

Housing and Mobility Toolkit for San Mateo County

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Serena Alexander and Joseph Kott

with Bruce Appleyard, Mark Garrett, Shannon McDonald, Maaza Mekuria,
Udeme Ndon, Anurag Pande, and Eric Peterson



Housing affordability crisis in the Bay Area coupled with limited transportation options has resulted in congestion, gridlock, long commutes as well as several negative environmental, social, and economic impacts. This toolkit offers an analysis of successful case studies with a holistic approach to housing development and transportation planning.

Study Methods

To develop this toolkit, the MTI research team conducted an extensive review of innovative efforts undertaken in San Mateo County and elsewhere to harmonize housing development and transportation planning. The team used an iterative approach of incorporating feedback from the stakeholders to compile, select, analyze, and evaluate case studies in five major areas: parking, commute alternative incentives, travel evaluation metrics, community planning, and development design. The draft toolkit was peer reviewed by two academics and a practitioner, in addition to review by the County staff and other stakeholders.

Findings

The compiled case studies illustrate innovative best practices that can reduce barriers to creating affordable housing in San Mateo County and beyond. The Pasadena and Oakland case studies describe the benefits of shifting the paradigm for motor vehicle traffic evaluation of new development from a focus on the number of motor vehicle trips at traffic peak hour within the environs of a proposed project, to evaluating overall motor vehicle use measured in vehicle miles of travel throughout the day. The City and County of San Francisco case study shows how to require reduction in projected motor vehicle use while also giving project developers the choice of ways to do so. The San Diego Encanto Transit-Oriented Development (TOD), the City of San Mateo Rail Corridor TOD, the Richmond TOD, and the Mountain View El Camino Precise Plan illuminate best practices in reducing motor vehicle use by integrating land use with public transportation within walkable neighborhoods. The King County case study

illustrates how communities can right-size parking supply requirements for new housing development. The National City, San Diego, and Pasadena case studies are exemplary in stakeholder engagement to find public policy solutions to concerns about new housing development.

The solution to jobs-housing imbalance in the Bay Area involves a holistic approach to housing development and transportation planning.

Policy Recommendations

These case studies offer San Mateo County communities a menu of policy solutions from which to choose. While all may not be suitable for each San Mateo County jurisdiction, many are applicable throughout the County and beyond. Since San Mateo County is a diverse place, the case study solutions will need to be adapted through a community participation process to fit the needs of each community.

About the Authors

Dr. Joseph Kott had over thirty-five years of experience in transportation planning and management at the local, regional, and state levels for both public agencies and private consultancies. He served as Chief Transportation Official for the City of Palo Alto, California for seven years. Dr. Kott taught courses in the fundamentals of transportation management and transportation and the environment for San Jose State's Mineta Transportation Institute, planning sustainable urban and regional transportation within the Stanford University Program on Urban Studies, and both urban transportation planning and environmental planning within the San Jose State University Department of Urban and Regional Planning. Dr. Kott also served as a member of the American Institute of Certified Planners (AICP) and was a certified Professional Transportation Planner (PTP). He was also a Charter Member of the American Planning Association and a Fellow of the Institute of Transportation Engineers.

Dr. Serena Alexander is an Assistant Professor with the Department of Urban and Regional Planning at San José State University and a Research Associate at Mineta Transportation Institute. Her research primarily focuses on climate action planning, environmental planning, land-use and transportation, community economic development, and sustainable urban design. Before joining the SJSU faculty, Dr. Alexander conducted community economic development and environmental policy research at the Center for Economic Development and the Great Lakes Environmental Finance Center at Cleveland State University, where she also received her doctorate in Urban Studies, specializing in urban policy and development. She holds master's degrees in Urban and Regional Planning from California State Polytechnic University, Pomona, and Architecture from Azad University of Tehran, with a specialization in urban design. Additionally, Dr. Alexander has more than six years of experience working as a planning and urban design practitioner.

To Learn More

For more details about the study, download the full report at transweb.sjsu.edu/research/1898



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