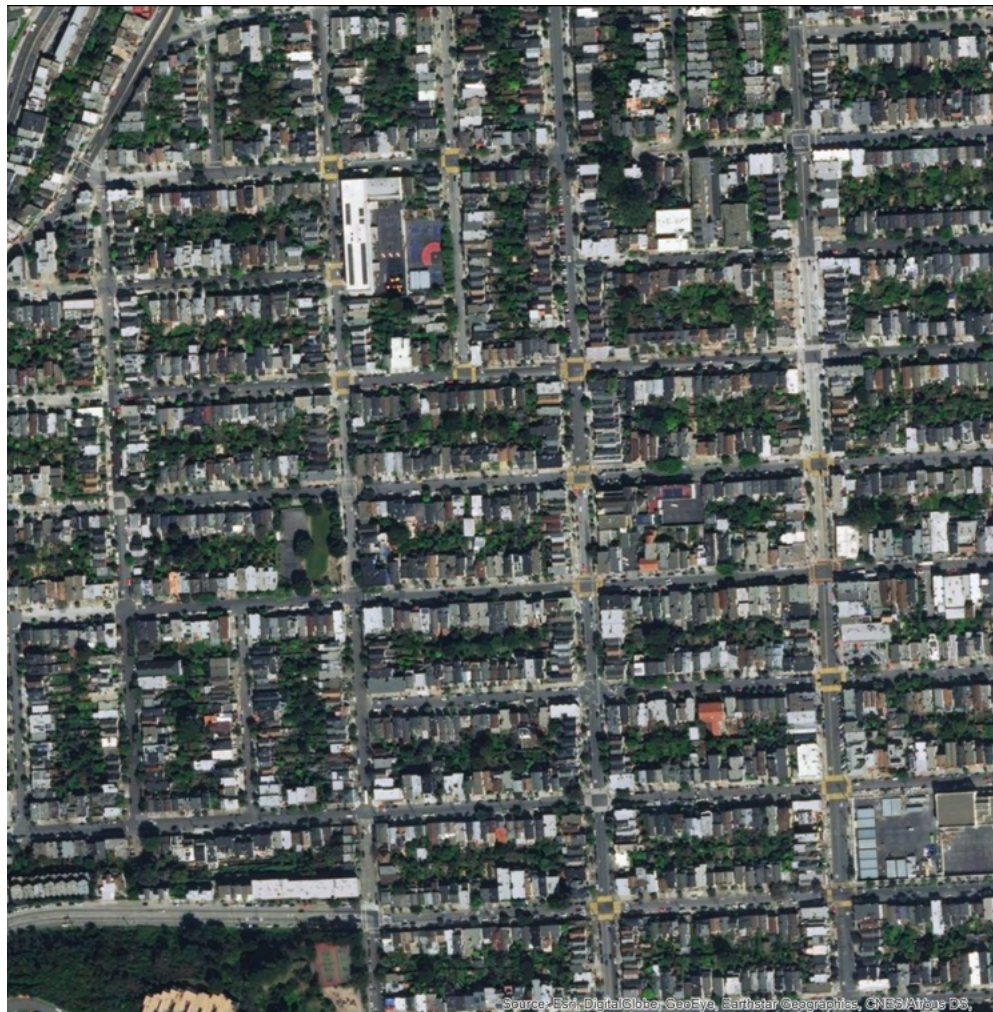
Maybe some already have more – Accessory Dwelling Units (ADUs)



ADUs can add more homes without altering the pattern of the neighborhood



Cottage Cluster in Seattle - More compact, less car-centric single-family homes



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,



2

Small Lot and Streetcar Suburbs

In 50 years, Small Lot and Streetcar Suburbs of tomorrow retain their walkable character, while new residents support even more amenities.

Small Lot and Streetcar Suburbs Today

Built before the car, these core neighborhoods have great fabric and diverse communities

These are older, moderate-density residential neighborhoods built in the region's core before World War II. Built before the mass adoption of the automobile, they were often oriented toward streetcar or commuter rail lines and designed for easy access by foot. Although most of the streetcar lines are gone, many of these neighborhoods are still well-served by public transit.

They tend to have a street grid and relatively small blocks and lots. While single-family homes are generally the most common building type, they often contain a mix of 2-4-unit buildings, small apartment buildings, and some commercial uses, especially along major streets.

These assets make them a good place to grow. Additional residents will support transit, retail, and amenities, and live a relatively low-emissions lifestyle. But these can be difficult places to grow. Their livability and satisfaction often come with a political resistance to change. Large

buildable parcels are scarce, and it can be expensive to build in a highly constrained setting. They are socially and economically diverse, and some endured redlining and disinvestment in the 20th century. As they have rebounded and become more desirable, their relative scarcity has been revealed. Many have experienced gentrification and the associated pressures of displacement, higher housing costs, and cultural change. It is thus particularly important that growth in these be informed by policies that enable longtime residents to remain and thrive.

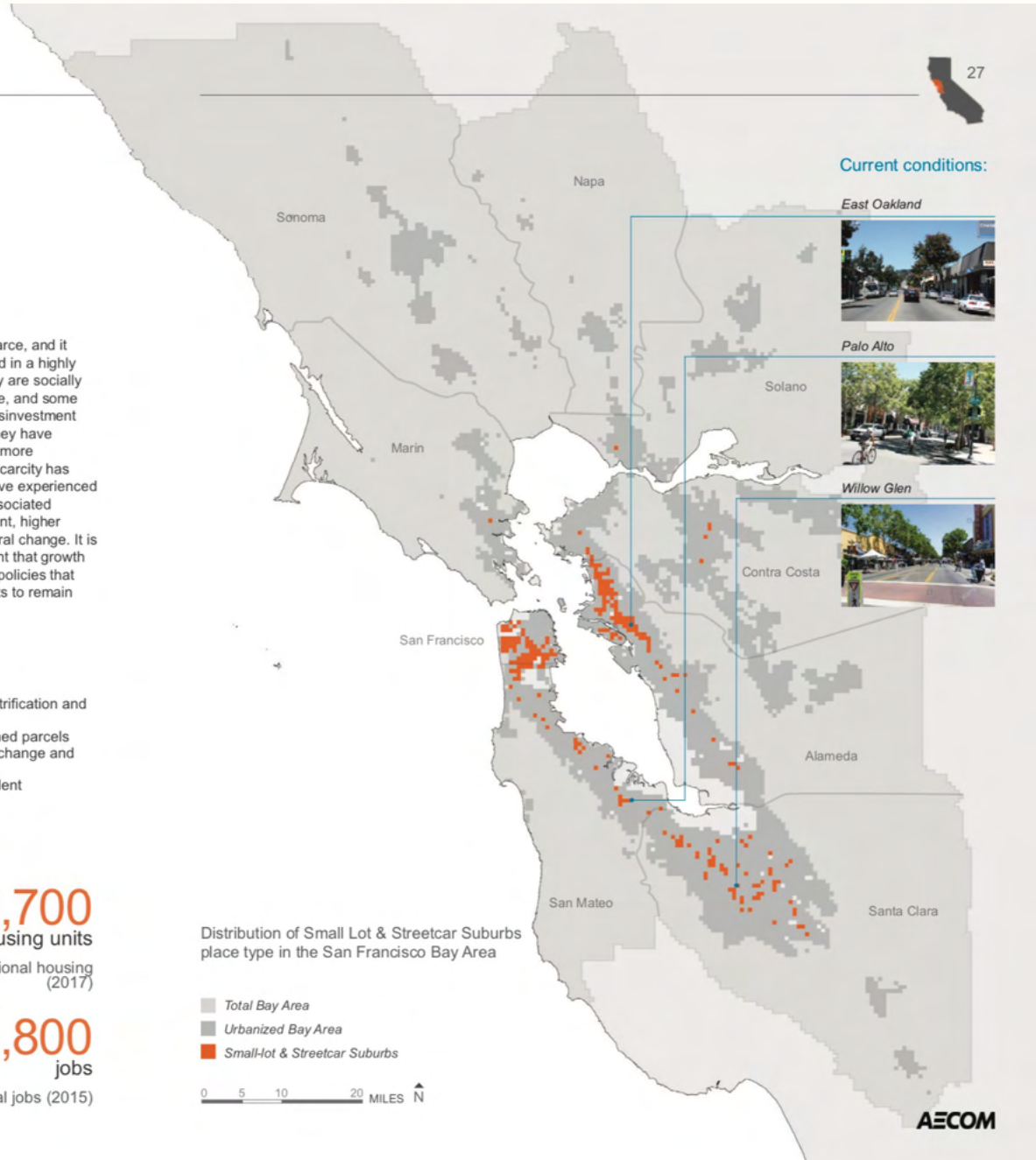
Assets

- Walkable streets with diverse building stock and housing types
- Diverse communities with deep local connections
- Commercial districts and larger parcels along key corridors
- Attractive to new residents and builders
- Good transit access

Challenges

- Scarce, subject to gentrification and cost increases
- Small, individually owned parcels
- Political skepticism of change and growth
- Somewhat car-dependent

64.9% transit accessible across place-type	74.1 walkscore place-type average	64.2 square miles 5.7% of urbanized Bay Area	415,700 housing units 14.6% of regional housing (2017)
55% average drive alone rate place-type average	1,092,757 people 14.3% of total Bay Area (2017)	189,800 jobs 5.2% of regional jobs (2015)	



small-lot and streetcar suburbs

Assets

- walkable block and street pattern
- mix of housing types
- diverse communities
- retail and larger lots along corridors
- attractive to new residents and builders
- good transit access

Challenges

- scarce and subject to gentrification
- small, individually owned lots
- resistant to change and growth
- somewhat car-dependent





Small Lot and Streetcar Suburbs tomorrow

A commercial corridor: This thoroughfare – originally a streetcar line – is a return to form, with bigger buildings that support walkable retail, and transit connections to the broader region.





Traditional Duplex in San Jose



Bungalow Court in Palo Alto



Townhomes on Jennings Avenue in Santa Rosa



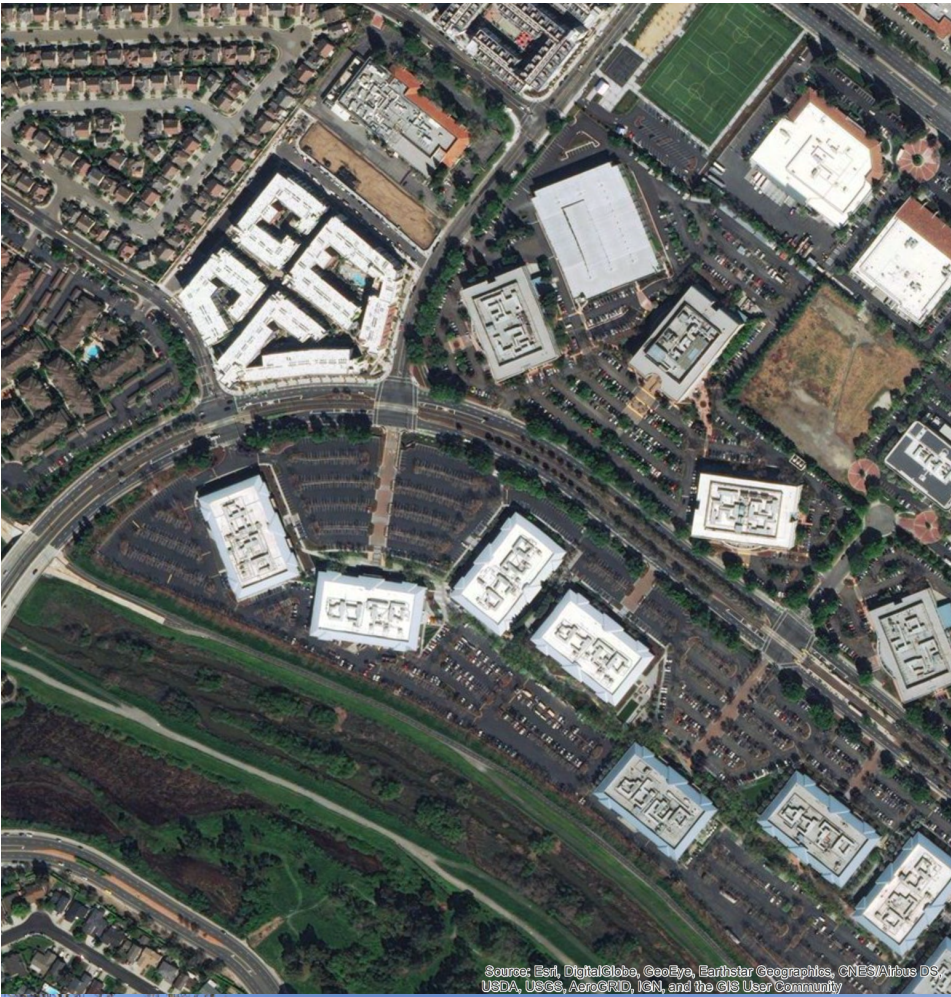
Small apartment building- 19 units in Alameda



Small scale infill in Menlo Park



New Housing in downtown San Carlos includes replacement of a city parking lot



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



4 | Office Parks

In 50 years, Office Parks are job centers, enlivened by better access and an infusion of housing, services, and green space.

Office Parks Today

Built around the car, these nondescript workhorses are ripe for transformation

These lower-density commercial areas, typically developed near freeway or arterial intersections, play an important role in our economy. But they were built for another age and have negative impacts on our environment and transportation system. They generally consist of large one- to two-story buildings surrounded by surface parking, and reflect the bygone expectations of postwar suburbia – cheap land and easy automobility.

Office parks are extremely auto-dependent. The large, inward-facing parcels make walking or cycling difficult, and without nearby housing or amenities, there is little reason to try.

The large paved areas contribute to both urban runoff and increased heat. While a few of these places are distinctive and iconic corporate campuses, most are nondescript and standardized – and therein lies an opportunity. The large parcels under single ownership can allow

big changes to happen quickly, complementing the flexible office buildings with new uses and activities that reduce car trips and fully utilize the land.

Assets

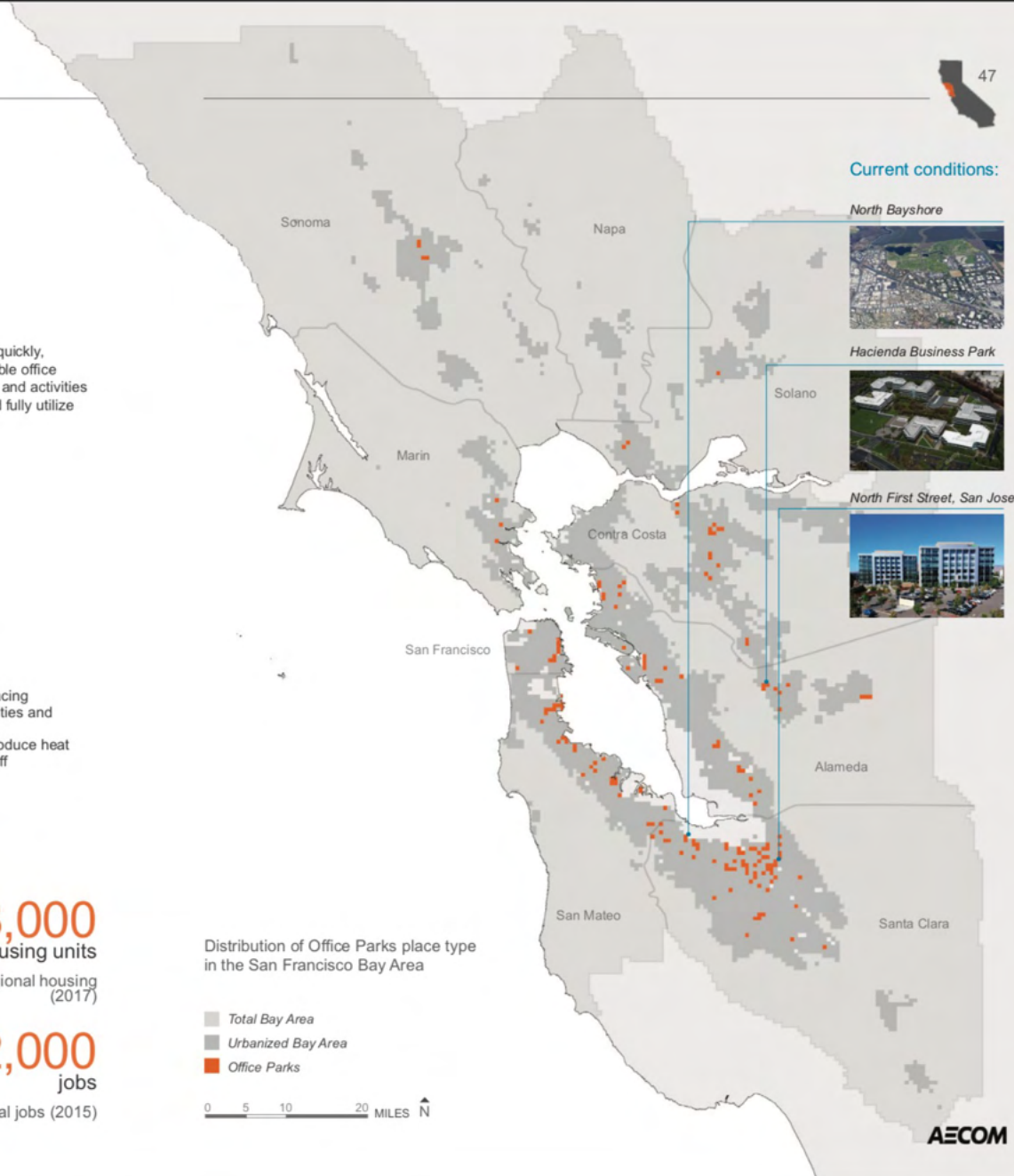
- Abundant, underutilized land
- Large lots under single ownership
- Flexible and standardized
- Open to change

Challenges

- Car dependent
- Isolated and inward-facing
- Single use, few amenities and services
- Large paved areas produce heat and contribute to runoff

55.5% transit accessible across place-type	52.1 walkscore place-type average	42.5 square miles 3.8% of urbanized Bay Area	83,000 housing units 2.9% of regional housing (2017)
65% average drive alone rate place-type average	206,858 people 2.7% of total Bay Area (2017)	572,000 jobs 15.6% of regional jobs (2015)	

Current conditions:



office parks

Assets

- abundant, underutilized land
- large lots under single ownership
- flexible and standardized
- open to change

Challenges

- car-dependent; poorly served by transit
- isolated and inward-facing
- single-use, with few amenities and services
- large paved areas worsen heat and runoff

Office Parks tomorrow

A place for people: With parking at the edges, streets are safe and quiet for pedestrians and bikes. Automated shuttles offer internal circulation and regional transit connections.



Do you remember when this plaza was a parking lot?

These food trucks are a great excuse to get out during lunch!

I go home at lunch now that I live so close to work?

I love having my kids at the daycare downstairs!

We are taking the ART to the satellite parking garage.



Office Parks - Ishita Jain



New Mixed-Use Office and Retail Center- San Antonio Center, Mountain View



Warms Springs BART, Fremont - 1000 units on 36 acres



Bay Meadows, San Mateo - 83 acres, Office, Retail and 1250 residences



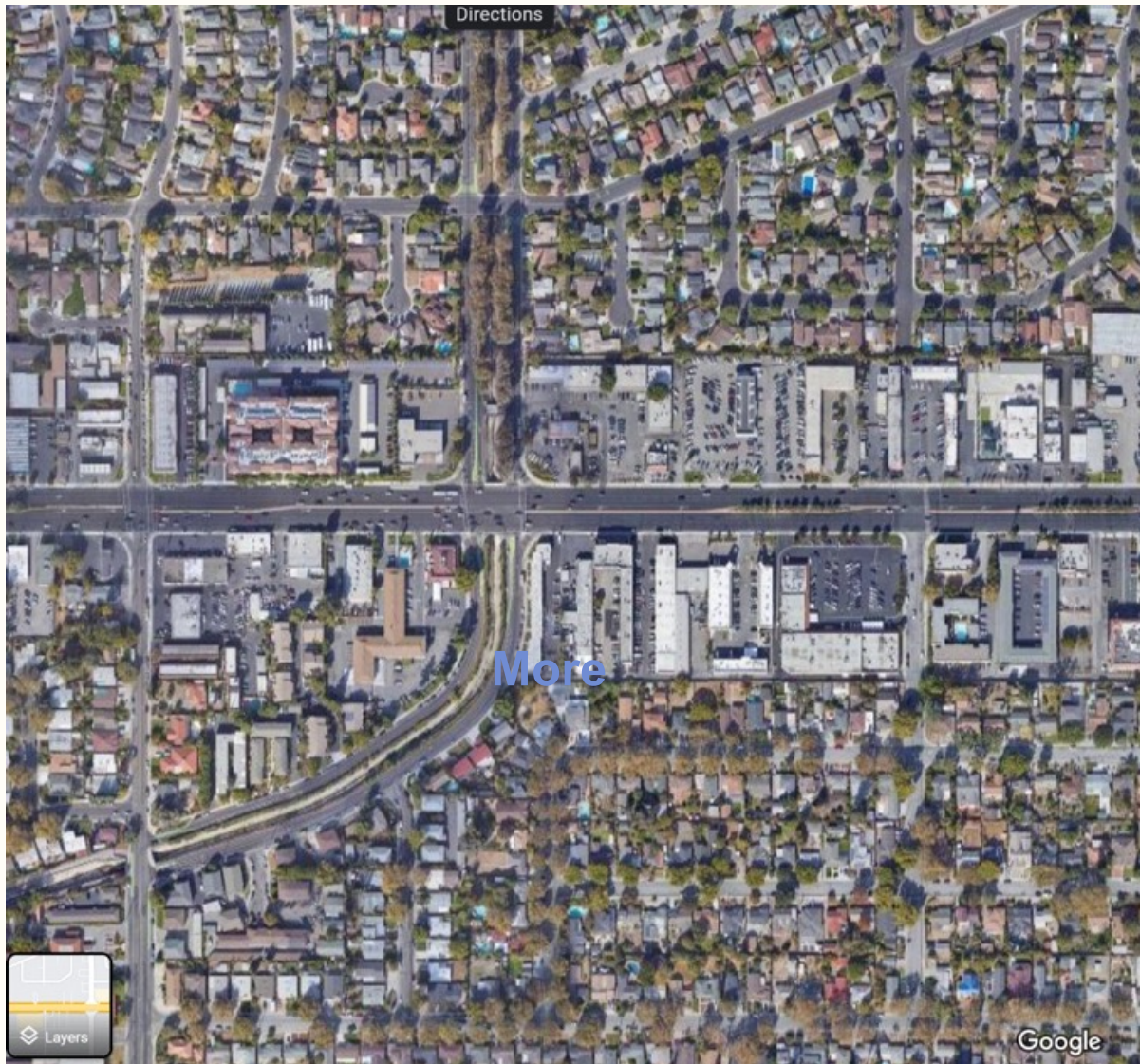
Bay Meadows, San Mateo



Bay Meadows, San Mateo



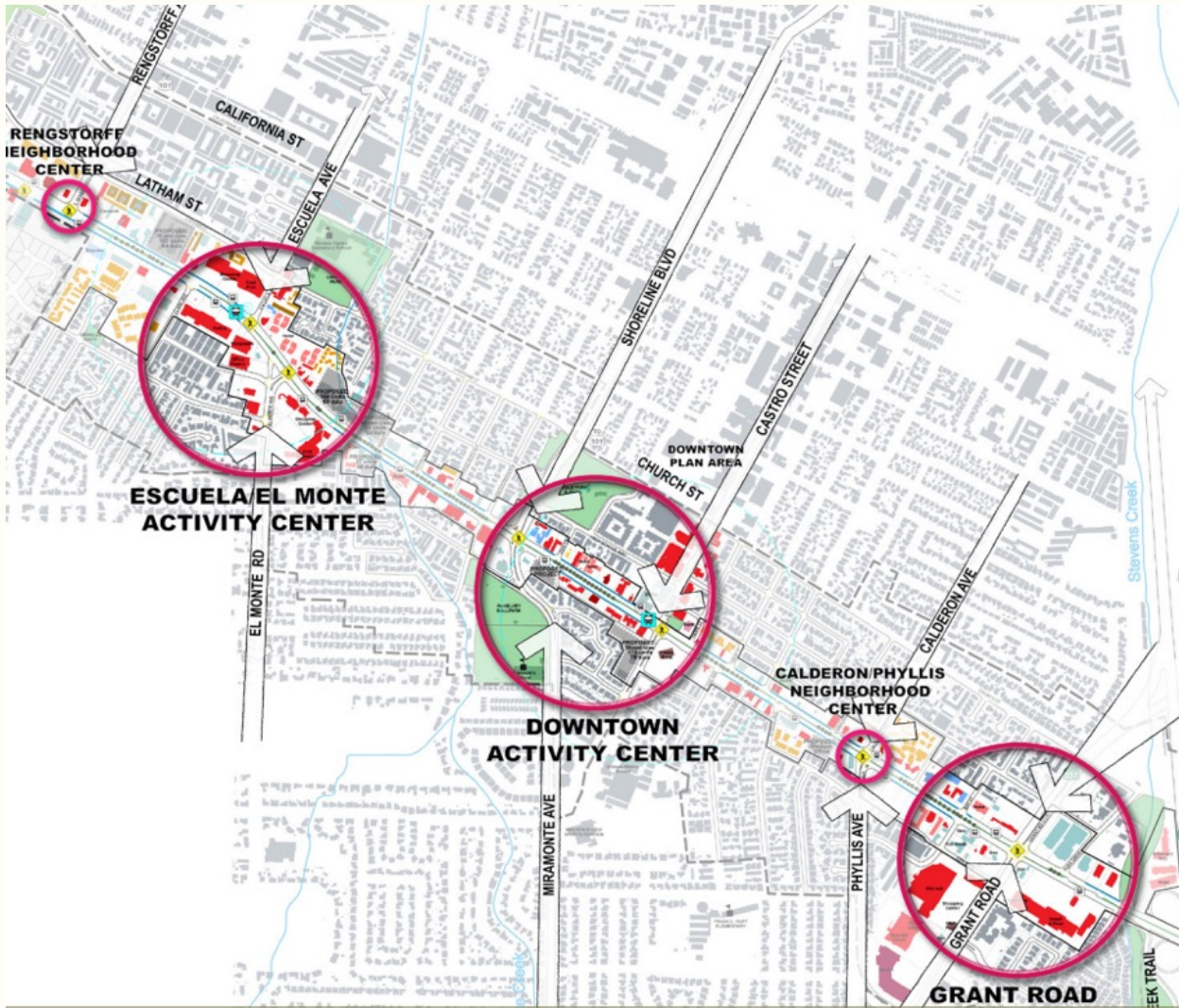
Bay Meadows, San Mateo



Commercial Corridors

- Can link all of these types with nodes along the corridor
- Provide larger sites
- More opportunity for development

Commercial Corridors- Bringing it all together



Commercial Corridors

- Can link all of these types with nodes along the corridor
- Provide larger sites
- More opportunity for development

Commercial Corridors – El Camino Real in San Mateo



Mixed Use and Apartments with Peets Café and Small Grocery in Mountain View



Retail and mixed-income housing along ECR in Santa Clara



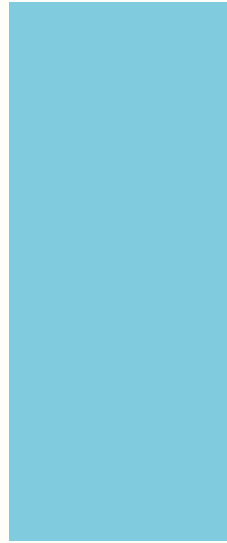
New Housing along ECR in Belmont



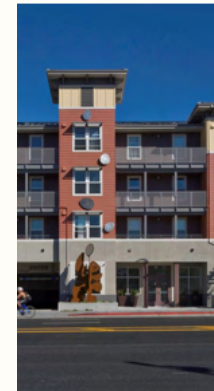
Mixed Use Apartments along El Camino Real, Los Altos near San Antonio Rd.



The Benton in Santa Clara along the ECR replaces a long-term storage facility



Questions?



Let's Talk Housing SAN MATEO COUNTY

Breakout session prompts

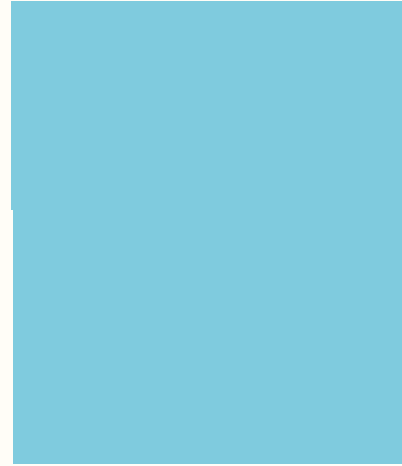
- Is there something we've talked about today that you think might make your community better? Are there things that you're concerned about?
- Imagine one of these buildings in your neighborhood. Where would it go best and how would it feel?



Next Steps & Resources

- Give us feedback at <https://tinyurl.com/togetherbetterfuturesurvey>
- Learn more about what's happening in your community at letstalkhousing.org/connect
- Share your housing story at letstalkhousing.org/stories





Thank You!



Let's Talk Housing SAN MATEO COUNTY