

Closing the Gap
December 3, 2015



21 Elements

Agenda

- Jobs/Housing Balance
 - Effects on Housing Prices and Transportation
- 21 Elements Regional Collaboration
 - Impact Fees
 - Second Units
 - Other Projects

Job Growth

220,200 Job Gain 2007-2015

(50,400) Job Loss 2009

170,000 Total Job Gain 2007-2015

Job Housing

6,290 New Homes 2007-2014

10,000 Employees 2007-2014

Job Growth

$$170,000 - 10,000 = 160,000$$

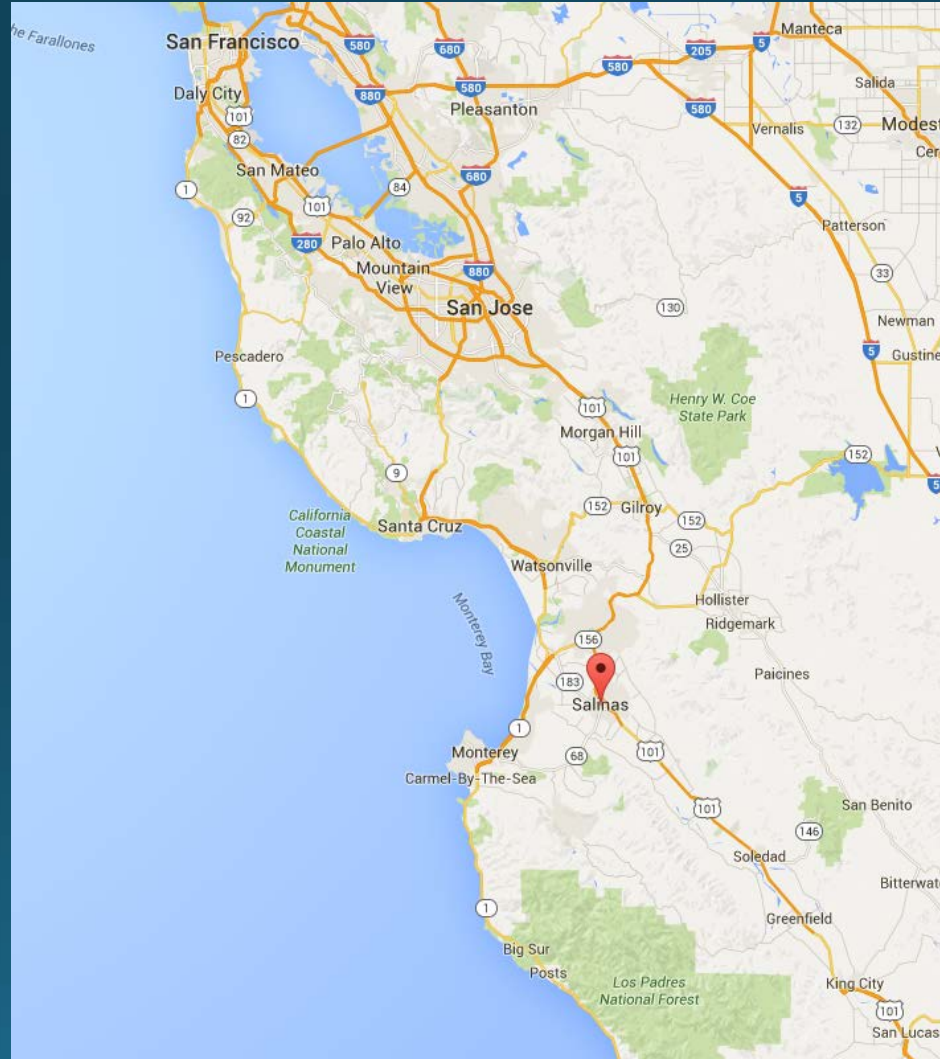
Effects – Increasing Home Prices

Sample San Bruno, 3 bedroom, 2 bath, 1170 sf



Year	Sales Price	Income Required
1975	\$187,850	\$52,314
1990	\$427,700	\$119,109
2012	\$447,720	\$124,683
2014	\$752,450	\$209,500

Effects – New housing growth in distant locations



30,000 person
neighborhood
planned for Salinas

Transportation System

- 2 bridges
- 2 highways
- 2 high speed rail systems



Bay Area commute's 'awful' ride now stretches to before 5 a.m.

By Michael Cabanatuan | November 23, 2015 | Updated: November 24, 2015 6:13am



Photo: Eric Risberg, Associated Press



IMAGE 1 OF 21

Traffic slows on Interstate 80 leading to the San Francisco-Oakland Bay Bridge during the morning commute.

THE DAILY JOURNAL

The Peninsula's homepage

Caltrain ridership hits all-time high — again

May 08, 2015, 05:00 AM



Average weekday Caltrain ridership is at an all-time high at 58,245 passengers, a 71 percent increase since 2010 when it was at 34,120, according to initial findings of an annual ridership count presented to the Board of Directors Thursday.

The ridership count, a physical head count of riders, is conducted in February, which typically has fewer holidays and special events that could skew ridership numbers. Last year, Caltrain saw record ridership numbers of more than 61,000 during the peak season. Based on current trends, the agency expects to continue to see those numbers climb through the coming year, according to Caltrain.

Most riders continue to travel during peak commute hours, with a 13.1 percent increase or 3,376 from last year to this year. There also was a significant increase in reverse peak riders, from 17,044 last year to 18,842 this year, according to Caltrain.

The top 10 most popular train stations ranked the same as last year. There was an 11.6 percent increase in the number of riders, with San Francisco at number one and Palo Alto remaining at number two. Overall, every train station except College Park showed an increase in riders. When comparing ridership by county, Santa Clara County has the highest average weekday ridership with 24,839; San Mateo County has the second-most at 17,852 and San Francisco has 15,454, according to Caltrain.

To address the capacity issue, beginning Monday, May 11, Caltrain will add an extra car to all Bombardier train sets currently in operation. The sixth car will provide an additional 150 seats and increase standing room during the peak-hour commute, according to Caltrain.

21 Elements



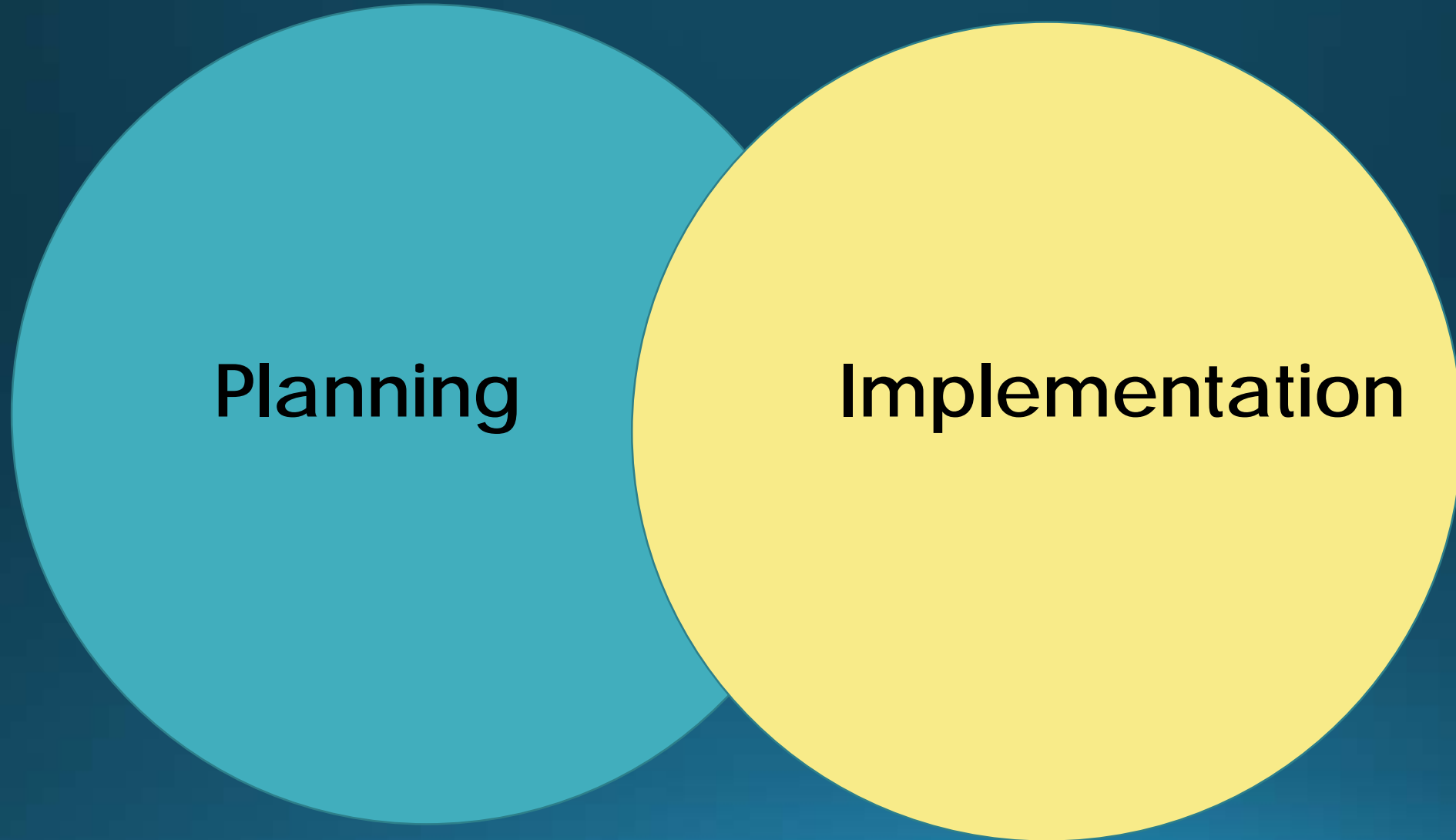
Atherton
Belmont
Brisbane
Burlingame
Colma
Daly City
East Palo Alto
Foster City
Half Moon Bay
Hillborough
Menlo Park
Millbrae
Pacifica
Portola Valley
Redwood City
San Bruno
San Carlos
San Mateo City
San Mateo County
South San Francisco
Woodside

21 Elements

A collaboration among all jurisdictions in San Mateo County to improve housing planning and support policy implementation, with the goals of saving jurisdictions time and money, to better meet our collective housing needs.



Focus Areas

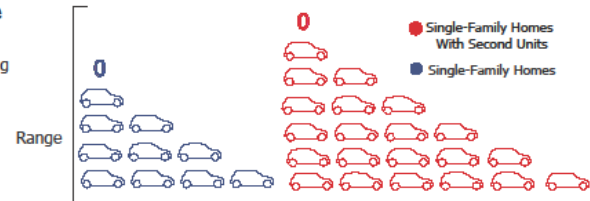


Housing Planning

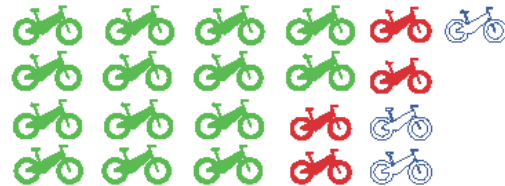
21 ELEMENTS PARKING SURVEY

Parking Requirement Variance

The parking requirements for single-family homes ranged from zero to four, with the median being two. The parking requirements for single-family homes with a second unit ranged from zero to six, with the median being three.



BICYCLE PARKING FOR MIXED USE AND APARTMENT BUILDINGS



Fourteen of the twenty-one jurisdictions require bicycle parking in specific areas such as downtown or when parking spaces exceed a certain number.

● Require bike parking ● No requirement ○ Did not respond

REDUCING PARKING REQUIREMENTS



Ten of the twenty-one jurisdictions in San Mateo County reduce their parking requirements for developments that are located near transit centers and Transit Oriented Developments or for developments that demonstrate lower than typical parking demand.



Key Housing Trends in San Mateo County



A report by 21 Elements
2014

Outreach

Bay Area Legal Aid
BIA of the Bay Area
Bridge Housing
Building Trades Council California Affordable
Housing Project
California Housing Consortium
Center for the Independence of the Disabled
Center on Homelessness
Childcare Coordinating Council of San
Mateo County
Committee For Green Foothills
Community Information Program of San
Community Legal Services
Cypress Group
Eden Housing
Golden Gate Regional Center
Grand Boulevard Initiative
Greenbelt Alliance
Habitat for Humanity Greater San Francisco
Health and the Built Environment
HIP Homeshare Program
HIP Housing
Housing Endowment and Regional Trust
Housing Leadership Council

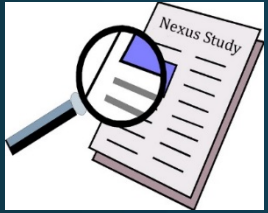
Support for Implementation

- Impact Fees
- Displacement
- Short Term Vacation Rental
- Second Units
- Affordable Housing Options

Grand Nexus Study

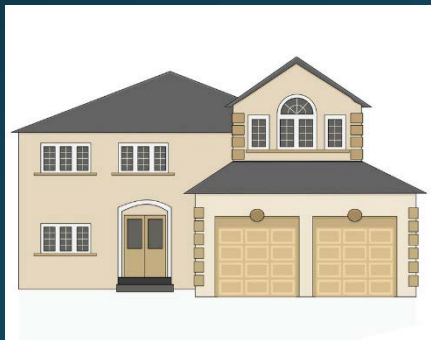
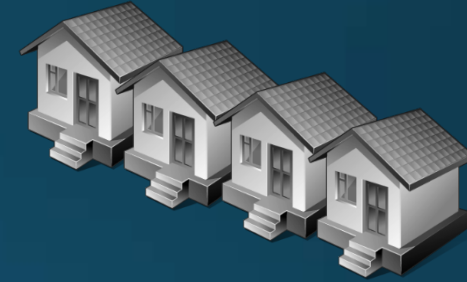


Impact Fees Basics



Impact fee - Charge imposed by a local government on a new development project that is used to reduce the impacts of that development or provide infrastructure associated with the new development.

New Affordable Housing



Market rate development



Fees paid



Affordable Housing
Trust Fund

Advantages of Coordination

- Less expensive
- Better policy
- Stronger legal grounds
- Safety in numbers
- **More funding for affordable housing**
- **Predictability and consistency make for a better development climate**



Participation Rates

City	Population	Participation
Daly City	103,458	Did their own
San Mateo	99,167	Yes
Redwood City	79,159	Yes
S. San Francisco	65,198	Yes
Balance of County	63,670	Yes
San Bruno	42,874	Yes
Pacifica	37,988	Yes
Menlo Park	32,715	Yes
Foster City	31,154	Yes
Burlingame	29,458	Yes
San Carlos	28,962	Did their own
East Palo Alto	28,706	Did their own
Belmont	26,344	Yes
Millbrae	22,432	Yes
Half Moon Bay	11,593	Yes
Hillsborough	11,127	Supplied data
Atherton	6,900	Supplied data
Woodside	5,446	Supplied data
Portola Valley	4,453	Yes
Brisbane	4,384	Yes
Colma	1,459	Yes



 = 20,000 people

Santa Clara and Alameda County

Santa Clara County

Campbell

Los Altos

Milpitas

Saratoga

Santa Clara (city)

Santa Clara County

Alameda County

Alameda County (likely)

Albany

Fremont

Hayward

San Leandro

Union City

Status

- Reports being released now
- Summary report coming soon
- Two cities already voted to implement fees

THE DAILY JOURNAL

The Peninsula's homepage

Redwood City tackles affordable housing: Council OKs impact fees, increasing number of affordable units downtown, accessory dwelling unit rules

October 28, 2015, 05:00 AM By [Bill Silverfarb](#) Daily Journal

 Like 28

The Redwood City Council pushed several initiatives Monday night to boost the construction of affordable housing.

The council moved forward with requiring developers to pay impact fees for the construction of new residential and commercial development.

It boosted the number of affordable housing units to be constructed downtown from 250 to 375 and moved to relax the rules for home owners to build accessory dwelling units.

It also authorized staff to negotiate with Airbnb to collect and remit transient occupancy taxes from Redwood City residents who rent out rooms short term through the online portal.

So far, no residents from the city have come forward to pay the hotel tax, Aaron Aknin, the city's assistant city manager, said at Monday night's council meeting.

Airbnb has hundreds of listings in Redwood City.

The city intends to use the new revenue toward constructing affordable housing which would make it the first in the state to do so, Aknin said.

Most of Monday night's agenda was related to affordable housing, including a special study session held prior to the regular meeting when the council discussed building a 100 percent affordable housing project downtown at 707 and 777 Bradford St.,

Second Unit Standards

Reports on typical standards and affordability



Topic/Question		Atherton	Belmont	Brisbane
Unit Size (Attached Units):	Maximum	1200 sq. ft.	640 sq. ft., 1200 sq. ft. with CUP	1000 sq. ft.
	Minimum	none	275 sq. ft.	none

Slide Deck of Second Units



Second Unit Manual



Support for Implementation

- Impact Fees
- Displacement
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Relationships

Closing
the Gap

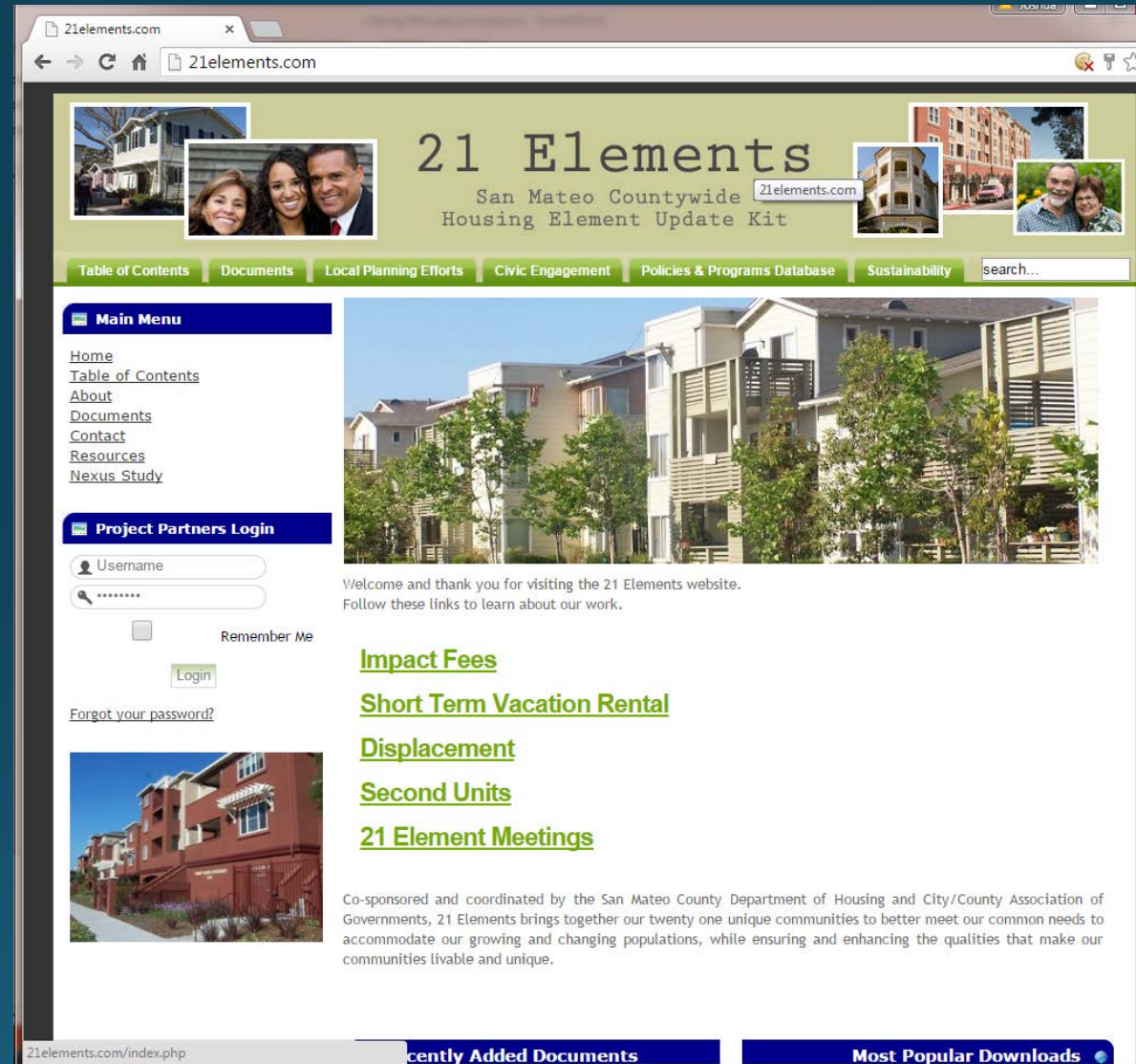
21
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City
Specific
Policies



Summary

Website – 21elements.com



Questions



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