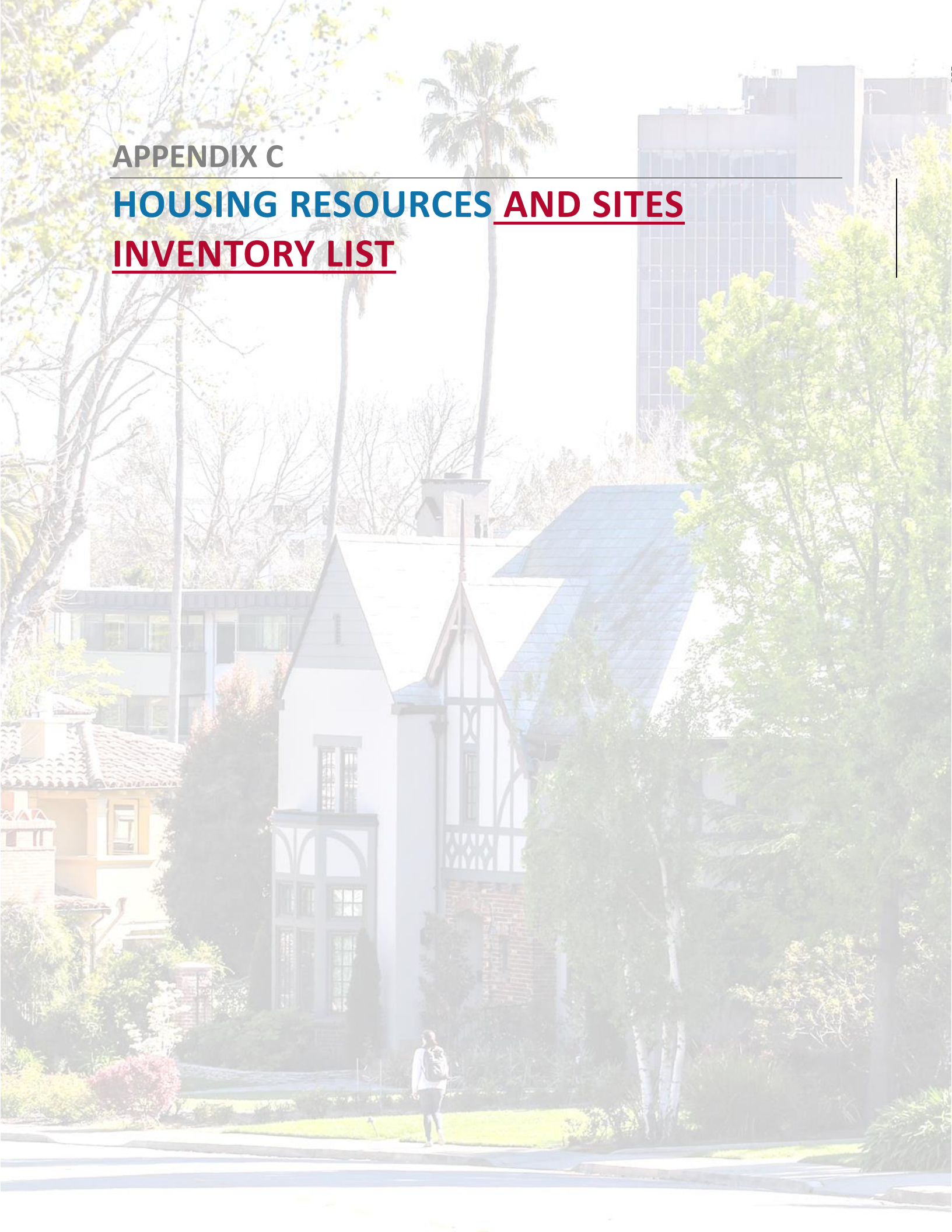

APPENDIX C

# HOUSING RESOURCES AND SITES INVENTORY LIST

# APPENDIX C | HOUSING RESOURCES AND SITES INVENTORY LIST

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# 1 INTRODUCTION

The housing resources of the City of San Mateo are comprised of all the funds, programs, and sites that are available to be used to create additional housing affordability. There is a myriad of ways the City can address housing concerns in the community, both from a land use and from a programmatic standpoint. The City receives and dedicates funding sources to be used in the development of affordable housing and housing related programs. These housing related programs can also be jointly managed by non-profit providers and city staff working collaboratively. The City is also responsible for ensuring that it maintains an inventory of sites that can feasibly support enough housing development to meet the goals of the Housing Element. These three areas together make up the housing resources of the City.

# 2 DESCRIPTION OF HOUSING FUNDING PROGRAMS

This section will discuss the funding the City utilizes in the development of housing, especially housing that is affordable, through financial and other kinds of assistance, as well as for other housing programs. Affordable housing projects in particular, due to the high costs of land and construction, typically require a combination of resources and partnerships to achieve development and affordability. There are a number of resources available to the City to implement its housing and community development objectives. Each funding source typically comes with a set of regulations that restricts the ways in which it may be used to ensure that they meet the parameters of the purpose of the program. Many of the programs identified herein are designed primarily to address affordability issues, as the cost of housing is a significant impediment to homeowners and renters alike.

## 2.1 Federal Programs

### 2.1.1 Community Development Block Grant (CDBG)

The City of San Mateo has been an active participant in the CDBG program for over 40 years. The U.S. Department of Housing and Urban Development (HUD) awards this flexible grant program to jurisdictions through a statutory formula that uses measurements of need. CDBG funds can be used to assist low- and moderate-income persons in the form of social services activities, housing rehabilitation, economic development, neighborhood revitalization, improvement of public facilities, and prevention and elimination of slums and blight. The City's entitlement grant has increased an average of about 5% over the last five years. It is anticipated that the CDBG grant will either remain the same or decrease; therefore, the City is budgeting a conservative 2% decrease annually over the next five years.

### 2.1.2 HOME Investment Partnerships Program (HOME)

The HOME program is a federal grant to participating jurisdictions determined by formula allocations. HOME funds are directed toward the housing programs that assist persons at or below 60% of the median income, including acquisition, rehabilitation, new construction, tenant-based assistance, homebuyer assistance, planning and supportive services. The City of San Mateo participates in the program as part of a consortium with the County of San Mateo and the City of South San Francisco.

### 2.1.3 Low Income Housing Tax Credits (LIHTC)

The LIHTC is an incentive for investors to provide equity to develop rental units for households at 30 - 60% of median income. The program is not a direct federal subsidy, but rather a tax incentive administered by the Internal Revenue Service. $1,200,000 in tax credits were used to help finance the Montara project in 2020, which contained 68 affordable housing units and 12 units set-aside for formerly homeless veterans.

### 2.1.4 Housing Choice Vouchers (HCV)

This program is administered by the San Mateo County Housing Authority with multiple eligibility criteria; including a family or a single person who is 62 years or older, disabled or pregnant, with a household annual gross income equal to or below the HUD published income limits. Households who qualify for Federal Preference are considered first and are defined as persons who are involuntarily displaced, or persons who are paying more than 50% of household income towards rent. Nearly 700 San Mateo residents are assisted annually through individual vouchers and have selected housing that distributes the assistance throughout neighborhoods in the City.

### 2.1.5 Other Federal Programs

There are other Federal programs that may be made available to affordable housing projects located in the City, including the Section 811 Supportive Housing for Persons with Disabilities program in which HUD provides funding to develop and subsidize rental housing with the availability of supportive services for very low- and extremely low-income adults with disabilities. The Section 811 assistance comes in the form of project rental assistance alone. No funds are available for construction or rehabilitation. In addition, HUD-VASH is a collaborative program which pairs HUD's Housing Choice Voucher (HCV) rental assistance with VA case management and supportive services for homeless Veterans. These services are designed to help homeless Veterans and their families find and sustain permanent housing and access the health care, mental health treatment, substance use counseling, and other supports necessary to help them in their recovery process and with their ability to maintain housing in the community.

## 2.2 State Programs

### 2.2.1 Permanent Local Housing Allocation (PLHA)

The City of San Mateo began receiving funding through the PLHA program in 2020. HCD awards the grant to cities and counties based on a formula of the amount of funding each jurisdiction receives through the CDBG program. PLHA funds can be used for predevelopment, development, acquisition, rehabilitation of low-income housing, to match funds into housing trusts or low-income housing asset funds, accessibility modifications, homeownership opportunities, rehabilitation, and other supportive housing and homelessness services. The City's estimated 5-year award from HCD is $2,051,364 and therefore anticipates an award of around $400,000 annually.

### 2.2.2 Other State Programs

The City of San Mateo obtains funding from several State programs such as the CalHome Program, which is currently used for a home rehabilitation loan program and has a fund balance of around $560,000 in 2022. Staff keeps a close eye on funding cycles and new funding opportunities from the State as they are released. Housing developers and housing organizations are eligible to apply for State funds, such as programs sponsored by California Housing Finance Agency (CalHFA), on a project-by-project basis. There are also State Low-Income Tax Credits available, which can be used to assist housing projects. Participants in First Time Homebuyer Programs often utilize the CalHFA mortgage and down payment assistance programs as they are available.

Projects within the City have also utilized other state funding programs, including the Infill Infrastructure Grant (IIG), which is available as gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects or areas and the Local Housing Trust Fund (LHTF) which provides matching funds to local and regional housing trust funds. Other state programs include Affordable Housing and Sustainable Communities (AHSC) Program, which funds projects to support infill and compact development that reduce greenhouse gas (GHG) emissions, the Golden State Acquisition Fund (GSAF) which provides a flexible source of capital for the development and preservation of affordable housing properties, Project Homekey, which can be used to develop hotels, motels, hostels, single- family homes and multifamily apartments and other existing buildings to Permanent or Interim Housing, Housing for a Healthy California (HHC) which creates supportive housing for individuals who are recipients of or eligible for health care provided through the Medi-Cal program, the Multifamily Housing Program (MHP) which provides loans for new construction, rehabilitation, and preservation of permanent and transitional rental housing for lower-income households, and the Predevelopment Loan Program (PDLP) which provides short-term loans to finance affordable housing predevelopment costs.

## 2.3 Other Public Funds

### 2.3.1 Housing Successor Agency for the Redevelopment Agency

As mandated by the state legislature, the Redevelopment Agency (RDA) of the City of San Mateo was dissolved as of February 1, 2012. As the Housing Successor Agency, the City of San Mateo is responsible for the management of properties and funds formerly belonging to the Redevelopment Agency. The City elected to retain the housing assets and housing functions previously performed by the Agency upon dissolution. A portfolio of loans previously financed by RDA funds provides some program income to support future affordable housing. At the time of dissolution, the City's RDA fund balance of approximately $1.9M was returned to the local taxing agencies. The City elected to retain its portion of the returned funds in the amount of $706,000 to be reserved for affordable housing. It has also set a policy to contribute 20% of the annual increase in property tax revenues to be retained for affordable housing on an ongoing basis. The fund has dedicated $2,850,000 to the Kiku Crossing affordable housing project and the balance is expected to be at $250,000 afterwards.

### 2.3.2 City Housing Fund

In 1992 an inclusionary zoning ordinance was passed that requires a portion of affordable units be provided in all complexes with 11 or more units in both rental and ownership developments. The program was amended on January 1, 2020. For rental projects, developers must provide 15% of units to be affordable to households up to 80% AMI. In ownership developments, developers must provide 15% of the units affordable to households up to 120% AMI. Additional affordable units can be provided for bonuses and concessions. When the amount of required BMR units includes a fraction above 0.5, the requirement is rounded up, but when it is between 0.1 and 0.4, an in-lieu fee is charged. This fee has become a source of funds that may be used for housing policies and programs. This fund also contains miscellaneous housing revenues collected from subordination processing and loan payoffs from the old First Time Homebuyer program.

### 2.3.3 Commercial Linkage Fee (CLF)

In 2016 the City adopted a new ordinance to establish a commercial linkage fee. The fee, which is collected when a building permit for a nonresidential use is issued, is to be used for the creation and preservation of affordable housing. It is calculated by using the gross floor area of net new commercial space, excluding structured parking. The fee rates are adjusted annually using the construction cost index, but the City maintains three tiers of pricing for the fee, with retail/service at the least expensive, hotel at middle pricing, and office/research at the highest rates.

### 2.3.4 San Mateo County Affordable Housing Fund

The County of San Mateo administers the Affordable Housing Fund. On April 8, 2013, the San Mateo County Board of Supervisors approved the allocation of approximately $13,400,000 of unrestricted general funds for affordable housing purposes. These funds, which initiated the County's Affordable Housing Fund (AHF), were derived from a one-time distribution of Housing Trust Funds held by former redevelopment agencies in San Mateo County. There have been eight subsequent AHF competitive funding rounds, using a combination of County general funds, Measure K funds, San Mateo County Housing Authority Moving to Work Housing Assistance Program Reserves, HOME funds, CDBG funds, and funds allocated to the County from HCD. The Kiku Crossing affordable housing project received an allocation of $5.185M from the AHF.

## 2.4 Private For-Profit and Nonprofit Sources

### 2.4.1 Community Reinvestment Act (CRA)

Several opportunities exist for partnership with local lenders via the Community Reinvestment Act. This law requires local lenders to analyze the lending needs of the community in which they do business, particularly the needs of low and moderate-income persons, and develop programs to address those needs. To date several lenders have offered favorable terms on first mortgages for the First Time Home Buyer program which has provided tremendous support to the program. Other lenders have assisted new construction projects in the form of construction loans and permanent financing. The City considers this a beneficial resource for future partnerships as well.

### 2.4.2 Private Developers

In any housing project the City undertakes with private developers, the City attempts to leverage its resources as much as possible. The City attempts to provide the "gap" financing that is needed to make an affordable housing project feasible. Private developers are very interested in developing housing because of the current high demand and the City continues to work with them to find ways to include affordability within their projects. With the current demand for housing, the City sees good opportunities to work with the private sector in the area of new housing construction over the next eight years.

### 2.4.3 Non-Profit Agencies

There are several partnership opportunities with non-profit organizations. Foundations and lender consortiums provide means of financial assistance. Community service organizations provide housing services and manage housing programs. Non-profit developers produce new affordable units. To date, the majority of new affordable units have been sponsored by non-profit developers. This trend will most likely continue since the federal programs strongly encourage the use of non-profit agencies for housing programs.

### 2.4.4 Housing Endowment And Regional Trust (HEART)

The Housing Endowment And Regional Trust (HEART) of San Mateo County is a regional trust fund for affordable housing in San Mateo County. It has a revolving loan fund to provide financing for affordable housing developments usually in the form of short-term gap or predevelopment financing. HEART provided financing for Kiku Crossing in 2022.

HEART's "First Time Homebuyer" Program provides below market rate second loans as down payment assistance for persons who make up to $180,000 per year and households that make up to $220,000 per year. The program is also structured to eliminate private mortgage insurance which results in lowering the total monthly housing payment for homebuyers.

The City is partnering with HEART to create pre-approved designs for ADUs to allow for streamlined application processing and approval and incorporating environmentally friendly design. The goal of the initiative is to increase ease of ADU production, and therefore increase affordable housing production. Four designs have been created at different unit sizes to accommodate the size constraints of different sites – studio, 1 bedroom (square), 1 bedroom (rectangular), and 2 bedrooms.

As new federal, state and local sources of funds appear, the City will integrate them into its programs and look for new solutions to meeting the affordable housing needs. It also continues to aggressively seek other potential financing sources and partnership opportunities.

# 3 HOUSING-RELATED PROGRAMS

## 3.1 Minor Home Repair

The Minor Home Repair program provides these services free of charge to low-income homeowners. Owners are entitled to free minor exterior or interior repairs. Repairs also include accessibility modifications and simple energy efficiency improvements. The overwhelming majority of participants in this program is senior citizens. An average of 35 minor home repair projects were completed annually during the previous housing element cycle.

## 3.2 Home Rehabilitation

The City operates a similar, but separate program for home repairs that constitute major upgrades. The program offers assistance to low-income homeowners in the form of deferred payment loans up to a maximum of $60,000 for home rehabilitation. The program is limited to properties that have 1-4 units. Loans are for a 20-year term with a 3% interest rate. While the program has received interest from the community, there have been no rehabilitations completed through this program as of 2022.

## 3.3 Lead-Based Paint Hazard Reduction

The City developed and implements lead-based paint regulations in accordance with HUD Guidelines 24 CFR Part 35 and 40 CFR Part 745 last revised 2012.

## 3.4 First Time Home Buyers Program

This program provides first time buyers the opportunity to purchase condominiums as they become available for resale at two City sponsored complexes, which are Meadow Court and Gateway Commons, and have 70 and 93 affordable housing units respectively. This project-based approach is also augmented by new ownership units that either the City builds, or private developers build in compliance with the City's Below Market Rate Program.

## 3.5 Acquisition of Land

The City is always looking for opportunities to purchase land to assist the development of housing. This includes land banking for the development of owner and rental housing, senior and family housing, transit-oriented housing, and mixed-use developments. Currently, the City owns two properties within downtown San Mateo, one of which is at the intersection of 4th Ave and Railroad Ave. The sites comprise a surface parking lot for a closed toy store, referred to as the Talbot's site. The City plans to use this site for the development of affordable housing in a public/private partnership with a $1 per year lease. This site is included in the Sites Inventory as there is a proposal to develop 60 units affordable at the very-low to low-income levels, including family housing, on this site as part of a larger mixed-use development on this block. Details about the site characteristics and development proposal are shown on the Figure 1 map and included below in Section 4.4 as the "Bespoke Project." The Sites Inventory also identifies a third City owned parcel, located at 4142 S El Camino Real, that is currently vacant. Programs to support the development of affordable housing on both of these sites are included in Policy H1.2 of the base document.

## 3.6 Acquisition and Rehabilitation of Existing Housing

The City also partners with nonprofit organizations to purchase and rehabilitate existing housing and make it more affordable. As funds are available, the City will consider purchasing multi-family complexes and/or single-family homes to make available for rental housing. This helps preserve the existing housing stock

by ensuring adequate property management standards and adds to the City's affordable housing stock. The City typically funds these types of projects with HOME and RDA Housing Successor funds.

In addition, the City will consider purchase of individual condominium units in private developments, as funds are available. These units would be included in the existing First Time Homebuyer Program and sold to moderate-income households with the same loan terms and resale price restrictions.

### 3.7 Community Housing Development Organizations (CHDO)

The City no longer administers its own HOME programs after entering into a consortium. However, San Mateo County will coordinate with HIP Housing Development Corp. (HHDC) or any other qualified CHDO to apply the annual increment of HOME funds that are channeled directly to CHDOs. The HOME funds will be used to assist persons who make less than 60% of the area median income.

### 3.8 New Construction

Although the coronavirus pandemic has had significant impact on the cost of construction, the City sees the potential for more partnership opportunities to develop new housing with both for-profit and nonprofit developers, mostly due to the wide array of financing tools currently available. Developers have become far more knowledgeable about how to apply for and combine the various government program funds and available private funding to build affordable housing.

### 3.9 Accessory Dwelling Units (ADUs)

The City's ADU ordinance, most recently updated in 2022, allows the construction of modest units sometimes referred to as "granny units" in residentially zoned neighborhoods. These units are relatively inexpensive to rent due to their size and are often occupied by family members as a way to live together yet maintain an element of privacy. Based on their size and characteristics, ADUs are a housing type that contributes to both the affordable and Missing Middle housing categories.

### 3.10 Special Needs Housing

The City provided extensive funds for acquisition/rehabilitation of an apartment building formerly owned by private individuals with County contracts. This project, known as the Humbolt House, operates as permanent supportive housing for individuals with mental illness. The City also provided land and subsidies to construct permanent affordable housing with 10 units set aside for households with mental health issues at risk of homelessness as referred by the County for the Delaware Pacific project. Through the PLHA program, the City provides funding for staff salaries at the Montara affordable housing project, which contains a set aside of 12 units for formerly homeless veterans. These staff will manage the client services and case management needed for the tenants. The goals for this program are to aid in building long term stability in their living situations. These subsidies are in addition to assistance being granted to the project from the U. S. Department of Veterans Affairs (VA). The City provided land and subsidies to construct permanent affordable housing with 8 units set aside for individuals with development disabilities, and 16 units set aside for formerly homeless individuals at the Kiku Crossing project, which is currently under construction.

### 3.11 Homeless Programs

Although the City does not directly manage any homeless prevention or assistance programs, it collaborates and financially supports a variety of programs countywide. The sources of funds for homeless programs in the City of San Mateo are CDBG, PLHA, Affordable Housing Funds, and City Housing funds. County level funding that helps to benefit San Mateo residents in need include McKinney-Vento, Homeless Prevention and Rapid Re-Housing Program (HPRP), and Section 8 programs. All homeless

outreach, assistance and prevention programs are conducted by local nonprofit organizations in coordination with various local government agencies. The City works with several groups to provide emergency shelters, transitional housing and support services for the homeless as described in the 2018-23 Consolidated Plan. The City collaborates with the County of San Mateo on countywide homeless counts, which occurs every two years; and follows the County's "Continuum of Care" (CofC) program to address homeless which is described in the "Regional Collaborations" section below. In coordination with other jurisdictions in the county, the following shelter operations and expansion efforts the City supports are as follows:

### 3.11.1 LifeMoves Shelter Network

The City has provided operational funds in the past and may continue based on available funds through the CDBG program to support LifeMoves for shelter operations within City limits. They operate in two sites located in the City: supportive housing at the Vendome (which is not a shelter), and the First Step for Families shelter. For the Vendome, the City provided 100% of acquisition/rehabilitation costs and supports their efforts to obtain HUD funds (PUSH) for operations through the Continuum of Care process. For First Step for Families, the City provided extensive capital funding to develop the property and starting in 2020, the Community Resource Commission awarded CDBG grants for operations of the shelter. Through countywide collaboration, the City also supports the efforts of other shelters run by LifeMoves throughout San Mateo County, including the Coast House, Family Crossroads, Haven Family House, Maple Street Shelter, and Redwood Family House.

### 3.11.2 Safe Harbor Emergency Shelter

The City provides $15,000 annually from City Housing for the operation of Safe Harbor, the regional emergency shelter for adult individuals located in South San Francisco and operated by Samaritan House. After the basic human needs have been met and shelter clients have been stabilized, Safe Harbor provides case management for financial counseling including job search and employment services as well as budgeting to help achieve financial self-sufficiency. The program also provides housing search assistance, including assistance to find subsidized housing when possible. One example is access to the San Mateo County Housing Readiness Voucher program which includes 3 years of continuous case management and rental housing vouchers. Safe Harbor's overall goal is to ensure stabilized housing for three years.

### 3.11.3 Stone Villa Inn

Through the Homekey program, San Mateo County plans to perform a conversion of the hotel Stone Villa Inn into an emergency shelter, which will be located within the City. The hotel currently contains 44 guestrooms, which could be converted into use for individual shelter rooms. Additionally, the City will support these efforts as a part of the CofC and extend its network of homeless services to the future clients of the shelter.

## 3.12 Regional Collaborations

City staff members are active members of the following regional collaboratives to address a wide variety of issues associated with homelessness and homeless prevention.

### 3.12.1 Inter-Agency Council (IAC)

The IAC is a countywide consortium of housing stakeholders to develop and support the San Mateo County HOPE: 10-year Plan to End Homelessness. This plan focusses on the provision of new affordable housing opportunities rather than development of new shelters.

### 3.12.2 Continuum of Care

The Continuum of Care committee for San Mateo County implements its plan to serve homeless persons and families. Through this collaboration of service providers and local government agencies, efforts are coordinated for outreach, needs assessment, provision of services for the homeless. The consortium also determines the priorities and allocation of Countywide Emergency Shelter Grant funds. In 2016, the CofC released its current Strategic Plan titled "Ending Homelessness in San Mateo County". From this plan, the Coordinated Entry System (CES) was created. It is a centralized system pulls together the service providers across the county to ensure that resources are available to all clients regardless of which jurisdiction an individual enters the system from.

### 3.12.3 HIP Housing Self Sufficiency Program

Staff serves on the selections committee for entry into this program that provides support services and rent assistance for a one-to-two-year term for candidates with educational and/or vocational training plans to find employment at a level to reduce the need for government assistance payments. The program provides deep supportive services to the clients to move toward self-sufficiency within a 2-year time period.

## 3.13 Chronic Homelessness

The Housing Outreach Team (HOT) is a multi-disciplinary team, including City staff, formed through the HOPE initiative that addresses chronic homelessness by outreach and engagement. This program helps to provide housing and bring medical, mental health and substance abuse support services to those who might not otherwise seek such services. The outreach and case management of this team supports the residents of The Vendome, a permanent supportive housing SRO in Downtown San Mateo. The Vendome was acquired and renovated by the City with various housing financial resources in 2009. The Vendome will continue to serve HOT identified clients and other very low-income residents this program year.

## 3.14 Homeless Prevention

As detailed under the sections below, the City will provide assistance grants to help prevent further homelessness. In addition to the programs identified below, Samaritan House, as well as other local agencies, provides services for the extremely low- income residents that include homeless prevention such as Rapid Rehousing, and emergency housing vouchers. However, these other programs are funded by other jurisdictions in the County.

### 3.14.1 Legal Aid Society, HomeSavers Program

Legal Aid assists tenant litigants with unlawful detainers and related matters to help people stay in their homes across the Bay Area region. They conduct weekly clinics at community centers and at the County Court House advising and representing applicants as necessary in court proceedings. Their goal is to keep people in their homes and prevent homelessness through their advocacy. The City traditionally funds them annually through the CDBG program. They negotiate with landlords on tenant's behalf regarding other issues that threaten their ability to live in safe, decent, affordable housing. Their goal is to counsel 480 individuals in 160 households.

### 3.14.2 LifeMoves, Rapid Rehousing Program

LifeMoves operates the City's Rapid Rehousing program for individuals and families at great risk of experiencing homelessness. Clients are given direct financial assistance to resolve debt related to housing expenses as well as case management to connect them to resources to stabilize their finances and overall wellbeing. The program is funded through PLHA as has the goal of serving 5 individuals and 5 families during its first year of operations. This goal is expected to increase in later years with increased funding.

### 3.15 Discharge Policy

The City does not directly fund any institutions requiring discharge. These policies are requirements of health institutions to discharge patients experiencing homelessness to a safe and appropriate location, offer meals and weather-appropriate clothing, distribution of needed medicines, and providing the necessary transportation. These institutions are within the jurisdiction of the County of San Mateo. Discharge policies are a component of the County's HOPE 10-Year Plan to End Homelessness.

# 4 SITES INVENTORY

Government Code Section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites. The inventory of land suitable for residential development shall be used to identify sites that can be developed for housing within the planning period (Section 65583.2). To create this list, City staff undertook an extensive process to review the feasibility of housing development for every site located within the key study areas that had been identified by the community while weighing in the expertise of staff, consultants, and developers. The draft sites list was posted to the city website in December 2021 for public comment where staff received many comments and updated the inventory as appropriate.

In 2019, City staff began a series of citizen outreach workshops where the community was asked to select target areas where they believed future housing development would be most suitable. From this process, the City was able to identify ten study areas for the 6th Housing Element Cycle's sites inventory. Then, trends were analyzed from the previous 5 years to see what the expected densities of potential redevelopment would be when weighed against the existing site constraints such as zoning, size, and neighborhood trends. Staff was able to use this process to calculate the realistic redevelopment capacity of these sites. Within these study areas, there are currently enough sites zoned to accommodate 9,876 new housing units in the City of San Mateo. The affordability breakdown of these sites is 2,958 lower Income units, 1,211 Moderate-Income units, and 5,707 Above Moderate-Income units. The sites for affordable developments were spread throughout the City to avoid adding to any Racially/Ethnically Concentrated Areas of Poverty (RECAP).

## 4.1 RHNA Status

For the 6th cycle Housing Element Update, the City of San Mateo has been assigned a RHNA of 7,015 units:

- Very Low Income – 1,777 units
- Low Income – 1,023 units
- Moderate Income – 1,175 units
- Above Moderate Income – 3,040 units

Overall, pipeline projects (are those with planning approvals, entitlement, under construction, or under review) total 3,099 units, including 552 lower income units, 14 moderate income units, and 2,533 above moderate income units. The affordability of these units is based on the project approval, with affordable units being provided as part of the City's inclusionary housing requirements.

In addition, the City anticipates an annual average of 55 ADUs for a total of 440 ADUs over the next eight years. Based on ABAG's HCD-approved ADU Survey, the City can expect ADU construction to produce approximately 132 very low income units, 132 low income units, 132 moderate income units, and 44 above moderate income units.

Accounting for pipeline projects and projected ADUs, the City has a remaining RHNA of 3,476 units (1,984 lower income units, 1,029 moderate income units, and 463 above moderate income units). The City must demonstrate that it has adequate sites to fully accommodate its remaining RHNA for all income groups.

## 4.2 On-Site Constraints Analysis

The City of San Mateo is a fully urbanized municipality serviced by Pacific Gas and Electric (PG&E), Cal Water, Estero Municipal Improvement District (EMID), and its own wastewater treatment plant for sewage. All sites on the inventory have access to electric, natural gas, water, sewage, public streets (21), and other infrastructure needs for housing redevelopment. To start service at any site would not prove infeasible for installation and standard connections to the existing systems and does not present a constraint.

Air quality and noise has been acknowledged as potential environmental constraints on fifty-five (55) identified sites due to proximity to highways and railways. However, air quality may be addressed through incorporation of mechanical filtration systems that can adequately filter air particulates for housing projects. Noise impacts can also be mitigated through enhanced construction materials such as double or triple paned windows and sound attenuating insulation. During project review, individual projects near highways and railways are evaluated with project specific technical analysis to analyze these constraints and provide appropriate mitigation measures.

Twenty-one (21) sites in the inventory have been identified to lie within the flood zone or adjacent to creeks. The City requires that new housing development within the 100-year flood plain raise the lowest living level above base flood elevation to avoid the risks of flash flooding. Sites that contain creeks require construction to be restricted behind creek setbacks, which prohibit development within 30 feet of the center line of any creek or 20 feet of the top of a bank. The sites identified that are adjacent to creeks have existing structures outside these setbacks that can be repurposed or redeveloped within similar building footprints. Neither constraint would limit the ability of the sites to produce new housing.

In the previous Housing Element Cycle, the City approved several housing projects that included lot consolidation including: The Lark, Grand Blvd Townhomes, Hacienda Mateo, 737 2nd Ave, Block 21, Concar Passage, Hillsdale Terraces, Santa Inez Condos, and Kiku Crossing. The City has displayed a track record of approving projects that include lot consolidation. Additionally, the City's zoning code encourages lot consolidation through higher allowable densities for larger lots. Lot consolidation is expected to continue for new housing projects throughout the next Housing Element Cycle, and this is further supported by current proposals that are under review (Block 20, Bespoke, and Nazareth Vista).

## 4.3 Non-Vacant Site Redevelopment Analysis

The City is relying on many non-vacant sites with very high redevelopment potential for purposes of meeting its RHNA allocation. The use of these non-vacant sites is justified as can be demonstrated by a significant number of recent projects at similar sites as the development stock in the City matures; as well as several in-progress development applications as demonstrated in sections 4.4 and 4.5 below. In the previous Housing Element Cycle, the City received four projects for missing middle housing that were previously on single-family home sites. These sites with pipeline projects have been identified as: Grand Boulevard Townhomes, Hacienda Mateo, 737 2nd Ave, and the Gum Street Duplexes in Section 4.4 below. The City was able to approve these projects without rezoning and produced a total of 19 additional units. This trend is expected to continue, with the recent approval of a 10-unit project at 4 Santa Inez (net increase of 8 units). This demonstrates that the City's existing zoning allows for a range of housing types and sizes.

The City currently has two in-progress developments for multi-family housing that contain parcels that were previously single-family homes. The projects have been identified as Fremont Terrace and Block 20

in Section 4.5 below. Together, they will create 98 new housing units, with 11 affordable units. These projects demonstrate that with the right location, low-density housing can be redeveloped under the City's existing zoning to generate additional units that include affordable units under the City's Below Market Rate Ordinance. As the City undergoes the General Plan Update, similar sites will be identified, which will continue the trend of creating new areas of appropriate housing density.

The majority of sites are non-vacant, with non-vacant sites accommodating more than 50% of the lower income units. However, this will not be an impediment to development as the type of sites used for the inventory are consistent with those that have been redeveloped into housing projects in the last Housing Element Cycle. The City has received several applications for projects that involved redeveloping underutilized low-density commercial property into either full housing or mixed-use housing projects. Nine (9) key projects that fit this description are: Concar Passage, Azara, The Lark (Park 20), Hillsdale Inn, Nazareth Plaza, Trag's Market (303 Baldwin), Hillsdale Terraces, Peninsula Heights, and 1919 O'Farrell. Combined, they will produce a total of 1,902 new housing units, with 172 affordable units. This trend can be expected to continue, with owner/developer interest in redevelopment being expressed for many of the sites identified in the sites inventory table, such as the Hillsdale Mall, Peninsula Heights, Marriot Residence Inn, The Fish Market, Bayshore Commons, Borel Square Shopping Center, Ah Sam Floral Co, The Atrium, and the Olympic Plaza (Mollie Stone's) Shopping Center. Rather than the existing uses discontinuing from lack of interest, market trends reveal that developers have bought out long-term businesses to allow redevelopment into housing or utilized phased development or partial site redevelopment to allow the existing use(s) to remain while new housing was developed. Furthermore, these sites do not require rezoning, as residential development is an allowed use on the commercial and office sites included in the inventory.

Table 1 below shows the projects that have been approved since 2019 and illustrates the characteristics of existing uses. Table 2 lists the parcels considered and included in the sites inventory. Existing characteristics of each parcel, including parcels that have planning approvals, developer/owner interests, or are developed owned, are used to correlate parcels with potential development potential.

In selecting the sites to be included in the sites inventory, the City utilizes objective criteria for evaluating each parcel for near-term redevelopment. Sites meeting either one of the five factors below are included in the sites inventory. These factors are most direct in explaining why existing uses would not impede redevelopment.

1. Site with property owner or developer interest in redevelopment, which indicates that the existing uses do not have long-term viability or do not represent the highest and best uses given the current and projected market conditions
2. Site that is developer owned, which indicates the property is held for redevelopment purposes
3. Site with previous proposal for redevelopment, indicating interest/intent for redevelopment
4. Vacant site
5. Sites containing limited improvements based on the nature of the uses (such as parking lots, outdoor storage, primarily vacant). Specifically, all sites identified as meeting this criteria are parking lots, which have no or limited structures to impede redevelopment.

Otherwise, sites that meet at least three of the following factors (#6-#10) are included in the sites inventory. Please note that due to the quality of the assessor data from the County, no parcels contain data for all the factors used.

6. Existing uses are similar to uses that have been recycled based on recent trends as demonstrated by projects presented in Section 4.3 and regionally. Such uses include:
    a. Retail/shopping center
    b. Banks
    c. Office building
    d. Gas station and auto-related uses
    e. Grocery stores
    f. Lower density residential uses

    The pandemic has accelerated many trends that had already been set in motion:

    - Increased online shopping, reducing demand on retail space
    - Increased eBanking, resulting in banks consolidating local branches – A recent article in Bankingdive.com indicates the increasing trend of branch closures. Bank of America's strategic plan focuses on pursuing new markets such as Milwaukee and New Orleans and to grow its market share with a small number of centers. For every one new location opens, the bank will close two existing locations.[1] Well Fargo Bank is also among some of the major banks that are closing many local branches. In the month of May 2023 alone, Wells Fargo closed 17 branch offices nationwide. Single use bank buildings surrounded by large parking areas are particularly conducive to closures.
    - Increased remote working, reducing demand on office space
    - Increased fuel efficiency and reliability of vehicles, and popularity of hybrid and electrical vehicles, reducing demand for auto-related services
    - Increased use of virtual meetings and increased popularity of Airbnbs, reducing business travel and demand on hotel accommodation (especially old motels)

7. Age of structure – In general, building over than 30 years begin to show signs of fatigue and often requires significant investments to modernize. A shopping/retail center, however, is considered outdated if it has not been renovated for more than 15 years. Recent news articles comparing the Westfield Mall in Downtown San Francisco and that in Santa Clara points to the critical differentiator – Santa Clara Westfield Mall had undergone a $1.1 billion renovation in 2019 whereas the one in Downtown San Francisco had not been renovated for more than 16 years. This is because retail trends are fluid and reflect what are "fashionable" at the time. Furthermore, Table 1 shows that commercial/retail structures built in the 1990s (as late as 1997) had been demolished for new development. Therefore, this analysis uses 30+ years as the age threshold for most uses but 20+ years as the age threshold for retail/commercial uses.

    However, the quality of data from the San Mateo County Assessor Office limits the use of this factor. Many parcels are missing the year built data. While most nonvacant parcels (if not all) included in the inventory have older buildings and often show signs of delayed maintenance and

[1] Bankingdive.com, June 14, 2023.

are outdated in style, the lack of complete data prevents the use of this factor for many parcels.

8. Single story building – as demonstrated in Table 1 and Table 2, recent projects and pipeline projects involve demolition of mostly single-story buildings, although one project demolished a three-story office building for new mixed use development.

9. Improvement to Land Value (ILV) Ratio – ILV can reflect the potential profitability of redeveloping an existing property but should be considered in conjunction with other factors. In general, a low ILV ratio of 1.0 definitely shows potential for redevelopment, as the land is worth more than the improvements on site. A low ILV ratio is also often a result of lack of significant improvements in recent years that would trigger a reinvestment. HCD Sites Inventory Guidance also uses an ILV ration of 1.0 as an indicator of potential redevelopment.

   However, office buildings, commercial/retail centers, and hotel/motels often have high ILV ratios that are beyond 2.0. A typical shopping center has an ILV ratio of 2.50 to 3.50. As shown in Table 1 of recent projects, the demolished shopping center had an ILV of 2.60. Also in the sites inventory, parcels with owner/developer interests for redevelopment, existing ILV for many uses have high ILV ratios well above 1.0, including a hotel/motel at 1.9 and a commercial center at over 3.0.

   A high ILV combined with other factors such as high/persistent vacancies, lower than market rents, and high maintenance costs due to older age of structures, aging infrastructure and utilities, would become a financial liability to the property owner. This is because a high ILV ratio means high property taxes regardless of whether the property is generating adequate incomes for a reasonable return.

   Therefore, this analysis uses a 2.5 ILV for commercial centers/office buildings; a threshold of 1.0 ILV is used for other uses.

10. Lot Coverage – Lot coverage is calculated using building footprint information downloaded from the County of San Mateo GIS data sources. The City in most cases does not regulate development with a lot coverage. Building envelope is regulated by setbacks and height. As shown in Table 2, among the pipeline projects and parcels with developer/owner interest for redevelopment, the average lot coverage (building footprint over lot area) is about 38 percent, but ranges from 0 percent (such as parking lots) and as high as 98 percent (such as multi-story commercial/office buildings). Therefore, this sites inventory includes parcels with lot coverage up to 50 percent, indicating highly underutilized parcels with outdated site designs that leave large areas as surface parking or landscaping.

In recent years, the City has not experienced any significant development proposal for commercial-only development. Most projects involve a residential component or are residential-only projects. Specifically, within the last four years (since 2019), of the 24 major development applications under review or approved, only two applications (9 percent) did not involve a residential component. This represents a significant trend of converting excess commercial properties into mixed use or residential uses and is consistent with experiences of other communities in the region and is also expected to continue or accelerate in the future. More importantly, the sites inventory includes a substantial buffer beyond RHNA under the existing land use policy, with the anticipated General Plan Update, and the buffer will increase with the proposed land use policy (Policy H1.20).

### 4.4 Lot Consolidation

The City does not intend to utilize small independent parcels to meet lower income RHNA requirements.

Most small parcels included in the inventory are either already consolidated or mostly consolidated for redevelopment. The City is working diligently with other property owners for lot consolidation.

The City has a strong history of consolidating small parcels to facilitate larger-scale residential and mixed use development. As shown in Section 4.5 Recent Development Projects, multiple projects were developed by consolidating small parcels into larger sites:

- Grand Blvd Townhomes (3 small parcels to 0.64 acre) - 11 units
- Hacienda Mateo (8 small parcels to 0.41 acre) - 14 units
- 737 2nd Avenue (8 small parcels to 0.37 acre) - 12 units
- Gum Street Duplexes (8 small parcels to 0.55 acre) - 8 units

Similarly, among the Opportunity Sites/Pipeline Projects (Section 4.6), many projects also involve lot consolidation. Specifically, the majority of these sites have already been consolidated (I.e., under common ownership). Others are completing the consolidation process and are considered mostly consolidated:

- Block 20 (5 small parcels to 1.16 acres, consolidated) - 58 units
- Nazareth Vista (2 small parcels to 0.64 acre, consolidated) - 32 units
- Concar Passage (4 large and 4 small parcels to 14.53 acres, partially consolidated) 727 - units
- Hillsdale Inn (2 large and 1 small parcels to 3.1 acres, consolidated) - 153 units
- Hillsdale Terraces (3 small parcels to 0.99 acre, consolidated) - 50 units
- 4 West Santa Inez Condos (2 small parcels to 0.25 acre, consolidated) - 10 units
- 445 South B Street (6 small parcels to 1.16 acres, consolidated) - 58 units
- Hillsdale Mall (4 large and 3 small parcels to 32.6 acres, mostly consolidated - 1,630 units
- Borel Square Shopping Center (3 large and 3 small parcels to 9.9 acres, consolidated) - 346 units
- Downtown Cluster (2 large and 1 small parcels to 3.14 acres, mostly consolidated) - 157 units
- Olympic Shopping Center (2 large and 9 small parcels to 9.75 acres, mostly consolidated) - 487 units
- Parkside Plaza (1 large and 1 small parcels to 6.65 acres, consolidated) - 332 units
- E Poplar Ave/San Mateo Drive (2 small parcels to 0.62 acre, consolidated) - 21 units

For other sites in the inventory identified for lot consolidation, the City is diligently working with the property owners to facilitate lot consolidation. These sites typically have some degree of common ownership and/or are considered feasible for lot consolidation due to shared access or parking.

Table 1: January 2019 – November 2023 Planning Development Approvals (ranked by density)

| Address Development Type | Description | No. of Dwelling Units | % of Project Residential (approx.) | Base Zoning | Lot Size (Acre) | Dwelling Units per Acre | % of Base Density | Existing Use | Age of Existing Building | Existing Building # of Story | FAR | Improvement to Land Ratio |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 480 E 4th Ave. (Kiku Crossing) Multi-Family | Demo surface parking lot (city-owned parcel). Construct new 7-story100% affordable multi-family building with a separate 5-level parking structure. | 225 | 53% | CBD-S: Commercial and DT residential | 2.41 | 93 | 186% | Two Public Parking Lots | No Building | 0 | 0.0 | 0.0 |
| Block 21 Mixed-Use | Demo existing retail and residential structures (8 units). New mixed-use building with office and residential uses. | 111 | 33% | CBD-S: Commercial and DT Residential | 1.51 | 74 | 148% | Retail and residential structures (8 units) | 1900 - 2002 | 2 | 0.5 | 0.4 |
| 477 9th Ave Mixed-Use | Demo existing commercial buildings. New 5-story office and residential building. | 120 | 80% | E2-2: Office | 1.6 | 75 | 150% | Office | 1980s | 1 | 0.3 | 0.7 |
| 1919 O'Farrell St. Multi-Family | Demo existing office building. New 5-story residential apartment building. | 49 | 100% | E1-1/R4: Office with residential overlay | 0.71 | 69 | 138% | Office | N/A | 1 | 0.1 | 0.0 |
| 401 Concar Dr. Hayward Park Mixed-Use | Demo surface parking lot at Hayward Park Caltrain Station. New 5-story residential apartment building. | 191 | 100% | TOD: Mixed use | 2.82 | 68 | 136% | CalTrain Parking Lot | No Building | 0 | 0.0 | 0.0 |
| 303 Baldwin Ave. Mixed-Use | Demo existing grocery store. New 5-story mixed-use building with commercial, office and residential uses. | 64 | 40% | C1-2/R5: Commercial with residential overlay | 0.93 | 68 | 136% | Grocery Store | 1956 | 1 | 0.4 | 0.3 |
| 1650 S. Delaware St. Multi-Family | Demo the existing office building. New 5-story 73-unit residential apartment building. | 73 | 100% | TOD: Mixed-Use | 1.07 | 68 | 136% | Office | Before the 1980s | 2 | 0.4 | 0.3 |
| 666 Concar Dr. Mixed-Use | Demo existing shopping center. New mixed-use buildings with commercial, office and residential uses. | 961 | 97% | TOD: Mixed use | 14.51 | 66 | 132% | Regional Retail | 1969 - 1991 | 1 | 0.3 | 2.6 |
| 1 Hayward Ave Mixed-Use | Demo existing commercial and residential uses (5 units). New mixed-use building with office and residential uses. | 18 | 77% | E2-1/R4: Office with residential overlay | 0.29 | 61 | 122% | Residential and office | 1938 | 1 | 0.4 | 0.1 |

| Address Development Type | Description | No. of Dwelling Units | % of Project Residential (approx.) | Base Zoning | Lot Size (Acre) | Dwelling Units per Acre | % of Base Density | Existing Use | Age of Existing Building | Existing Building # of Story | FAR | Improvement to Land Ratio |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| S Delaware St. at Landing Ave (PA20-053) Bay Meadows Mixed-Use | New 4-story mixed-use building on MU2 Block with ground floor retail uses and office above; and new 4-story mixed-use building on MU3 Block with ground floor retail uses and residential above. | 67 | 15% | BMSP: Mixed-Use per Bay Meadows Specific Plan | 1.51 | 44 | 88% | Vacant | No Building | 0 | 0.0 | 0.0 |
| 4 W Santa Inez Ave. Multi-Family | Demo two single-family dwellings. Construct new 4-story condominium building. | 10 | 100% | R4: Multi-Family Dwelling | 0.25 | 40 | 80% | 2 single-family dwellings | 1950s | 1 | 0.3 | 0.1 |
| 406 E 3rd Ave. Mixed-Use | Demo existing commercial buildings. New 4-story office and residential building. | 25 | 14% | CBD-S: Commercial and DT Residential | 0.88 | 28 | 56% | Fast food restaurant, industrial/auto uses | 1990s | 1 | 0.9 | 0.8 |
| 435 E. 3rd Ave. Mixed-Use | Demo existing commercial buildings. New 5-story office and residential building. | 18 | 16% | CBD-S: Commercial and DT Residential | 0.25 | 20 | 40% | Gas station | 1980s | 1 | 0.1 | 0.1 |
| 2988 Campus Dr. Multi-Family | Demo 4 office buildings on 2 sites. New multi-family residential buildings (townhouses) on two hillside parcels. | 290 | 100% | E1-1: Office | 15.45 | 19 | 38% | Offices | 1970s | 3 | 0.3 | 0.3 |
| 1, 2 and 3 Waters Park Dr. Multi-Family | Demo office campus. New multi-family buildings with single-family, townhouses and condominium units. | 190 | 100% | Rezoned from E1: Office to R3 multi-family | 11.13 | 17 | 49% | Executive business park | 1979 | 2 | 0.3 | 0.4 |
| 222 E 4th Ave. (Draeger's) Mixed-Use | Demo existing grocery store. New mixed-use building with retail (grocery), office and 100% affordable residential uses. | 10 | 7% | CBD/R: Commercial with residential overlay | 1.13 | 9 | 18% | Grocery Store | 1997 | 2 | 1.3 | 0.8 |
| 2089 Pacific Blvd. Multi-Family | Conversion of eight two-bedroom units into 16 studio units for a net increase of 8 units within an existing apartment complex | 16 | 100% | TOD: Mixed-Use | 2.37 | 7 | 14% | Apartment | 2015 | 3 | 2.0 | 3.9 |

## Table 2: Sites Inventory

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Same owner | 121 N San Mateo Dr | 032-292-070 | A | Executive Office | E2 | 50 | 0.18 | 0.58 | Commercial | 3 | 1 | 4 | 8 | | | | | | | Yes | Y | 1950 | Y | 0.12 | 31% |
| | 117 N San Mateo Dr | 032-292-080 | A | Executive Office | E2 | 50 | 0.40 | | Commercial | 7 | 3 | 8 | 18 | | | | | | | Yes | Y | | Y | 0.21 | 36% |
| Same owner | 5 N San Mateo Dr | 032-312-250 | B | Executive Office/High Density Multi-Family | E2-0.5/R5 | 50 | 0.30 | 0.98 | Parking | 18 | 7 | 19 | 44 | | | | | | Y | Yes | Y | | | - | 0% |
| | 123 Baldwin Ave | 032-312-270 | B | Executive Office/High Density Multi-Family | E2-0.5/R5 | 50 | 0.25 | | Parking | | | | | | | | | | Y | Yes | Y | | | 0.06 | 0% |
| | 117 Baldwin Ave | 032-312-150 | B | Executive Office/High Density Multi-Family | E2-0.5/R5 | 50 | 0.12 | | Parking | | | | | | | | | | Y | Yes | Y | | | - | 0% |
| | 26 N San Mateo Dr | 032-312-100 | B | Executive Office/High Density Multi-Family | E2-0.5/R5 | 50 | 0.22 | | Parking | | | | | | | | | | Y | Yes | Y | | | - | 0% |
| | 27 N San Mateo Dr | 032-312-070 | B | Executive Office/High Density Multi-Family | E2-0.5/R5 | 50 | 0.09 | | Parking | | | | | | | | | | Y | Yes | Y | | | - | 0% |
| Two owners | 402 Tilton Ave | 032-331-010 | C | Medium Density Multi-Family | R3 | 35 | 0.13 | 0.77 | Residential | 5 | 4 | 10 | 19 | | | | | | | Yes | Y | 1907 | Y | 1.43 | 23% |
| | 406 Tilton Ave | 032-331-020 | C | Medium Density Multi-Family | R3 | 35 | 0.13 | | Residential | | | | | | | | | | | Yes | Y | 1907 | Y | 0.96 | 30% |
| | 20 N Railroad | 032-331-150 | C | Medium Density Multi-Family | R3 | 35 | 0.51 | | Industrial | | | | | | | | | | | Yes | Y | 1955 | | 1.03 | 67% |
| Same owner | 131 N Kingston | 033-171-060 | D | High Density Multi-Family | R4 | 50 | 0.13 | 1.01 | Residential | 12 | | 62 | 74 | Yes | | | | | | Yes | Y | 1943 | | 0.24 | 41% |
| | 1218 Monte Diablo | 033-171-180 | D | High Density Multi-Family | R4 | 50 | 0.88 | | Commercial | | | | | Yes | | | | | | Yes | Y | | | 1.00 | 36% |
| Three owners | 1731 Leslie St | 035-215-060 | E | Transit Oriented Development | TOD | 50 | 0.30 | 0.60 | Commercial | 11 | 4 | 12 | 27 | | | | | | | Yes | Y | 1927 | | 0.19 | 34% |
| | 1741 Leslie St | 035-221-010 | E | Transit Oriented Development | TOD | 50 | 0.16 | | Commercial | | | | | | | | | | | Yes | Y | 1925 | Y | 0.32 | 41% |
| | 1753 Leslie St | 035-221-020 | E | Transit Oriented Development | TOD | 50 | 0.14 | | Commercial | | | | | | | | | | | Yes | Y | 1950 | | 0.14 | 80% |
| 6 - Concar Passage | 678 Concar Dr | 035-242-090 | F | Transit Oriented Development | TOD | 50 | 0.24 | 14.50 | Commercial | 73 | | 888 | 961 | Yes | | | | | | Yes | Y | | | 0.80 | 28% |
| | 666 Concar Dr | 035-242-140 | F | Transit Oriented Development | TOD | 50 | 5.40 | | Commercial | | | | | Yes | | | | | | Yes | Y | | | 1.23 | 26% |
| | 1855 S Delaware St | 035-242-160 | F | Transit Oriented Development | TOD | 50 | 0.39 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1969 | | 1.71 | 26% |
| | 1880 S Grant St | 035-242-170 | F | Transit Oriented Development | TOD | 50 | 5.06 | | Commercial | | | | | Yes | | | | | | | Y | | | 3.46 | 26% |
| | 690 Concar Dr | 035-242-190 | F | Transit Oriented Development | TOD | 50 | 0.41 | | Commercial | | | | | Yes | | | | | | Yes | Y | | | 1.14 | 24% |
| | 1820 S Grant St | 035-242-200 | F | Transit Oriented Development | TOD | 50 | 0.41 | | Commercial | | | | | Yes | | | | | | | Y | | | 2.52 | 64% |
| | 640 Concar Dr | 035-242-210 | F | Transit Oriented Development | TOD | 50 | 2.07 | | Commercial | | | | | Yes | | | | | | | Y | 0 | | 2.52 | 18% |
| | Concar Dr/S Delaware St | 035-242-220 | F | Transit Oriented Development | TOD | 50 | 0.52 | | Parking | | | | | Yes | | | | | Y | Yes | Y | | | - | 0% |
| Three owners | 229 W 20th Ave | 039-052-350 | H | Medium Density Multi-Family | R3 | 35 | 5.37 | 5.84 | Hotel/motel | 57 | 23 | 60 | 140 | | Y | | | | | Yes | Y | | | 1.91 | 26% |
| | 205 W 20th Ave | 039-060-010 | H | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.25 | | Commercial | 5 | 2 | 4 | 11 | | Y | | | | | Yes | Y | 1956 | Y | 0.14 | 38% |
| | 2010 Pioneer Ct | 039-060-020 | H | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.22 | | Commercial | 4 | 2 | 4 | 10 | | Y | | | | | Yes | Y | 1957 | Y | 0.52 | 46% |
| Multiple owners | 2040 Pioneer Ct | 039-060-050 | I | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.22 | 1.42 | Commercial | 4 | 2 | 4 | 10 | | | | | | | Yes | Y | 1960 | Y | 0.91 | 58% |
| | 2041 Pioneer Ct | 039-060-100 | I | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.22 | | Commercial | 4 | 2 | 4 | 10 | | | | | | | Yes | Y | 1961 | Y | 0.84 | 58% |
| | 2050 Pioneer Ct | 039-060-060 | I | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.19 | | Commercial | 17 | 7 | 19 | 43 | | | | | | | Yes | Y | 1961 | Y | 1.00 | 64% |
| | 2070 Pioneer Ct | 039-060-070 | I | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.30 | | Commercial | | | | | | | | | | | Yes | Y | | Y | 0.86 | 49% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2055 Pioneer Ct | 039-060-090 | I | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.19 | | Commercial | | | | | | | | | | | Yes | Y | 1957 | Y | 0.90 | 38% |
| | 2075 Pioneer Ct | 039-060-080 | I | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.30 | | Commercial | | | | | | | | | | | Yes | Y | | Y | 0.07 | 48% |
| Same owner | 151 W 20th Ave | 039-060-140 | J | Executive Office/High Density Multi-Family | E1-1/R4 | 50 | 0.25 | 0.36 | Commercial | | 8 | 7 | 15 | | | | | | | Yes | Y | 1999 | Y | 0.55 | 47% |
| | 117 W 20th Ave | 039-060-150 | J | High Density Multi-Family | R4 | 50 | 0.11 | | Residential | | | | | | | | | | | Yes | Y | 1924 | | 1.00 | 32% |
| Two owners | 2833 S El Camino Real | 039-351-120 | K | Transit Oriented Development | TOD | 50 | 0.39 | 1.07 | Commercial | 20 | 8 | 21 | 49 | | | | | | | Yes | Y | | Y | 0.43 | 21% |
| | 2837 S El Camino Real | 039-351-130 | K | Transit Oriented Development | TOD | 50 | 0.35 | | Commercial | | | | | | | | | | | Yes | Y | | Y | 0.26 | 13% |
| | 2841 S El Camino Real | 039-351-999 | K | Transit Oriented Development | TOD | 50 | 0.33 | | Commercial | | | | | | | | | | | Yes | Y | | Y | - | 0% |
| | 2745 S El Camino Real | 039-351-070 | | Transit Oriented Development | TOD | 50 | 0.82 | 0.82 | Commercial | 14 | 6 | 16 | 36 | | Y | | | | | Yes | Y | 1994 | Y | 0.06 | 40% |
| | 2825 S El Camino Real | 039-351-110 | | Transit Oriented Development | TOD | 50 | 0.76 | 0.76 | Commercial | 14 | 6 | 14 | 34 | | | | | | | Yes | Y | 1985 | Y | 0.33 | 42% |
| Same owner | 3101 S El Camino Real | 039-360-160 | L | Transit Oriented Development | TOD | 50 | 1.13 | 1.41 | Vacant | 26 | 11 | 27 | 64 | | Y | | | Y | | Yes | Y | 1984 | Y | 5.84 | 21% |
| | 3111 S El Camino Real | 039-360-070 | L | Transit Oriented Development | TOD | 50 | 0.28 | | Vacant | | | | | | | | | Y | | Yes | Y | | | 0.05 | 0% |
| 1 – Fremont Terrace | 200 S Fremont St | 033-163-160 | | High Density Multi-Family | R4D | 50 | 0.35 | 0.35 | Residential | | 2 | 12 | 14 | Yes | | | | | | Yes | Y | 1906 | | 1.09 | 9% |
| Same owner | 717 E 3rd Ave | 033-163-050 | M | High Density Multi-Family | R4D | 50 | 0.12 | 0.58 | Residential | 4 | | 36 | 40 | Yes | | | | | | Yes | Y | 1922 | | 1.01 | 32% |
| | 222 S Fremont St | 033-163-170 | M | High Density Multi-Family | R4D | 50 | 0.46 | | Vacant | | | | | Yes | | | | | | Yes | Y | | | - | 2% |
| 13 – Kiku Crossing | 480 E 4th Ave | 034-183-060 | | Central Business Support | CBD-S | 50 | 1.16 | 1.16 | Parking | 223 | | 2 | 225 | Yes | | | | | Y | | Y | | | 1.51 | 0% |
| | 3069 W Kyne St (BMSP - RES 6) | 040-031-040 | | TOD | BMSP | 50 | 1.09 | 1.09 | Vacant | 5 | | 49 | 54 | Yes | | | | | | Yes | Y | | | - | 0% |
| 19 – Downtown Cluster | 487 S El Camino Real | 034-144-220 | N | Downtown Retail Core | CBD/R | 50 | 0.40 | 3.12 | Commercial | 8 | 3 | 8 | 19 | | | Y | | | | | Y | 0 | | 0.90 | 93% |
| | 62 E 4th Ave | 034-144-230 | N | Downtown Retail Core | CBD/R | 50 | 1.52 | | Commercial | 28 | 11 | 29 | 68 | | | Y | | | | Yes | Y | 1955 | | 2.44 | 89% |
| | E 5th Ave/San Mateo Dr | 034-144-240 | N | Downtown Retail Core | CBD/R | 50 | 1.20 | | Parking | 22 | 9 | 23 | 54 | | | | Y | | | Yes | Y | | | 0.00 | 0% |
| | 885 S El Camino Real | 034-200-220 | | Executive Office/High Density Multi-Family | E2-1 | 50 | 0.77 | 0.77 | Commercial | 14 | 6 | 15 | 35 | | | Y | | | | | Y | | | 1.28 | 24% |
| | 100 E 4th Ave | 034-173-100 | O | Downtown Retail Core | CBD/R | 50 | 0.38 | 0.76 | Commercial/bank | 14 | 6 | 14 | 34 | | | | | | | Yes | Y | 1956 | | 1.20 | 57% |
| | San Mateo Dr/E 5th ave | 034-173-110 | O | Downtown Retail Core | CBD/R | 50 | 0.38 | | Parking | | | | | | | | | | Y | Yes | Y | | | 0.02 | 5% |
| Same owner | 168 E 4th Ave | 034-173-140 | P | Downtown Retail Core | CBD/R | 50 | 0.13 | 0.36 | Commercial | | 3 | 3 | 6 | | Y | | | | | Yes | Y | | | 0.58 | 18% |
| | 168 E 4th Ave | 034-173-150 | P | Downtown Retail Core | CBD/R | 50 | 0.23 | | Commercial | | 6 | 5 | 11 | | Y | | | | | Yes | Y | | | 0.42 | 47% |
| Same owner | 222 E 4th Ave | 034-176-050 | Q | Downtown Retail Core | CBD/R | 50 | 0.24 | 1.14 | Commercial | 10 | | | 10 | Yes | | | | | | | Y | | | 0.47 | 54% |
| | 400 S B st | 034-176-070 | Q | Downtown Retail Core | CBD/R | 50 | 0.11 | | Commercial | | | | | Yes | | | | | | | Y | | | 0.78 | 98% |
| | No site address | 034-176-080 | Q | Downtown Retail Core | CBD/R | 50 | 0.13 | | Commercial | | | | | Yes | | | | | | | Y | | | 1.20 | 95% |
| | S B St/E 5th Ave | 034-176-090 | Q | Downtown Retail Core | CBD/R | 50 | 0.66 | | Commercial | | | | | Yes | | | | | | | Y | | | 0.78 | 69% |
| 12 - Bespoke | E 4th/N Railroad Ave | 034-179-050 | R | Downtown Retail Core | CBD/R | 50 | 0.25 | 0.38 | Parking | 60 | | | 60 | Yes | | | | | Y | Yes | Y | | | - | 0% |
| | E 4th/N Railroad Ave | 034-179-060 | R | Downtown Retail Core | CBD/R | 50 | 0.13 | | Parking | | | | | Yes | | | | | Y | Yes | Y | | | - | 0% |
| | 435 E 3rd Ave | 034-181-160 | | Downtown Retail Core Support | CBD-S | 50 | 0.25 | 0.25 | Commercial | 1 | | 4 | 5 | Yes | | | | | | Yes | Y | 1960 | Y | 0.00 | 25% |
| Same owner | 312 S Delaware St | 034-185-030 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | 1.51 | Residential | 12 | | 92 | 104 | Yes | | | | | | Yes | Y | | | - | 26% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 318 S Delaware St | 034-185-040 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | | Residential | | | | | Yes | | | | | | Yes | Y | | | - | 15% |
| | 320 S Delaware St | 034-185-050 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | | Residential | | | | | Yes | | | | | | Yes | Y | | Y | - | 25% |
| | 307 S Claremont St | 034-185-110 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1970 | | 0.00 | 63% |
| | 512 E 3rd Ave | 034-185-120 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | | Commercial | | | | | Yes | | | | | | | Y | | | 0.00 | 95% |
| | 373 S Claremont St | 034-185-140 | S | Downtown Retail Core Support | CBD-S | 50 | 0.07 | | Commercial | | | | | Yes | | | | | | Yes | Y | | Y | 0.01 | 98% |
| | 507 E 4th Ave | 034-185-150 | S | Downtown Retail Core Support | CBD-S | 50 | 0.19 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1950 | | 0.00 | 97% |
| | 300 S Delaware St | 034-185-160 | S | Downtown Retail Core Support | CBD-S | 50 | 0.25 | | Commercial | | | | | Yes | | | | | | Yes | Y | 0 | | 0.01 | 23% |
| | 525 E 4th Ave | 034-185-170 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | | Commercial | | | | | Yes | | | | | | Yes | Y | | | 0.00 | 46% |
| | 311 S Claremont St | 034-185-190 | S | Downtown Retail Core Support | CBD-S | 50 | 0.12 | | Residential | | | | | Yes | | | | | | Yes | Y | 1930 | | 0.00 | 63% |
| | 315 S Claremont St | 034-185-200 | S | Downtown Retail Core Support | CBD-S | 50 | 0.13 | | Parking | | | | | Yes | | | | | Y | Yes | Y | | | - | 4% |
| | 5 Hayward Ave | 034-275-130 | | Executive Office/ High Density Multi-Family | E2-1/R4 | 41 | 0.29 | 0.29 | Residential | 2 | | 11 | 13 | Yes | | | | | | Yes | Y | 1938 | | 0.12 | 28% |
| Same owner | 1600 S El Camino Real | 034-413-080 | T | Executive Office | E2-2 | 50 | 0.11 | 0.85 | Commercial | 16 | 6 | 7 | 29 | | Y | | | | | Yes | Y | | | 0.05 | 36% |
| | 1604 S El Camino Real | 034-413-090 | T | Executive Office | E2-2 | 50 | 0.09 | | Mixed Use | | | | | | Y | | | | | Yes | Y | 1902 | | 0.13 | 54% |
| | 1610 S El Camino Real | 034-413-100 | T | Executive Office | E2-2 | 50 | 0.10 | | Mixed Use | | | | | | Y | | | | | Yes | Y | 1922 | | 0.11 | 62% |
| | 1620 S El Camino Real | 034-413-110 | T | Executive Office | E2-2 | 50 | 0.10 | | Commercial | | | | | | Y | | | | | Yes | Y | 1948 | Y | 0.11 | 70% |
| | 1541 Jasmine St | 034-413-130 | T | Executive Office | E2-2 | 50 | 0.11 | | Residential | | | | | | Y | | | | | Yes | Y | 1943 | | 0.20 | 46% |
| | 1535 Jasmine St | 034-413-140 | T | Executive Office | E2-2 | 50 | 0.11 | | Residential | | | | | | Y | | | | | Yes | Y | 1943 | | 0.26 | 46% |
| | 1602 S El Camino Real | 034-413-150 | T | Executive Office | E2-2 | 50 | 0.23 | | Mixed Use | | | | | | Y | | | | | Yes | Y | 1900 | | 0.02 | 15% |
| 2 – Trag's Market | 303 Baldwin Ave | 032-322-230 | | Neighborhood Commercial/ High Density Multi-Family | C1-2/R5 | 50 | 0.93 | 0.93 | Commercial | 6 | | 58 | 64 | Yes | | | | | | Yes | Y | | | - | 38% |
| 5 – Fish Market | 1863 S Norfolk St | 035-383-200 | | Neighborhood Commercial | C1-1 | 50 | 3.46 | 3.46 | Commercial | 26 | | 234 | 260 | Yes | | | | | | Yes | Y | | | 1.18 | 14% |
| 23 – Bridgepointe Shopping | No site address | 035-466-100 | | Regional/Community Commercial/ High Density Multi-Family | C2-0.62/R | 50 | 8.50 | 8.50 | Commercial | 154 | 64 | 165 | 383 | | | | | | Y | Yes | Y | | | 0.05 | 0% |
| 20 – Bridgepointe Office | 1500 Fashion Island Blvd | 035-550-040 | | Executive Office | E1-0.62/R | 50 | 6.14 | 6.14 | Commercial | 110 | 46 | 118 | 274 | | Y | | | | | Yes | Y | 1982 | | 2.37 | 16% |
| 7 – 1919 O'Farrell | 1919 O'Farrell St | 039-030-340 | | Executive Office/ High Density Multi-Family | E1-1/R4 | 50 | 0.69 | 0.69 | Commercial | 4 | | 45 | 49 | Yes | | | | | | Yes | Y | 1967 | Y | 0.00 | 19% |
| | 2118 S El Camino Real | 039-060-440 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.71 | 0.71 | Hotel/motel | 23 | 9 | 24 | 56 | | Y | | | | | Yes | Y | 1961 | | 1.67 | 46% |
| 9 – Hillsdale Terraces | 2700 S El Camino Real | 039-352-060 | V | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.38 | 1.00 | Commercial/Used car sales | 6 | | 62 | 68 | Yes | | | | | | Yes | Y | | Y | 0.01 | 18% |
| | 2750 S El Camino Real | 039-352-070 | V | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.30 | | Commercial/Used car sales | | | | | | | | | | | Yes | Y | | Y | 0.01 | 37% |
| | 2790 S El Camino Real | 039-352-090 | V | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.32 | | Commercial/Parking | | | | | | | | | | Y | Yes | Y | | Y | - | 0% |
| | 2955 S El Camino Real | 039-360-120 | | Transit-Oriented Development | TOD | 50 | 2.24 | 2.24 | Commercial | 41 | 18 | 44 | 103 | | Y | | | | Y | Yes | Y | | | 0.19 | 30% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3011 S El Camino Real | 039-360-140 | | Transit-Oriented Development | TOD | 50 | 1.38 | 1.38 | Parking | 24 | 10 | 26 | 60 | | Y | | | | Y | Yes | Y | 1966 | | 1.71 | 39% |
| | 3520 S El Camino Real | 042-121-040 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 1.76 | 1.76 | Commercial | 32 | 14 | 35 | 81 | | | | | | | Yes | Y | 1955 | Y | 0.37 | 31% |
| 14 – Hillsdale Mall | 41 W Hillsdale Blvd | 039-490-170 | W | Regional/Community Commercial | C2-2/Q5 | 50 | 28.91 | 32.68 | Commercial | 180 | 180 | 840 | 1200 | | Y | | | | | Yes | Y | 0 | | 0.72 | 40% |
| | 2950 S El Camino Real | 039-353-010 | W | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.34 | | Commercial | | | | | | Y | | | | | Yes | Y | | | 3.17 | 29% |
| | No site address | 039-353-020 | W | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.74 | | Parking | | | | | | Y | | | | | Yes | Y | | | - | 0% |
| | No site address | 039-353-030 | W | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.44 | | Parking | | | | | | Y | | | | | Yes | Y | | | 0.50 | 0% |
| | No site address | 039-353-040 | W | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.14 | | Parking | | | | | | Y | | | | | Yes | Y | | | 0.49 | 0% |
| | 3590 S El Camino Real | 042-121-080 | W | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.71 | | Commercial | | | | | | Y | | | | | Yes | Y | | | 0.59 | 44% |
| | 36th Ave/Colegrove St | 042-121-060 | W | Regional/Community Commercial/High Density Multi-Family | C3-1/R4 | 50 | 1.40 | | Parking | | | | | | Y | | | | | Yes | Y | | | - | 0% |
| | S Delaware St at Landing Ave | 040-031-230 | | Transit-Oriented Development | BMSP | 50 | 1.17 | 1.17 | Vacant | 7 | | 60 | 67 | Yes | | | | | | Yes | Y | | | - | 0% |
| 8 – Hillsdale Inn | 341 E Hillsdale Blvd | 040-102-580 | X | Regional/Community Commercial | C2-0.5 | 50 | 0.33 | 3.05 | Commercial | 23 | | 207 | 230 | Yes | | | | | | Yes | Y | 1962 | | 0.06 | 20% |
| | 477 E Hillsdale Blvd | 040-102-620 | X | Regional/Community Commercial | C2-0.5 | 50 | 2.37 | | Hotel/motel | | | | | Yes | | | | | | Yes | Y | | | - | 41% |
| | No site address | 040-102-630 | X | Regional/Community Commercial | C2-0.5 | 50 | 0.35 | | Hotel/motel | | | | | Yes | | | | | | Yes | Y | | | - | 0% |
| 10 – Peninsula Heights | 2988 Campus Dr | 041-521-010 | Y | Executive Office | E1-1 | 35 | 2.79 | 15.45 | Commercial | 29 | | 261 | 290 | Yes | | | | | | Yes | Y | 1973 | | 0.22 | 11% |
| | 2800 Campus Dr | 041-521-020 | Y | Executive Office | E1-1 | 35 | 4.25 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1974 | | 0.49 | 13% |
| | 2655 Campus Dr | 041-522-010 | Y | Executive Office | E1-1 | 35 | 3.38 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1975 | | - | 18% |
| | 2755 Campus Dr | 041-522-020 | Y | Executive Office | E1-1 | 35 | 5.03 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1976 | | - | 13% |
| | 401 Concar Dr | 035-200-998 | | Transit-Oriented Development | TOD | 50 | 2.81 | 2.81 | Parking | 16 | 12 | 163 | 191 | Yes | | | | | | Yes | Y | | | - | 0% |
| Same owner | 19 N Kingston St | 033-191-040 | Z | High Density Multi-Family | R4 | 50 | 0.45 | 1.03 | Parking | 16 | 6 | 17 | 39 | | | | | | Y | Yes | Y | | Y | 0.01 | 8% |
| | 25 N Kingston St | 033-191-060 | Z | High Density Multi-Family | R4 | 50 | 0.13 | | Commercial | | | | | | | | | | | Yes | Y | | Y | 0.95 | 64% |
| | 3 N Kingston St | 033-191-070 | Z | High Density Multi-Family | R4 | 50 | 0.45 | | Commercial | | | | | | | | | | | Yes | Y | | Y | 0.79 | 60% |
| Same owner | 210 S San Mateo Dr | 034-142-200 | AA | Downtown Retail Core | CBD | 50 | 0.43 | 0.69 | Commercial | 13 | 5 | 13 | 31 | | | | | | | Yes | Y | 1979 | Y | 0.29 | 49% |
| | No site address | 034-142-220 | AA | Downtown Retail Core | CBD | 50 | 0.26 | | Parking | | | | | | | | | | Y | Yes | Y | | | 0.02 | 0% |
| | 1495 S El Camino Real | 034-302-140 | | Executive Office/ High Density Multi-Family | E2-1/R4 | 50 | 0.68 | 0.68 | Commercial | 12 | 5 | 13 | 30 | | | | | | | | Y | | | 3.15 | 19% |
| 24 – Parkside Plaza | 1850 S Norfolk St | 035-381-020 | AB | Neighborhood Commercial/ High Density Multi-Family | C1-0.5/R4 | 50 | 0.58 | 6.65 | Commercial | 120 | 50 | 129 | 299 | | | | | | | Yes | Y | 1957 | Y | 0.57 | 90% |
| | 1826 S Norfolk St | 035-381-030 | AB | Neighborhood Commercial/ High Density Multi-Family | C1-0.5/R4 | 50 | 6.07 | | Commercial | | | | | | | | | | | Yes | Y | 1957 | Y | 0.32 | 33% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 220 W 20th Ave | 039-030-400 | | Executive Office/ High Density Multi-Family | E1-1/R4 | 50 | 1.54 | 1.54 | Commercial | 28 | 11 | 30 | 69 | | | Y | | | | Yes | Y | | | 1.01 | 37% |
| | 150 W 20th Ave or 1925 Elkhorn Ct | 039-030-220 | | Executive Office/ High Density Multi-Family | E1-1/R4 | 50 | 1.98 | 1.98 | Commercial | 36 | 15 | 38 | 89 | | Y | | | | | Yes | Y | 1961 | | 0.42 | 41% |
| | 2900 S El Camino Real | 039-353-050 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 1.08 | 1.08 | Commercial | 19 | 8 | 22 | 49 | | | | | | Y | Yes | Y | | Y | 0.53 | 28% |
| | 2850 S El Camino Real | 039-353-060 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.63 | 0.63 | Commercial | 3 | | 15 | 18 | | | | Y | | | Yes | Y | 1957 | | 0.03 | 24% |
| | 2838 S El Camino Real | 039-353-070 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 1.19 | 1.19 | Commercial | 21 | 9 | 23 | 53 | | | | | | | Yes | Y | 1959 | Y | 0.04 | 47% |
| | 4060 S El Camino Real | 042-241-180 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 1.01 | 1.01 | Commercial | 18 | 8 | 20 | 46 | | | | | | | Yes | Y | 1990 | Y | 0.69 | 34% |
| 22 – Olympic | 4107 Piccadilly Ln | 042-242-060 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.25 | 8.83 | Commercial | 4 | 2 | 5 | 11 | | Y | | | | | | Y | | | 1.43 | 71% |
| | 11 41st Ave | 042-242-070 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.25 | | Commercial | 4 | 2 | 5 | 11 | | Y | | | | | | Y | | | 1.23 | 60% |
| | 40 42nd Ave | 042-242-160 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.20 | | Commercial | 4 | 1 | 4 | 9 | | Y | | | | | | Y | | | 1.31 | 85% |
| | 49 42nd Ave | 042-243-020 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 2.09 | | Parking | 38 | 16 | 40 | 94 | | Y | | | | Y | Yes | Y | 0 | | 3.01 | 48% |
| | 42nd/El Camino Real | 042-244-040 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.14 | | Parking | 2 | 1 | 3 | 6 | | Y | | | | Y | Yes | Y | | Y | - | 1% |
| | 4242 S El Camino Real | 042-244-050 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 1.19 | | Commercial | 22 | 9 | 23 | 54 | | Y | | | | | | Y | | | 5.71 | 52% |
| | 43rd Ave | 042-245-040 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.12 | | Parking | 2 | 1 | 2 | 5 | | Y | | | | Y | Yes | Y | | | 0.05 | 5% |
| | 61 43rd Ave | 042-245-050 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.12 | | Commercial | 2 | 1 | 2 | 5 | | Y | | | | | | Y | | | 1.00 | 65% |
| | 55 43rd Ave | 042-245-060 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.12 | | Commercial | 2 | 1 | 2 | 5 | | Y | | | | | | Y | | | 0.46 | 65% |
| | 53 43rd Ave | 042-245-070 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.12 | | Commercial | 2 | 1 | 2 | 5 | | Y | | | | | | Y | | | 1.26 | 65% |
| | 45 43rd Ave | 042-245-080 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.12 | | Commercial | 2 | 1 | 2 | 5 | | Y | | | | | | Y | | | 1.42 | 65% |
| | 37 43rd Ave | 042-245-090 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.12 | | Commercial | 2 | 1 | 2 | 5 | | Y | | | | | | Y | | | 1.71 | 66% |
| | 25 43rd Ave | 042-245-100 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.24 | | Commercial | 4 | 2 | 5 | 11 | | Y | | | | | | Y | | | 1.35 | 76% |
| | 17 43rd Ave | 042-245-110 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.24 | | Commercial | 4 | 2 | 5 | 11 | | Y | | | | | Yes | Y | 1950 | | 0.84 | 75% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4300 S El Camino Real | 042-245-120 | AC | Neighborhood Commercial/Medium-High Density Multi-Family | C1-1.5/R4 | 50 | 0.30 | | Commercial | 6 | 2 | 6 | 14 | | Y | | | | | Yes | Y | | | 0.24 | 24% |
| | 85 43rd Ave | 042-245-130 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.36 | | Commercial | 5 | 3 | 7 | 16 | | Y | | | | | | Y | | | 3.42 | 45% |
| | 89 43rd Ave | 042-263-010 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.73 | | Commercial | 13 | 5 | 15 | 33 | | Y | | | | | Yes | Y | | | 1.12 | 32% |
| | 4330 Olympic Ave | 042-264-010 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 1.05 | | Commercial | 19 | 8 | 20 | 47 | | Y | | | | | | Y | | | 1.10 | 56% |
| | 4150 Piccadilly Ln | 042-242-050 | AC | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 1.07 | | Commercial | 20 | 8 | 21 | 49 | | Y | | | | | Yes | Y | | | 0.59 | 47% |
| | 2028 S El Camino Real | 039-060-430 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.40 | 0.40 | Commercial | | 5 | 5 | 10 | | | | | | Y | Yes | Y | | | 0.54 | 59% |
| Same owner | 1106 S El Camino Real | 034-381-240 | AD | Regional/Community Commercial/ High Density Multi-Family | C2-1/R4 | 50 | 0.10 | 0.65 | Commercial | 11 | 5 | 13 | 29 | | | | | | | Yes | Y | | Y | 2.02 | 57% |
| | 1110 S El Camino Real | 034-381-250 | AD | Regional/Community Commercial/ High Density Multi-Family | C2-1/R4 | 50 | 0.14 | | Commercial | | | | | | | | | | | Yes | Y | | | 2.39 | 49% |
| | 1114 S El Camino Real | 034-381-260 | AD | Regional/Community Commercial/ High Density Multi-Family | C2-1/R4 | 50 | 0.06 | | Commercial | | | | | | | | | | | Yes | Y | 1949 | | 1.98 | 92% |
| | 1116 S El Camino Real | 034-381-320 | AD | Regional/Community Commercial/ High Density Multi-Family | C2-1/R4 | 50 | 0.35 | | Commercial | | | | | | | | | | | Yes | Y | | | 0.89 | 30% |
| Same owner | 1200 S El Camino Real | 034-382-150 | AE | Regional/Community Commercial/ High Density Multi-Family | C2-1/R4 | 50 | 0.13 | 0.52 | Commercial | 9 | 4 | 10 | 23 | | | | | | | Yes | Y | | Y | 1.27 | 48% |
| | 1212 S El Camino Real | 034-382-160 | AE | Regional/Community Commercial/ High Density Multi-Family | C2-1/R4 | 50 | 0.39 | | Commercial | | | | | | | | | | | Yes | Y | | Y | 1.09 | 54% |
| | 901 S El Camino Real | 034-275-220 | | Executive Office | E2-1 | 50 | 0.55 | 0.55 | Commercial | 10 | 4 | 12 | 26 | | | | | | Y | Yes | Y | | Y | 1.00 | 31% |
| | 801 Woodside Way | 032-122-240 | | Medium Density Multi-Family | R3 | 29 | 0.32 | 0.32 | Commercial | | 2 | 2 | 4 | | | | | | | Yes | Y | 1978 | Y | 5.41 | 59% |
| | 719 Woodside Way | 032-122-250 | | Medium Density Multi-Family | R3 | 22 | 0.20 | 0.20 | Commercial | | 1 | 1 | 2 | | | | | | | Yes | Y | 1927 | Y | 0.76 | 56% |
| | 717 Woodside Way | 032-122-210 | | Medium Density Multi-Family | R3 | 22 | 0.14 | 0.14 | Commercial | | 1 | 1 | 2 | | | | | | | Yes | Y | 1951 | | 0.05 | 27% |
| | 3600 S El Camino Real | 042-123-420 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.51 | 0.51 | Commercial | 9 | 4 | 10 | 23 | | | | | | Y | Yes | Y | | Y | 0.74 | 37% |
| | 1311 S El Camino Real | 034-301-200 | | Executive Office/ High Density Multi-Family | E2-1/R4 | 50 | 0.54 | 0.54 | Educational/institutional/religious | 10 | 4 | 10 | 24 | | | | | | | Yes | Y | | Y | 0.74 | 48% |
| 26 – Poplar San Mateo | 350 N San Mateo Dr | 032-182-120 | AF | Regional/Community Commercial | C2-1 | 35 | 0.18 | 0.62 | Vacant | 8 | 3 | 9 | 20 | | | | Y | | | Yes | Y | | Y | 0.21 | 26% |
| | 220 E Poplar Ave | 032-182-130 | AF | Regional/Community Commercial | C2-1 | 35 | 0.44 | | Commercial | | | | | | | | | | | Yes | Y | 1946 | | 1.07 | 56% |
| | 1 Baywood Ave | 032-441-270 | | Executive Office/ High Density Multi-Family | E2-2/R5 | 50 | 0.49 | 0.49 | Commercial | | 11 | 11 | 22 | | | | | | Y | Yes | Y | | | 1.79 | 28% |
| | 406 1st Ave | 034-157-140 | | Downtown Retail Core | CBD/S | 50 | 0.38 | 0.38 | Commercial | | 9 | 8 | 17 | | | | | | | Yes | Y | | Y | 0.51 | 94% |
| 4 – Nazareth Vista | 600 S B St | 034-194-140 | AG | Neighborhood Commercial/ High Density Multi-Family | C1-3/R5 | 50 | 0.26 | 0.64 | Commercial | 5 | | 43 | 48 | Yes | | | | | | Yes | Y | 1960 | | 0.02 | 38% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 616 S B St | 034-194-030 | AG | Neighborhood Commercial/ High Density Multi-Family | C1-3/R5 | 50 | 0.38 | | Commercial | | | | | Yes | | | | | | Yes | Y | | | 0.00 | 41% |
| 15 – Borel Square | 93 Bovet Rd | 039-011-450 | AH | Neighborhood Commercial | C1-2 | 35 | 1.90 | 7.93 | Parking | 85 | 36 | 92 | 213 | | Y | | | | Y | Yes | Y | 0 | | - | 8% |
| | 71-77 Bovet Rd | 039-011-460 | AH | Neighborhood Commercial | C1-2 | 35 | 0.24 | | Commercial | | | | | | Y | | | | | | Y | 1999 | | 0.56 | 100% |
| | 71-77 Bovet Rd | 039-011-470 | AH | Neighborhood Commercial | C1-2 | 35 | 0.49 | | Commercial | | | | | | Y | | | | | | Y | 0 | | 1.18 | 96% |
| | 71-77 Bovet Rd | 039-011-480 | AH | Neighborhood Commercial | C1-2 | 35 | 0.62 | | Commercial | | | | | | Y | | | | | | Y | 1968 | | 3.18 | 102% |
| | 1750 S El Camino Real | 039-011-500 | AH | Neighborhood Commercial | C1-2 | 35 | 0.15 | | Commercial | | | | | | Y | | | | | | Y | | | 4.24 | 95% |
| | 71-77 Bovet Rd | 039-011-510 | AH | Neighborhood Commercial | C1-2 | 35 | 4.53 | | Parking | | | | | | Y | | | | Y | Yes | Y | | | - | 9% |
| 25 – Borel Place | 1650 Borel Pl | 039-011-400 | | Executive Office | E1-2 | 50 | 2.51 | 2.51 | Commercial | 45 | 19 | 49 | 113 | | | | | | | Yes | Y | 0 | | 2.33 | 17% |
| | 3880 S El Camino Real | 042-165-130 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R4 | 50 | 0.43 | 0.43 | Commercial | | 10 | 9 | 19 | | | | | | | Yes | Y | 1993 | Y | 0.20 | 41% |
| 21 – Marriott Residence Inn | 2000 Winward Way | 035-610-030 | | Regional/Community Commercial | C2-0.62 | 50 | 4.27 | 4.27 | Hotel/motel | 24 | | 136 | 160 | | Y | | | | | Yes | Y | 1985 | | 0.57 | 27% |
| 17 – The Atrium | 1900 S Norfolk St | 035-391-090 | | Executive Office | E1-0.5 | 50 | 8.12 | 8.12 | Commercial | 149 | 61 | 158 | 368 | | Y | | | | | Yes | Y | 1983 | | 0.35 | 17% |
| | 1801 S Grant St | 035-243-050 | | Regional/Community Commercial/ High Density Multi-Family | C3-1/R | 50 | 1.17 | 1.17 | Commercial | 21 | 9 | 23 | 53 | | | | | | | Yes | Y | | Y | 1.42 | 44% |
| | 2030 S Delaware St | 035-320-270 | | TOD | TOD | 50 | 1.08 | 1.08 | Industrial | 18 | 8 | 20 | 46 | | | | | | | Yes | Y | | Y | 0.39 | 34% |
| | 477 9th Ave | 033-281-130 | | Executive Office | E2-2 | 50 | 1.61 | 1.61 | Commercial | 12 | | 108 | 120 | Yes | | | | | | Yes | Y | | Y | 0.66 | 31% |
| Same owner | 733 N San Mateo Dr | 032-151-300 | AI | Regional/Community Commercial | C3-2 | 50 | 0.34 | 1.14 | Vacant | 6 | 3 | 6 | 15 | | | | | Y | | Yes | Y | | | 0.02 | 0% |
| | 727 N San Mateo Dr | 032-151-130 | AI | Regional/Community Commercial | C3-2 | 50 | 0.17 | | Vacant | 3 | 1 | 4 | 8 | | | | | Y | | Yes | Y | | | 0.01 | 7% |
| | 723 N San Mateo Dr | 032-151-320 | AI | Executive Office | E2-1.5 | 50 | 0.63 | | Vacant | 11 | 5 | 12 | 28 | | | | | Y | | Yes | Y | | | 0.42 | 19% |
| Same owner | 1017 E 3rd Ave | 033-134-100 | AJ | Medium Density Multi-Family | R3 | 35 | 0.14 | 0.62 | Vacant | 7 | 3 | 1 | 11 | | | | | Y | Y | Yes | Y | | | - | 0% |
| | 1015 E 3rd Ave | 033-134-110 | AJ | Medium Density Multi-Family | R3 | 35 | 0.20 | | Vacant | | | | | | | | | Y | | Yes | Y | | | - | 0% |
| | 245 S Humboldt St | 033-134-240 | AJ | Medium Density Multi-Family | R3 | 35 | 0.28 | | Residential | | | | | | | | | | | Yes | Y | 1975 | | 1.10 | 42% |
| Multiple owners | 480 S Ellsworth Ave | 034-173-040 | AK | Downtown Retail Core | CBD/R | 50 | 0.11 | 0.51 | Commercial | 2 | 1 | 2 | 5 | | | | | | | Yes | Y | | Y | 1.19 | 96% |
| | 159 E 5th Ave | 034-173-050 | AK | Downtown Retail Core | CBD/R | 50 | 0.09 | | Commercial | 2 | 1 | 2 | 5 | | | | | | | Yes | Y | 1958 | Y | 0.48 | 93% |
| | 150 E 4th Ave | 034-173-090 | AK | Downtown Retail Core | CBD/R | 50 | 0.12 | | Commercial | 2 | 1 | 2 | 5 | | | | | | | Yes | Y | | Y | 1.06 | 93% |
| | 155 E 5th Ave | 034-173-130 | AK | Downtown Retail Core | CBD/R | 50 | 0.19 | | Commercial | 3 | 1 | 4 | 8 | | | | | | | Yes | Y | | Y | 3.30 | 48% |
| 16 – Ah Sam | 2635 Palm Pl | 039-085-280 | AL | Regional/Community Commercial | C3-2 | 50 | 1.76 | 2.32 | Commercial | 31 | 13 | 33 | 77 | | Y | | | | | Yes | Y | | | 0.07 | 43% |
| | 2645 S El Camino Real | 039-085-290 | AL | Regional/Community Commercial | C3-2 | 50 | 0.56 | | Commercial | 11 | 4 | 11 | 26 | | Y | | | | | Yes | Y | | | 0.44 | 56% |
| 18 – Bayshore Commons | 1670 S. Amphlett Blvd | 035-241-240 | AM | Executive Office | E2-1 | 50 | 5.78 | 14.47 | Commercial | 105 | 43 | 112 | 260 | | Y | | | | | Yes | Y | 0 | | 0.98 | 22% |
| | 1700 S. Amphlett Blvd | 035-241-250 | AM | Executive Office | E2-1 | 50 | 4.06 | | Commercial | 74 | 30 | 79 | 183 | | Y | | | | | Yes | Y | 1974 | | 0.94 | 22% |
| | 1720 S. Amphlett Blvd | 035-241-260 | AM | Executive Office | E2-1 | 50 | 4.63 | | Commercial | 84 | 34 | 89 | 207 | | Y | | | | | Yes | Y | 0 | | 0.82 | 23% |

| Housing Element ID/ Ownership | Site Address | APN | Site | GP | Zoning | Max Density | Acres | Total Acres | Existing Use | LI | M | AM | Total | Pipeline Project | Owner/ Developer Interest (1) | Developer Owned (2) | With Previous Proposal (3) | Vacant Site (4) | Limited Structures (5) | Met 3 of 6-10 | Existing Use Trend (6) | Age (7) | Single Story (8) | Prior ILV (9) | Lot Coverage (10) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Three owners | 4142 S El Camino Real | 042-242-170 | AN | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.31 | 0.95 | Vacant | 6 | 2 | 6 | 14 | | Y | | | Y | | Yes | Y | | | - | 0% |
| | 4100 S El Camino Real | 042-242-080 | AN | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.43 | | Commercial | 8 | 3 | 8 | 19 | | Y | | | | Y | Yes | Y | | Y | 0.16 | 19% |
| | 20 42nd Ave | 042-242-180 | AN | Neighborhood Commercial/ High Density Multi-Family | C1-1.5/R4 | 50 | 0.21 | | Commercial | 3 | 2 | 4 | 9 | | Y | | | | | Yes | Y | | Y | 1.06 | 83% |
| 27 - Carwash | 1620 S Delaware St | 035-200-070 | | Transit Oriented Development | TOD | 50 | 0.30 | 0.30 | Commercial/Car wash | | 7 | 7 | 14 | | | | | | Y | Yes | Y | 0 | | 2.81 | 16% |
| | 194 W 25th Ave | 039-174-220 | | Neighborhood Commercial | C1-2 | 18 | 0.12 | 0.12 | Educational/institutional/religious | | | 1 | 1 | | Y | | | | | | Y | | | 3.07 | 84% |
| 3 – Block 20 | 500 E 4th Ave | 034-186-080 | AO | Downtown Retail Core | CBD/S | 50 | 0.25 | 1.17 | Commercial | 9 | | 76 | 85 | Yes | | | | | | Yes | Y | | | 0.81 | 49% |
| | 411 S Claremont St | 034-186-070 | AO | Downtown Retail Core | CBD/S | 50 | 0.08 | | Residential | | | | | Yes | | | | | | Yes | Y | 1902 | | 0.12 | 25% |
| | 415 S Claremont St | 034-186-060 | AO | Downtown Retail Core | CBD/S | 50 | 0.14 | | Educational/institutional/religious | | | | | Yes | | | | | | Yes | Y | 1938 | | 0.82 | 16% |
| | 521 E 5th Ave | 034-186-090 | AO | Downtown Retail Core | CBD/S | 50 | 0.25 | | Commercial | | | | | Yes | | | | | | Yes | Y | | | 0.53 | 38% |
| | 402 S Delaware St | 034-186-110 | AO | Downtown Retail Core | CBD/S | 50 | 0.45 | | Commercial | | | | | Yes | | | | | | Yes | Y | 0 | | - | 21% |
| 11 – 4 W Santa Inez Condos | 4 W Santa Inez Ave | 032-075-010 | AP | High Density Multi-Family | R4 | 44 | 0.13 | 0.25 | Residential | | | 8 | 8 | Yes | | | | | | Yes | Y | 1917 | | 0.07 | 31% |
| | 1 Engle Rd | 032-075-100 | AP | High Density Multi-Family | R4 | 44 | 0.12 | | Residential | | | | | Yes | | | | | | Yes | Y | 1917 | | 0.11 | 44% |
| Two owners | 316 S El Dorado St | 034-188-150 | AQ | Downtown Retail Core Support | CBD/S | 50 | 0.33 | 0.98 | Commercial | 7 | | 52 | 59 | Yes | | | | | | Yes | Y | 1989 | | 0.62 | 49% |
| | 600 E 3rd Ave | 034-188-140 | AQ | Downtown Retail Core Support | CBD/S | 50 | 0.65 | | Commercial | | | | | Yes | | | | | | Yes | Y | 1978 | | 0.09 | 50% |
| | 1690 El Camino Real | 039-012-010 | | Executive Office | E1-2 | 50 | 3.10 | 3.10 | Commercial | 57 | 23 | 60 | 140 | | Y | | | | | | | | | | |
| | 2 El Cerrito/101 El Camino | 032-411-210 | | Executive Office/High Density Multi-Family | E2-1/R4 | 50 | 0.48 | 0.48 | Commercial | | 11 | 11 | 22 | | Y | | | | | | | | | | |
| | 2555 Flores St | 039-371-420 | | Executive Office | E2-1 | 50 | 0.54 | 0.54 | Commercial | 9 | 1 | 10 | 23 | | Y | | | | | | | | | | |
| | 901 S B St | 034-271-180 | | Neighborhood Commercial | C1-0.5 | 50 | 0.25 | 0.25 | Commercial | | 6 | 5 | 11 | | Y | | | | | | | | | | |
| | ADUs | N/A | N/A | Residential | - | - | - | | - | 264 | 132 | 44 | 440 | | | | | | | | | | | | |
| | **Total** | N/A | N/A | - | - | - | - | | - | **2,958** | **1,211** | **5,707** | **9,876** | | | | | | | | | | | | |

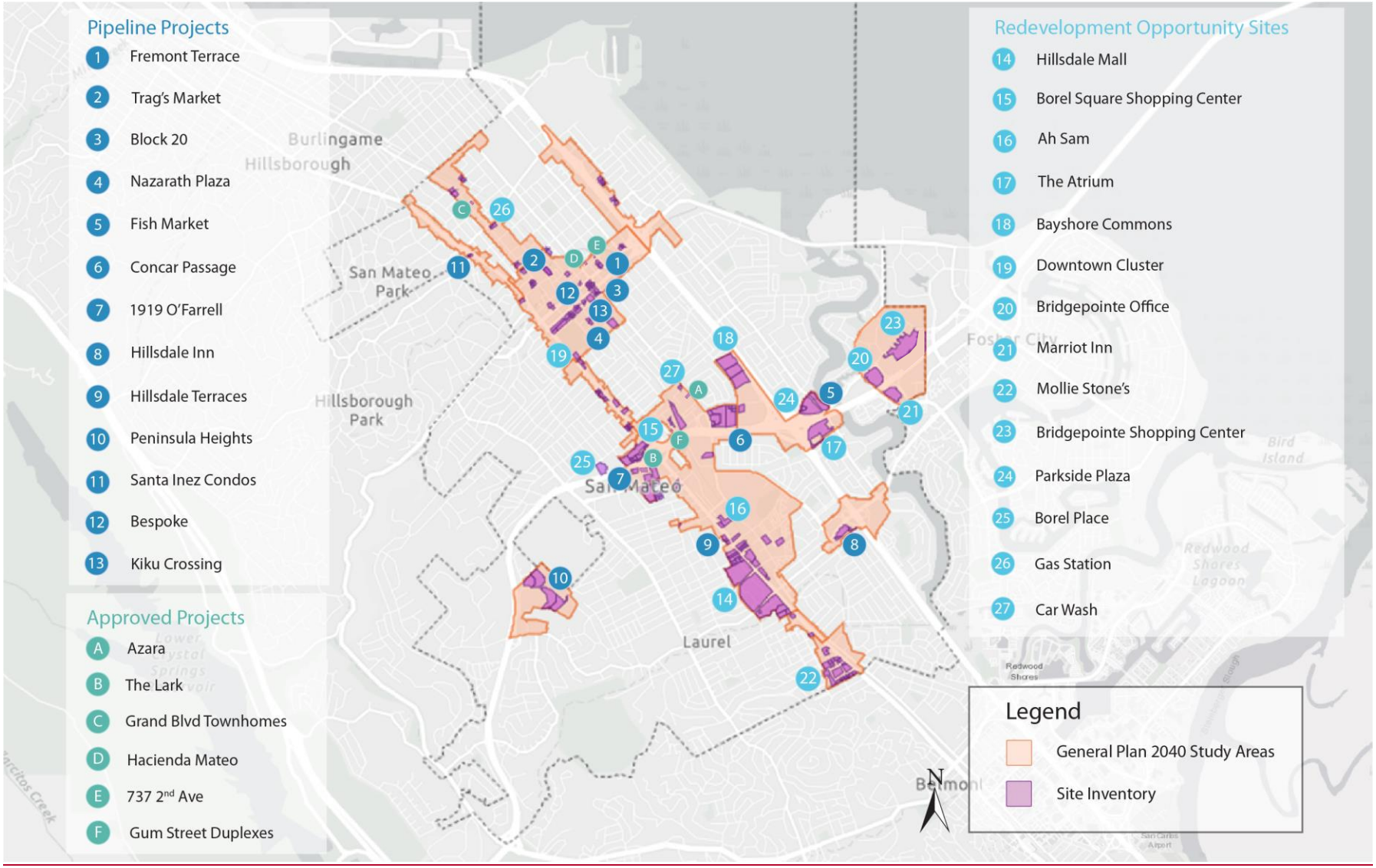


**Figure 1: Key Inventory Sites**

*Universe: Sites Inventory December 2022*

*Notes: The individual sites identified correspond to an in-progress or potential upcoming housing development site identified in the inventory.*

## 4.5 Recent Development Projects

| | | |
|---|---|---|
| A | **Azara**<br> <br> | **Address**: 1650 S. Delaware St.<br>**Zoning:** Transit Oriented Development (TOD)<br>**General Plan Land Use Designation**: Transit Oriented Development (TOD)<br><br>**APN:** 035-200-120<br>**Lot Size**: 1.07 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 50 units/acre (or 54 units)<br>**Approved Density**: 68 units/acre<br>**State Density Bonus**: 35% bonus requested for 19 additional units.<br><br>**Status**: Built and Occupied in 2021<br><br>**Net Increase in Units**: 73 |

**Site Conditions Prior to Redevelopment:**
The existing building on this site was one-story office, most recently occupied by AAA Insurance. It was surrounded by a surface parking lot. The Station Park Green development abuts the south and west property lines while the post office property shares the north property line. To the east of the subject site, separated by existing South Delaware Street roadway, are single-family residential homes zoned R1-C.

**Development:**
Azara is a five-story, 73-unit, multi-family project. Planning entitlements for the development were approved in 2018, building permit for construction was issued in 2019, and the project was completed and occupied in 2021. The 73 units break down to 28 one-bedroom and 45 two-bedroom units, six of which are deed restricted affordable housing units at the very low-income level or 50% of Area Median Income (AMI).

**Site Constraints:**
None.

**Proximity to Transit:**
Located within 0.4 miles of Hayward Park Caltrain Station and 0.9 miles away from South El Camino Real.

| | | |
|---|---|---|
| B | **The Lark (Park 20)**<br> | **Address:** 1950 Elkhorn Ct<br>**Zoning**: Executive Office with Multi-family Residential Overlay (E1-1/R4)<br>**General Plan Designation**: Executive Office/High Density Multi-Family<br><br>**APNs**: **Lot Size:** **Total Lot Size:**<br>039-030-310 2.43 acres 3.95 acres<br>039-030-400 1.52 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density:** 50 units/acre (or 197 units)<br>**Approved Density:** 50 units/acre<br>**State Density Bonus:** Project did not utilize density bonus.<br><br>**Status**: Built and Occupied in 2015<br>**Net Increase in Units:** 197 |
| | **Site Conditions Prior to Redevelopment:**<br>The site was previously a one-story office building, originally constructed in the 1960s, with a surface parking lot. For many years, it was a USPS Data Center.<br><br>**Development:**<br>The project is a four-story, 197-unit apartment building. Planning entitlements for the development were approved in 2011, a building permit for construction was issued in 2012, and the project was constructed and occupied in 2015. The 197-unit development includes 80 studios, 83 one-bedrooms, and 34 two-bedroom units, 20 of which are deed restricted affordable housing units at the very low-income level or 50% of AMI.<br><br>**Site Constraints:**<br>The site is adjacent to Highway 92, which has potential air quality impacts on residential uses that can be mitigated through development design. The developer installed an air filtration system to mechanically ventilate the building and provide a 65% reduction in concentrations of particulates.<br><br>**Proximity to Transit:**<br>Located 0.6 miles from Hayward Park Caltrain and 0.2 miles of S El Camino Real. | |

C

**Grand Blvd Townhomes**

**Address:** 318-322 Grand Boulevard
**Zoning:** Medium Density Multi-Family (R3)
**General Plan Designation**: Medium Density Multi-Family

| APN: | Lot Size: | Total Lot Size: |
|---|---|---|
| 032-162-020 | 0.13 acres | 0.32 acres |
| 032-162-030 | 0.19 acres | |

**Max Allowable Base Density**: 35 units/acre (or 11 units)
**Approved Density:** 25 units/acre
**State Bonus Density**: Project did not utilize density bonus

**Status**: Built and Occupied in 2018
**Net Increase in Units:** 3

**Site Conditions Prior to Redevelopment:**
These parcels were previously occupied by residential buildings constructed in the 1910s and 1930s. All three of these buildings were single family homes until the 1950s, when the largest of the three was converted into a duplex. It was further subdivided in 1960 to become a triplex. In total, there were 5 units on this consolidated site when the redevelopment was proposed.

**Development:**
The existing structures were demolished to construct 8 detached townhouse units, for a net increase of three units, totaling approximately 12,568 square feet of floor area. Planning entitlements for the project were approved in September 2007. Due to the economic conditions and real estate conditions at the time, the project was soon put on hold. A building permit for construction was issued in 2017. The project was completed in 2018.

This development is a local example of a missing middle-housing project.

**Site Constraints**
None.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. While this developer did not choose to maximize density or utilize the state density bonus, other developers of similarly sized properties may choose to utilize the state density bonus to add units above the City's base density.

**Proximity to Transit:**
Located within 0.8 miles of San Mateo Caltrain Station and 0.8 miles to S El Camino Real.

| | | |
|---|---|---|
| D | **Hacienda Mateo**<br> <br> | **Address:** 701 2nd Ave<br>**Zoning:** Medium Density Multi-Family (R3)<br>**General Plan Designation**: Medium Density Multi-Family<br><br>**APN:** **Total Lot Size:**<br>104-930-040 0.41 acres<br>104-930-030<br>104-930-020<br>104-930-010<br>104-930-050<br>104-930-060<br>104-930-070<br>104-930-080<br><br>**Max Allowable Base Density**: 35 units/acre (or 14 units)<br>**Approved Density:** 20 units/acre<br>**State Bonus Density**: Project did not utilize density bonus<br><br>**Status**: Built and Occupied in 2015<br>**Net Increase in Units:** 5 |

**Site Conditions Prior to Redevelopment:**
Before redevelopment, the site consisted of three single-family homes.

**Development:**
The existing structures on the site were demolished to build 8 units, all townhomes. In 2007, the Planning Commission approved the project with a two-year entitlement. The State of California later granted entitlement extension that would last till March 2014. The City of San Mateo issued a building permit for the new duplexes in 2014. Construction was completed in 2015.

This development is a local example of a missing middle-housing project.

**Site Constraints:**
None.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. While this developer did not choose to utilize the state density bonus, other developers of similarly sized properties may choose to utilize the state density bonus to add units above the City's base density.

**Proximity to Transit:**
Located within 0.2 miles of the San Mateo Caltrain Station and 0.8 miles of S El Camino Real.

| | | |
|---|---|---|
| E | **737 2nd Ave**<br> <br> | **Address:** 721-737 2nd Ave, 136-138 Fremont Ave<br>**Zoning:** Medium Density Multi-Family (R-3)<br>**General Plan Designation**: Medium Density Multi-Family<br><br>**APN:** **Total Lot Size:**<br>117-650-030 0.37 acres<br>117-650-040<br>117-650-050<br>117-650-060<br>117-650-070<br>034-163-310<br>117-650-010<br>117-650-020<br><br>**Max Allowable Base Density**: 35 units/acre (or 12 units)<br>**Approved Density:** 19 units/acre<br>**State Bonus Density**: Project did not utilize density bonus<br><br>**Status**: Built and Occupied in 2018<br>**Net Increase in Units:** 6 |

**Site Conditions Prior to Redevelopment:**
The buildings situated at 737 and 739 2nd Avenue were a small market and an associated residence that were built before 1920. A Historic Resource Evaluation Report was prepared to assess these structures. According to the report, the market qualified as a historical resource for the purposes of CEQA as it may be the earliest example of a wood-frame, false front commercial structure in San Mateo. Prior to the application for redevelopment, the remaining lot area had been vacant.

**Development:**
The project consists of seven townhome units, each of which are three-bedrooms units. The historic market building is preserved and incorporated into the project, while the residential building next to it was demolished. Planning entitlements for the development and a building permit were issued in 2016. Construction was completed, and the building was occupied in 2018.

This development is a local example of a missing middle-housing project.

**Site Constraints:**
None.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. While this developer did not choose to utilize the state density bonus, other developers of similarly sized properties may choose to utilize the state density bonus to add units above the City's base density.

**Proximity to Transit:**
Located within 0.3 miles of the San Mateo Caltrain Station and 0.9 miles of S El Camino Real.

| | | |
|---|---|---|
| F | **Gum Street Duplexes**<br> <br> | **Address:** 1753-1815 Gum St<br>**Zoning:** Low Density Multi-Family (R-2)<br>**General Plan Designation**: Low Density Multi-Family<br><br>**APN:** **Total Lot Size:**<br>117-220-010 0.55 acres<br>117-220-020<br>117-220-030<br>117-220-040<br>117-220-050<br>117-220-060<br>117-220-070<br>117-220-080<br><br>**Max Allowable Base Density**: 15 units/acre (or 8 units)<br>**Approved Density:** 15 units/acre<br>**State Bonus Density**: Project did not utilize density bonus<br><br>**Status**: Built and occupied in 2017<br><br>**Net Increase in Units:** 5 |
| | **Site Conditions Prior to Redevelopment:**<br>Prior to redevelopment, the site consisted of a single-family home constructed in 1915 and a residential duplex erected in the early 1950s. A historical study was conducted to assess the historical status of the single-family home and found that the building did not possess historical significance.<br><br>**Development:**<br>The project resulted in the construction of 8 total units—four duplexes with two units each. Each unit has three bedrooms, but they range in size from 3,572 to 3,879 square feet. Planning entitlements for the development were approved and a building permit was issued in 2015. Construction concluded in 2017.<br><br>This development is a local example of a missing middle-housing project.<br><br>**Site Constraints:**<br>The site is adjacent to Highway 92, which has potential air quality impacts on residential uses that can be mitigated through development design.<br><br>**Proximity to Transit:**<br>Located within 0.2 miles of the Hayward Park Caltrain Station and half a mile of S El Camino Real. | |

## 4.6 Pipeline Projects

| | | |
|---|---|---|
| 1 | **Fremont Terrace**<br> <br> | **Address:** 200 S Fremont Street<br>**Zoning:** High Density Multi-Family, Downtown Specific Plan Gateway Area (R4-D)<br>**General Plan Designation**: High Density Multi-Family<br><br>**APN:** 033-163-160<br>**Total Lot Size:** 0.42 acres<br><br>**Max Allowable Base Density**: 50 units/acre (or 21 units)<br>**Approved Density:** 36 units/acre<br>**State Bonus Density**: Project did not utilize density bonus.<br><br>**Status**:<br>Entitlement Approval – November 2016<br>Building Permit Approval – June 2021<br>Off-Site Construction Staging – February 2022<br>Construction – In progress<br><br>**Net Increase in Units**: 14 |

**Site Conditions Prior to Redevelopment:**
Previously the site was a single-family house with three bedrooms and one bathroom.

**Proposed Development:**
In 2016, City Council approved an entitlement for the development of a four-story 15-unit residential condominium. Two of the units are deed restricted affordable housing units at the moderate-income level or 120% of Area Median Income (AMI). The project is currently under construction. However, concerns on the timeline has been raised due to lack of progress. City staff is working closely with the developer to ensure completion of the project, which is anticipated to be available within the planning period.

**Site Constraints:**
None.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. While this developer did not choose to maximize the available base density or utilize the state density bonus, other developers of similarly sized properties may choose to utilize the state density bonus to add units above the City's base density.

**Proximity to Transit:**
Located within a half mile of San Mateo Caltrain Station (0.3 mi), within 0.6 miles of El Camino Real.

**Project Website:** Fremont Terrace

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| 2 | **Trag's Market**<br> <br> | **Address**: 303 Baldwin Avenue<br>**Zoning**: Neighborhood Commercial with Multi-Family Overlay (C1-2/R5)<br>**General Plan Land Use Designation:** Neighborhood Commercial/High Density Multi-Family<br><br>**APNs:** 032-322-230<br>**Total Lot Size:** 0.93 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Density**: 50 units/acre (or 46 units)<br>**Approved Density:** 68 units/acre<br>**State Density Bonus:** Applied (22 additional units)(or 48% density bonus)<br><br>**Status:**<br>Entitlement Approval – January 2019<br>Building Permit Approval – February 2021<br>Construction – In Progress<br><br>**Net Increase in Units**: 64 |
| | **Site Conditions Prior to Redevelopment:**<br>The site was previously a grocery store (Trag's Market) constructed in 1956 with a surface parking lot.<br><br>**Proposed Development:**<br>In 2019, the City of San Mateo approved a five-story mixed-use housing development for this site. The building will consist of 64 studio and one-bedroom residential units, with 6 units intended for affordable housing at the lower income level or 80% AMI. The applicant also proposed commercial/retail space on the ground floor and office space on above floors. Construction on this project is in progress, with completion anticipated by end of 2023.<br><br>**Site Constraints:**<br>None.<br><br>**Proximity to Transit:**<br>Located within half mile (280 feet) of San Mateo Caltrain Station and 0.3 miles away from El Camino Real.<br><br>**Project Website:** 303 Baldwin Avenue (Trag's Market) | |

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| 3 | **Block 20**<br> <br> | **Address:** 500 E 4th Avenue<br>**Zoning:** Central Business District Support (CBD/S)<br>**General Plan Land Use Designation**: Downtown Retail Core<br><br>**APN:** **Lot Size:** **Total Lot Size:**<br>034-186-080 0.25 acres 1.16 acres<br>034-186-070 0.07 acres<br>034-186-060 0.14 acres<br>034-186-090 0.25 acres<br>034-186-110 0.45 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density:** 50 units/acre (or 58 units)<br>**Proposed Density:** 75 units/acre (or 50% density bonus)<br>**State Density Bonus**: Requested (28 additional units)<br><br>**Status:** Planning Application Under Review<br>Entitlement – Anticipated late 2024<br><br>**Proposed Net Increase in Units**: 86 |

**Site Conditions Prior to Redevelopment:**
The parcels along E 4th Ave are currently occupied by a variety of commercial and residential uses. There is a Taco Bell on this site that was built in the 1970s and has an associated surface parking lot. A daycare occupies a nearby building on the corner of E 5th Ave and S Delaware St. There are two single family homes along S Delaware, one of which currently houses the San Mateo Japanese American Community Center. The gas station on this site was originally constructed in the early 1950s; it has already been demolished in preparation for redevelopment.

**Proposed Development:**
The applicant is requesting to demolish all existing on-site structures to build a new six-story mixed use building consisting of 142,046 square feet of office uses and 86 residential units. Nine units are designated to be affordable at the very low-income level or 50% AMI. The project is currently under review and entitlement is anticipated by late 2024. The project is expected to be available within the planning period.

**Site Constraints:**
Most of the parcels are owned by different parties which may pose a problem. There is a previously existing gas station that was removed and a case closure letter was issued for the site by the County of San Mateo, Environmental Health Services in November 2019. Additional cleanup, such as removing any residual contaminated soil can be addressed during construction of the project and is not anticipated to delay completion of the project. The project also proposes demolition of two historic buildings on one parcel, which is currently undergoing an Environmental Impact Review (EIR). However, the City Council has authority to override the EIR results and approve the demolition for housing.

**Proximity to Transit**:
Located within 0.3 miles of San Mateo Caltrain Station and 0.5 miles of S El Camino Real.

**Project Website:** Block 20

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| 4 | **Nazareth Vista**<br> | **Address:** 616 S B Street<br>**Zoning:** Neighborhood Commercial with Multifamily Residential Overlay (C1-3/R5)<br>**General Plan Designation:** Neighborhood Commercial/High Density Multi-Family<br><br>**APNs:** 034-194-140, 034-194-030<br>**Total Lot Size:** 0.64 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Density:** 50 units/acre (or 32 units)<br>**Proposed Density:** 75 units/acre (50% density bonus)<br>**State Density Bonus:** Requested (16 additional units)<br><br>**Status:** Planning Application Under Review<br>Entitlement – Anticipated by end of 2023<br><br>**Proposed Net Increase in Units:** 48 |

**Site Conditions Prior to Redevelopment:**
The site is currently dominated by a surface parking lot while the remaining area is devoted to commercial uses, including Kelly Moore Paints and TAP Plastics. The main building on the site was originally constructed in 1956 to house a Goodyear Service Store. Kelly Moore Paints took over the retail space in 1992 and completed minor renovations. Overall, the buildings on the site are dated and due for redevelopment. Further, current land use zoning policies allow for a FAR of up to 3.0. Because the existing FAR is only 0.41, this site is greatly underutilized.

**Proposed Development:**
The City of San Mateo is currently reviewing a planning application for a proposed five-story mixed-use building. The applicant will demolish all existing structures on site to construct 48 new units of housing, including 5 deed restricted units devoted to the very-low-income category or 50% AMI. The applicant also proposes new commercial space, 19 commercial/visitor parking spaces and 2 ADA spaces on the ground floor, with an additional 49 residential parking spaces on a subterraneous level.

Following a complete review of the application, the applicant will hold a public hearing with the Planning Commission seeking approval of the proposed project. Entitlement is anticipated by late 2023 with construction proposed to last approximately 20 months beginning in Spring 2024; therefore, the project is expected to be available within the planning period. The project developer has successfully completed other similar housing projects in the city, including a 56-unit multi-family apartment (Nazareth Place) and mixed-use residential building (Nazareth Terrace).

**Site Constraints:**
None.

**Proximity to Transit:**
Located 0.4 miles to the San Mateo Caltrain station and 0.3 miles from South El Camino Real.

**Project Website**: Nazareth Vista Mixed Use Development

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| 5 | **The Fish Market**<br> <br> | **Address:** 1885 S. Norfolk Street<br>**Zoning:** Neighborhood Commercial (C1-1)<br>**General Plan Land Use Designation**: Neighborhood Commercial<br><br>**APN:** 035-383-200 **Total Lot Size:** 3.50 acres<br><br>**Max Allowable Base Density:** 50 units/acre (or 173 units) through Planned Development (PD)<br>**Proposed Density:** 75 units/acre<br>**State Density Bonus**: Requested (87 additional units)(or 50% density bonus)<br><br>**Status:** Planning Application Under Review<br>Entitlement – Anticipated by late 2024<br><br>**Proposed Net Increase in Units:** 260 |

**Site Conditions Prior to Redevelopment:**
Currently, the parcel located along Seal Slough is occupied by a restaurant called the Fish Market that was constructed in the early 1980s and a consignment office furniture store that was built in 1963. Much of that parcel is dominated by a surface parking lot such that the site is underutilized. The current FAR is approximately 0.15 though current zoning allows for a FAR up to 1.0.

**Proposed Development:**
On the Adequate Sites List, staff initially provided a conservative estimate for the number and affordability of housing units for a proposed development on this site (105 units total), and has since updated it according to the formal planning application filed by the developer this year. The proposal consists of 260 units of housing in total, including 26 units affordable to the very low income populations (50% AMI). The planning application includes a Planned Development request that would increase the base density from 35 units/acre to 50 units/acre, combined with a 50% density bonus, allowing 260 units of housing as proposed. This proposal highlights the property owner's desire to redevelop the site with the maximum number of housing units possible. The project is expected to be available within the planning period and entitlement is anticipated by late 2024. In addition to this project, the project developer has successfully developed other similar projects in the city since 2018, including two mixed-use housing projects at 405 E. 4th Ave. and 406 E. 3rd Ave.

**Site Constraints:**
Staff has identified this site's proximity to the waterfront (Seal Slough) and to Highway 92 as potential constraints to development. Proximity to Highway 92 means potential air quality impacts on residential uses. However, any constraints to development can be mitigated through development design and environmental review.

**Proximity to Transit**:
Located 1.2 miles away from Hayward Park Caltrain Station and 1.6 miles from South El Camino Real.

**Project Website:** 1885 S Norfolk St (The Fish Market)

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| 6 | **Concar Passage**<br> <br> | **Address:** 640-690 Concar Drive<br>**Zoning:** Transit Oriented Development (TOD)<br>**General Plan Land Use Designation:** Transit Oriented Development (TOD)<br><br>**APNs:** / **Lot Size:** / **Total Lot Size:**<br>035-242-090 0.24 acres 14.53 acres<br>035-242-140 5.41 acres<br>035-242-160 0.39 acres<br>035-242-170 5.06 acres<br>035-242-190 0.41 acres<br>035-242-200 0.41 acres<br>035-242-210 1.86 acres<br>035-242-220 0.75 acres<br><br>**Site Ownership:** Partially Consolidated<br><br>**Max Allowable Base Density:** 50 units/acre (or 727 units)<br>**Approved Density**: 66 units/acre<br>**State Density Bonus:** Applied (236 additional units)(or 33% density bonus)<br><br>**Status:**<br>Entitlement Approval – August 2020 (15-year Development Agreement)<br>Building Permit Approval – pending application submission<br>Construction – TBD<br>Extension and Modification Request – Approved August 2023 (12-year Development Agreement term instead of 15)<br><br>**Proposed Net Increase in Units:** 961 |

**Site Conditions Prior to Redevelopment:**
The site is currently occupied by Concar Shopping Center, with tenants that range from big-box retailers to small businesses. A large percentage of the site is taken up by a surface parking lot. One of the larger buildings on the site was originally constructed in the late 1960s to house a drug store.

**Proposed Development:**
The project proposes to demolish existing commercial buildings to construct a five-story mixed use building with 961 multi-family residential units and approximately 40,000 square feet of commercial/retail space. The project includes 73 affordable housing units priced for lower income families (80% AMI) and approximately 4 acres of publicly accessible community open space. Planning entitlements were approved in August 2020 along with a Development Agreement that allows building permit issuance within a period of 15 years.

**Site Constraints:**
The parcels must be consolidated to comply with Building code and Subdivision Code requirements. The site is also proximate to Highway 92, which has potential air quality impacts due to airborne particulates on residential uses that can be mitigated through development design. The City approved a two-year extension to execute the Development Agreement. This would not extend the overall Development Agreement timeline but provide the applicant additional time needed to secure all property rights by 2025. The Development Agreement also allows for phased construction with the housing component proposed in four phases of completion between 2026 to 2030, as stated by the developer. Therefore, all housing units are anticipated to be occupied within the planning period by 2031.

**Proximity to Transit:**
Located within half mile of Hayward Park Caltrain Station and 0.8 miles of South El Camino Real.

**Project Website**: Concar Passage

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| 7 | **1919 O'Farrell**<br> | **Address:** 1919 O'Farrell St<br>**Zoning:** Executive Park with Multi-family Residential Overlay (E1-1/R4)<br>**General Plan Designation:** Executive Office/High Density<br><br>**APNs:** 039-030-340<br>**Total Lot Area:** 0.71 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 50 units/acre (or 36 units)<br>**Approved Density:** 69 units/acre<br>**State Density Bonus**: Applied (13 additional units)(or 35% density bonus)<br><br>**Status**:<br>Entitlement Approval – October 2021<br>Building Permit Approval – Awaiting application submission<br>Construction – TBA<br><br>**Proposed Net Increase in Units**: 49 |

**Site Conditions Prior to Redevelopment:**
Medical offices with surface parking currently occupy the site.

**Proposed Development:**
The applicant proposes to demolish the existing structure to construct a four-story, 49-unit multifamily apartment community with underground parking. Four of those units will be dedicated to very low-income households or 50% AMI. In 2021, the Planning Commission approved the required entitlements which include the Site Plan and Architectural Review (SPAR) for construction of a multi-family building and a Site Development Planning Application for tree removal.

The project's allowable density allows for 36 base units, and with the state density bonus, an additional 13 units (35% of the base density) is added to the project. The project is also granted a reduced parking ratio of 0.5 spaces/unit due to being within ½ miles of public transit. However, the applicant is voluntarily providing 30 additional spaces for a total of 64 parking spaces

**Site Constraints:**
The site is adjacent to Highway 92, which has potential air quality impacts on residential uses that can be mitigated through development design. Concerns regarding sale of the property has been raised, however the City has not received information of a change in property ownership to date.

**Proximity to Transit:**
Located 0.9 miles from Hayward Park Caltrain Station and 0.4 miles away from South El Camino Real.

**Project Website:** 1919 O'Farrell

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| 8 | **Hillsdale Inn**<br> | **Address**: 477 E Hillsdale Boulevard<br>**Zoning**: Regional/Community Commercial (C2-0.5)<br>**General Plan Designation:** Regional/Community Corridor<br><br>**APNs**: **Lot Size**: **Total Lot Size:**<br>040-102-580 0.33 acres 3.05 acres<br>040-102-620 2.10 acres<br>040-102-630 0.62 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density:** 50 units/acre (or 153 units)<br>**Proposed Density:** 75 units/acre<br>**State Density Bonus**: Requested (77 additional units)(or 50% density bonus)<br><br>**Project Status:** Pre-Application Completed, Planning Application submittal anticipated in 2024<br><br>**Proposed Net Increase in Units:** 230 |

**Site Conditions Prior to Redevelopment:**
The site is currently occupied by a hotel (Hillsdale Inn), Enterprise Rent-A-Car, and a self-service car wash with surface parking. The structures were built in the early 1960s. The two smaller sites have low FARs and could more intensely developed to meet the zoning district maximum FAR of 0.5.

**Proposed Development:**
Applicants submitted a conceptual design for a 230-unit, four-story apartment complex with 23 affordable units that target the very low-income category or 50% AMI in March 2022. The development is anticipated to provide a variety of residential amenities including a resident lobby, community rooms, fitness rooms, open space and a roof deck with a barbeque and seating areas. The applicant also proposes to provide approximately 283 parking spaces in an underground garage.

A neighborhood meeting was held in May 2022, and the Planning Commission had a study session in June 2022. The applicant continues to work on redesigning the project as they prepare to submit a planning application for entitlements. The project is expected to be available within the planning period.

**Site Constraints:**
Staff identified several development considerations and constraints, including the need for parcel consolidation (due to multiple ownerships) and an existing car wash uses on one of the sites. Car wash facilities generally do not release hazardous materials and site cleanup would primarily involve removing an oil/water separator. This is not anticipated to cause delay to the project. There are also noise and air quality impacts from Highway 101, all of which will be addressed during the environmental review of the formal planning application.

**Proximity to Transit:**
Located 0.9 miles from Hillsdale station and 0.8 miles of South El Camino Real.

Project Website: 477 E. Hillsdale Boulevard

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| 9 | **Hillsdale Terraces**<br> <br> | **Address:** 2700 S El Camino Real<br>**Zoning:** Regional/Community Commercial with High Density Multiple Family Residential Overlay C3-1/R4<br>**General Plan Designation**: Regional/Community Commercial/High Density Multi-Family<br><br>**APNs:** **Lot Size:** **Total Lot Size:**<br>039-352-060 0.37 acres 0.99 acres<br>039-352-070 0.30 acres<br>039-352-090 0.32 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 50 units/acre (or 50 units)<br>**Approved Density:** 68 units/acre<br>**State Bonus Density**: Applied (18 additional units)(or 35% density bonus)<br><br>**Status**:<br>Entitlement Approval – February 2017<br>Extension Approval – February 2021<br>Extension Request – Currently Under Review<br><br>**Proposed Net Increase in Units:** 68 |

**Site Conditions Prior to Redevelopment:**
The site consists of an auto sale business occupying two stand-alone commercial buildings built in the 1950s and 1960s. Major portions of these parcels are dedicated to surface parking such that the existing FAR is less than 0.2, though zoning policies in this district allow for a FAR of 1.00 for commercial development and up to 2.00 for residential development. The remaining lot area is vacant.

**Proposed Development:**
In 2017, the City Council approved the proposed five-story, mixed-use development. The project provides 68 units of housing in the form of condominiums, 6 of which are designated as very low-income units. The applicant requested a state density bonus (maximum 35% at the time of application) to achieve this unit count. The developer is further providing 15,881 square feet of commercial space on the ground floor intended to serve the surrounding residential community. The condominiums will be located on the four upper floors and consist of 17 one-bedroom, 37 two-bedroom, and 14 three-bedroom units.

In September 2022, the developer filed an application for a two-year extension. They have also expressed interest in increasing the overall residential unit count through an increase in state density bonus from 35% up to the current maximum 50% within the same building envelop.

**Site Constraints:**
One constraint to residential development was identified through the entitlement process. A former gas station on this site requires additional clean up.

**Proximity to Transit:**
Located on El Camino Real, within a half mile of the Hillsdale Caltrain Station.

**Project Website:** Hillsdale Terraces

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| 10 | **Peninsula Heights**<br> | **Address:** 2655, 2755, 2800, and 2988 Campus Drive<br>**Zoning:** E1-1 (Executive Office)<br>**General Plan Designation**: Executive Office<br><br>**APNs:** / **Lot Size:** / **Total Lot Size:**<br>041-521-010 / 2.83 acres / 15.45 acres<br>041-521-020 / 4.28 acres<br>041-522-010 / 3.38 acres<br>041-522-020 / 5.03 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 35 units/acre (or 541 units)<br>**Approved Density:** 19 units/acre<br>**State Bonus Density**: Applied (used for concessions/waivers)<br><br>**Status**:<br>Entitlement Approval – December 2020<br>Building Permit Approval – July 2022<br>Construction – In-Progress<br><br>**Proposed Net Increase in Units:** 290 |

**Site Conditions Prior to Redevelopment:**
Previously the project parcels consisted of several office structures that were surrounded by large surface parking lots. These buildings were part of Peninsula Office Park, constructed in the 1970s.

**Proposed Development:**
In 2020, the Planning Commission approved the proposed 290-unit residential development project. The site encompasses a total area of 15.45 acres and will devote 10% of its units to the low-income category pursuant to the inclusionary ordinance. Unit types include townhomes and single-detached and stacked flats.

The project received planning entitlement approval in 2020. Building permits for site preparation on the southern portion of the site were issued in 2022, and construction has begun.

**Site Constraints:**
The parcels of this site require consolidation. Additionally, developmental design had to consider the site's natural slope.

**Proximity to Transit:**
Within a half-mile of SamTrans bus stop.

**Project Website:** Peninsula Heights

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| 11 | **4 West Santa Inez Condos**<br> | **Address:** 4 W Santa Inez Avenue<br>**Zoning:** High Density Multi-Family (R4)<br>**General Plan Designation**: High Density Multi-Family<br><br>**APNs:** **Lot Size:** **Total Lot Size:**<br>032-075-010 0.13 acres 0.25 acres<br>032-075-100 0.12 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 40 units/acre (or 10 units)<br>**Approved Density:** 40 units/acre<br>**State Bonus Density**: Project did not utilize density bonus<br><br>**Status**:<br>Entitlement Approval – February 2022<br>Building Permit Submitted – August 2022<br>Construction – TBA<br><br>**Net Increase in Units:** 8 |

**Site Conditions Prior to Redevelopment:**
The site parcels used to be occupied by 2 single family homes constructed around 1919. The house on the corner of W Santa Inez Ave and N El Camino Real was converted in the 1980s for use as a Residential Care Home with capacity for the 12 residents aged 18 or older. That use was discontinued many years before the current project was proposed.

**Proposed Development:**
The applicant proposed a four-story, 10-unit condominium on the two parcels, which will be merged into one. Planning entitlements for the project were approved in 2022 by the San Mateo City Council after initial denial in 2018. Building permits were submitted in August of 2022 and are currently awaiting approval.

This development is a local example of a missing middle-housing project.

**Site Constraints:**
None. Concerns regarding sale of the property has been raised, however the City has not received information of a change in property ownership to date.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. While this developer did not choose to utilize the state density bonus, other developers of similarly sized properties may choose to utilize the state density bonus to add units above the City's base density.

**Proximity to Transit:**
Located within 0.7 miles of the San Mateo Caltrain Station and within a half mile of El Camino Real.

**Project Website:** 4 W Santa Inez Condos

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| 12 | **445 South B Street, Bespoke**<br> | **Address:** 401-445 South B Street (4th and Railroad)<br>**Zoning:** Central Business District with Residential Overlay (CBD/R)<br>**General Plan Designation**: Downtown Retail Core<br><br>**APNs:** / **Lot Size:** / **Total Lot Size:**<br>034-179-010 / 0.13 acres / 1.16 acres<br>034-179-020 / 0.13 acres<br>034-179-030 / 0.13 acres<br>034-179-040 / 0.4 acres<br>034-179-050 / 0.25 acres<br>034-179-060 / 0.12 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 50 units/acre (or 58 units)<br>**Proposed Density:** 52 dwelling units/acre<br>**State Bonus Density**: Requested (AB 1763 exemption from city maximum controls for 2 additional units)<br><br>**Status**: Planning Application Under Review<br><br>**Proposed Net Increase in Units:** 60 |

**Site Conditions Prior to Redevelopment:**
The site used to be a city parking lot and Talbot's Toy Store. The Talbots store has been there since the 1950s.

**Proposed Development:**
The applicant has proposed to redevelop the entire block between 4th and 5th Avenues, from B Street to Railroad Avenue into a seven-story 60-unit affordable housing building and a five-story 156,000 square foot office/retail building. Housing unit types include 13 studios, 13 one-bedrooms, 17 two-bedrooms, and 17 three-bedrooms.

The project is a public-private partnership that includes the City as a property owner (for a portion of the project site) and a team of three partner developers (Alta Housing, a non-profit housing developer, Harvest Properties, and Prometheus).

**Site Constraints:**
The site is adjacent to the Caltrain railway, which may have noise impacts on residential development.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. While this developer did not choose to utilize the state density bonus, other developers of similarly sized properties may choose to utilize the state density bonus to add units above the City's base density.

**Proximity to Transit:**
Located within 0.3 miles of San Mateo Caltrain Station and 0.3 miles of El Camino Real.

**Project Website:** 445 South B Street, Bespoke

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| 13 | **Kiku Crossing**<br> | **Address:** 480 E 4th Ave and 400 E 5th Ave<br>**Zoning:** CBD-S<br>**General Plan Designation**: Central Business District – Support<br><br>**APNs:** **Lot Size:** **Total Lot Size:**<br>034-183-060 1.16 acres 2.41 acres<br>033-281-140 1.25 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 50 units/acre (or 120 units)<br>**Approved Density:** 93units/acre<br>**State Bonus Density**: Applied (AB 1763 exemption from city maximum controls for 105 additional units)<br><br>**Status**:<br>Entitlement Approval – May 2021<br>Building Permit Approval – March 2022<br>Construction – In-Progress (Completion around 2024)<br><br>**Proposed Net Increase in Units:** 225 |

**Site Conditions Prior to Redevelopment:**
Kiku Crossing used to be two large public parking lots.

**Proposed Development:**
The City-Owned Downtown Affordable Housing and Parking Garage (aka Kiku Crossing and 5th Avenue Garage) development project will provide 225 affordable residential units in a seven-story building located on 480 E. 4th Avenue, and a five-level, above ground parking garage located at 400 E. 5th Avenue. Housing unit types include 65 studios, 48 one-bedrooms, 53 two-bedrooms, and 59 three-bedrooms.

MidPen Housing Corporation was selected by the City Council to develop these sites.

**Site Constraints:**
None.

**Proximity to Transit:**
Located within 0.2 miles of the San Mateo Caltrain Station and within 0.4 miles of El Camino Real.

**Project Website:** Kiku Crossing

## 4.7 Redevelopment Opportunity Sites

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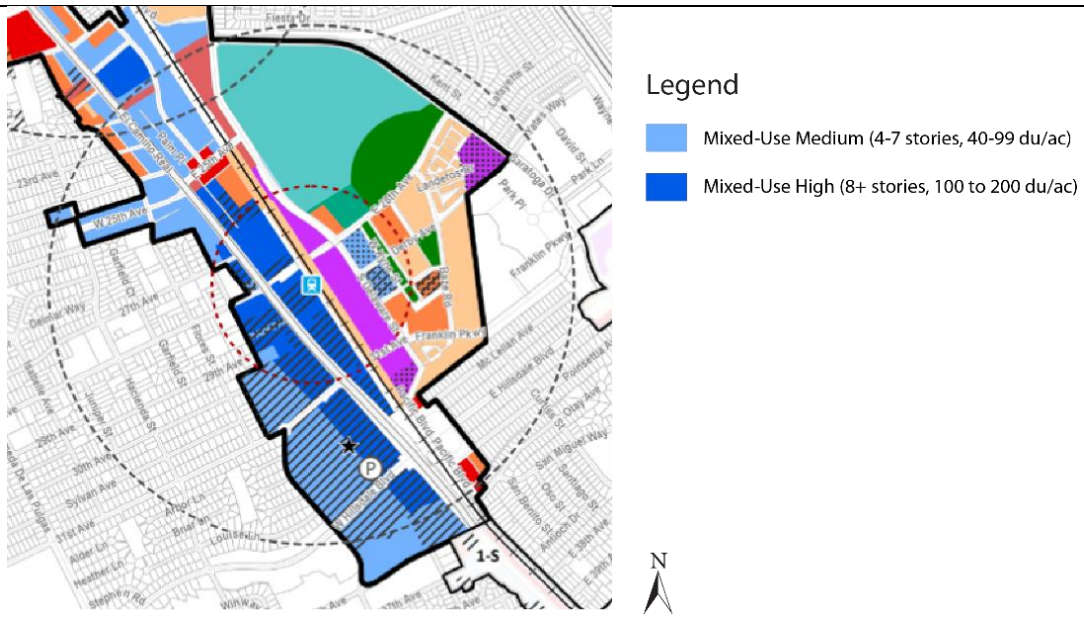
| 14 | **Hillsdale Mall**<br> | **Address:** 2950-3590 El Camino Real<br>**Zoning:** Regional/Community Commercial (C2-2, C-3-1), Multifamily Residential Overlays (R4, Q5)<br>**General Plan Land Use Designations:** Regional/Community Commercial/High Density Multi-Family<br><br>**APNs**: **Lot Size:** **Total Lot Size:**<br>042-121-080 0.65 acres 32.6 acres<br>039-490-170 28.91 acres<br>039-353-020 0.73 acres<br>039-353-030 0.44 acres<br>039-353-040 0.14 acres<br>039-353-010 0.31 acres<br>042-121-060 1.43 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density:** 50 units/acre (1,630 units)<br>**State Density Bonus**: 815 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 40-99 units/acre (or 1,630 - 3,227 units)<br><br>**Project Status**: Potential Site for Housing Redevelopment |

**Existing Conditions:**
The site is currently occupied by the Hillsdale Shopping Center and other commercial uses, such as strip malls with associated surface parking lots. Built in the 1950s, the shopping center itself is a mix of retailers, restaurants, and entertainment venues. A premier shopping destination, Hillsdale offers a diverse selection of 120 stores for fashion, beauty and home and draws visitors from around the San Francisco Bay Area. The current FAR is approximately 0.52 though current zoning allows up to 2.0.

**Development Opportunity:**
In 2019, around the time that the City of San Mateo began its 2040 General Plan Update process, the property owners indicated that they would embark on a robust community engagement effort to explore future options for the site. The report they produced at the end of this process indicated that San Mateans were deeply concerned about housing shortages throughout the Bay Area and widely supported the inclusion of new housing units in Hilldale Mall's existing footprint.

The owner has expressed interest, via written communication, in a mixed-use development with residential uses. They estimate that this new development could have at least 1,000 units of housing for the Hillsdale Shopping Center parcel (not including the 11-acre North Block). The sites inventory was updated to estimate a realistic capacity of 1,200 units (41 units/acre) for the Hillsdale Shopping Center parcel and 184 units (50 units/acre) for all adjacent parcels owned by the Bohannan Development Company. The current inventory estimates 1,383 total housing units for this site, which is a significant reduction from the initial estimates of 2,000 units. Adoption of the General Plan Update's land use map will increase the base density of this site to between 1,630-3,227 units, and the owner has indicated that this increased density would increase the amount of housing units that are feasible on these sites.

**Project Website:** Reimagine Hillsdale




**Site Constraints:**
Staff has found one constraint to future redevelopment. Laurel Creek passes through some of the parcels south of W. Hillsdale Boulevard. The required creek setbacks impact total buildable area and therefore the number of units that can be constructed. Smaller sites to the southern edge of the area along El Camino require ownership consolidation.

**Proximity to Transit:**
Located within half-mile of Hillsdale Caltrain Station and El Camino Real

15

**Borel Square Shopping Center**

**Address:** 71-77 Bovet Road
**Zoning:** Neighborhood Commercial (C1-2)
**General Plan Land Use Designations:** Neighborhood Commercial

| APNs: | Lot Size: | Total Lot Size: |
|---|---|---|
| 039-011-450 | 0.68 acres | 9.87 acres |
| 039-011-460 | 0.20 acres | |
| 039-011-470 | 0.50 acres | |
| 039-011-480 | 0.60 acres | |
| 039-011-500 | 0.15 acres | |
| 039-011-510 | 7.74 acres | |

**Site Ownership:** Consolidated

**Max Allowable Base Densities:** 35 units/acre (or 346 units)
**State Density Bonus:** 173 additional units (50% density bonus)
**Proposed General Plan Base Density:** 100-200 units/acre (or 987-1,974 units)

**Project Status:** Potential Site for Mixed-Use Redevelopment

**Existing Conditions:**
The Borel Square Shopping Center was built in 1967. The site is currently occupied by a CVS drug store, 24-Hour Fitness, the UPS store, Patel Co Credit Union, Borel Eye Doctors, Windy City Chicago Pizza, and Jack's (a restaurant). Approximately half the site is dedicated parking for the shopping center.

**Development Opportunity:**
The owner of Borel Square Shopping Center has expressed interest through a written letter in a mixed-use project with a focus on housing. For Housing Element Adequate Sites List purposes, a conservative realistic capacity of 243 units of housing (70% of base density) is estimated. However, the zoning allows up to 346 units, and should the developer/property owner choose to utilize the state density bonus, the development could produce up to 519 residential units. Adoption of the General Plan Update's land use map will increase the base density of this site to between 987-1,974 units.

**Site Constraints:**
Staff has found a potential constraint in that it is adjacent to Highway 92, which has potential noise and air quality impacts. However, these can be mitigated through development design.

**Proximity to Transit:**
Located within 0.7 miles of Hayward Park Caltrain and 0.4 miles of El Camino Real

| | | |
|---|---|---|
| 16 | **Ah Sam**<br> | **Address:** 2645 S El Camino Real & 2621 Palm Pl<br>**Zoning:** Regional/Community Commercial (C3-2)<br>**General Plan Land Use Designations:** Regional/Community Commercial<br><br>**APNs:** **Lot Size:** **Total Lot Size:**<br>039-085-290 1.72 acres 2.29 acres<br>039-085-280 0.57 acres<br><br>**Site Ownership**: Consolidated<br><br>**Max Allowable Base Densities:** 50 units/acre (or 114 units)<br>**State Density Bonus:** 57 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acre (or 229-458 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |

**Existing Conditions:**
The site has primarily commercial uses, including a flower shop called Ah Sam Floral Co and a warehouse. Built at the height of the Depression in the 1930s, Ah Sam has a long history and has been passed down from one generation to the next. This site is underutilized, with sizeable swaths of the parcels left vacant or dedicated to parking. Zoning in this district permits FAR up to 2.0.

**Development Opportunity:**
The Adequate Sites List identifies only the two above parcels though there is also potential for redevelopment in abutting areas (not highlighted). These two sites have consolidated ownership, and the city has received written communication from the property owner expressing interest in a redevelopment with below-market rate housing. The owner has spoken with adjacent property owners along the shared alley, and they have verbally expressed interest in redevelopment of their parcels should a project be proposed.

For the purposes of the Housing Element Adequate Sites List, a conservative realistic capacity of 105 units of housing is estimated. However, the zoning allows up to 114 units, and should the developer/property owner choose to utilize the state density bonus, the development could produce up to 171 residential units. Adoption of the General Plan Update's land use map will increase the base density of this site to between 229-458 units.

**Site Constraints:**
The site is adjacent to the Caltrain railway, which may have noise impacts on residential development.

**Proximity to Transit:**
Located on El Camino Real and within half mile (0.3 miles) of Hillsdale Caltrain Station.

| | | |
|---|---|---|
| 17 | **The Atrium**<br> | **Address:** 1900 S Norfolk Street<br>**Zoning:** Executive Office District (E1-0.5)<br>**General Plan Land Use Designations:** Executive Office<br><br>**APNs:** / **Lot Size:** / **Total Lot Size:**<br>039-391-090 / 9.99 acres / 11.77 acres<br>035-391-100 / 0.89 acres<br>035-391-110 / 0.89 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 35 units/acre (or 411 units)<br>**State Density Bonus:** 206 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 40-99 units/acre (or 471-1,165 units)<br><br>**Project Status:** Potential Site for Mixed-Use Redevelopment |

**Existing Conditions:**
Built in 1983, the Atrium is a three-story office building centered around an open-air courtyard. It is occupied by a variety of tenants, including Movoto Real Estate, Tile Inc, Home Helpers Home Care of San Mateo, Payne Financial Consulting, and several law offices. Surface parking lots surround the building.

**Development Opportunity:**
The owner has expressed interest in redeveloping the parcel via written communication. For the purpose of the Housing Element Adequate Sites List, a conservative realistic capacity of 245 housing units (30 units/acre) was estimated. However, the base zoning can allow up to 411 units. Additionally, should the developer/property owner choose to utilize the state density bonus, the development could produce up to 617 residential units. Adoption of the General Plan Update's land use map will increase the base density of this site to between 471-1,165 units.

**Site Constraints:**
The site is adjacent to Highway 92, which has potential air quality impacts on residential uses that can be mitigated through development design. Borel Creek runs along the southeastern edge of the site, where any potential development must account for required creek setbacks.

**Proximity to Transit:**
Located 1.4 miles away from Hayward Park Caltrain Station and 1.6 miles of South El Camino Real.

| | | |
|---|---|---|
| 18 | **Bayshore Commons**<br> | **Address:** 1670-1700 Amphlett Boulevard<br>**Zoning**: Executive Office District (E2-1)<br>**General Plan Land Use Designation**: Executive Office<br><br>**APNs:** **Lot Size**: **Total Lot Size**:<br>035-241-240 5.78 acres 14.46 acres<br>035-241-250 4.07 acres<br>035-241-260 4.61 acres<br><br>**Site Ownership**: Consolidated<br><br>**Max Allowable Density**: 50 units/acres (or 723 units)<br>**State Density Bonus:** 362 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acres (or 1,446-2,892 units)<br><br>**Project Status**: Potential Site for Mixed-Use Redevelopment |

**Existing Conditions:**
The site is currently developed as an office park, consisting of 8 low-rise buildings with approximately 340,000 square feet of commercial office space. The site is surrounded by U.S. 101 to the east, San Mateo Marriott to the south, and residential development to the north and west. Many of these buildings were built between the 1970s and 1980s. The current FAR is 0.23, but the site allows a FAR of up to 1.0.

**Development Opportunity:**
Owners of the property have expressed strong interest in redevelopment via written communication. Each parcel is larger than 0.5 acres which allows developers the opportunity to build larger multi-family developments. For the purposes of the Housing Element Adequate Sites List, an estimated realistic capacity of 723 units of housing was used. Should the developer/property owner choose to utilize the state density bonus, the development could produce up to 1,085 residential units, which is very feasible in either a mixed-use or 100% housing development given the size of the sites. Adoption of the General Plan Update's land use map will increase the base density of this site to between 1,446-2,892 units.

**Site Constraints:**
The site is adjacent to Highway 101, which has potential air quality impacts on residential uses that can be mitigated through development design. Leslie Creek runs along the northwestern boundary of the site, and any potential development must include required creek setbacks.

**Proximity to Transit:**
Within one mile of Hayward Park Caltrain Station and 1.3 miles from South El Camino Real.

| | | |
|---|---|---|
| 19 | **Downtown Cluster**<br> | **Address:** 62 E Fourth Avenue<br>**Zoning:** Central Business District with Residential Overlay (CBD/R)<br>**General Plan Designations:** Downtown Retail Core<br><br>**APNs:** / **Lot Size:** / **Total Lot Size:**<br>034-144-220 / 0.42 acres / 3.14 acres<br>034-144-230 / 1.52 acres<br>034-144-240 / 1.20 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 50 units/acre (or 157 units)<br>**State Density Bonus:** 78 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acre (or 314-628 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |

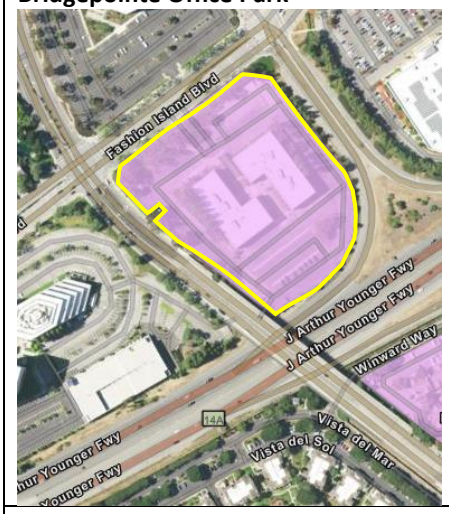
**Existing Conditions:**
Located downtown, structures built in the 1950s form a continuous commercial block along E 4th Ave. The roof of this block is used for parking. Its tenants consist of several businesses—a grocery store (Dean's Produce), Starbucks, Chase Bank, First Bank, Equinox San Mateo, and a restaurant. There is also a Mattress Firm on the site in a two-story, stand-alone retail building along El Camino Real. A surface parking lot is located at the back of the site along E 5th Ave. Zoning in this district allows for a FAR of 3.0. Since the buildings on this site are between one and two stories, there is major potential for mixed use or residential redevelopment that achieves a greater building intensity and that adds residential density.

**Development Opportunity:**
The owner of the block has expressed interest in a redevelopment with a density of 50 du/acre with the added 50% state density bonus.

For Housing Element Adequate Sites List purposes, these sites are estimated to have a realistic capacity of 157 units of housing. Should the developer/property owner choose to utilize the state density bonus, which is highly likely given recent project approvals in the Downtown area, the development could produce up to 235 residential units. Adoption of the General Plan Update's land use map will increase the base density of these sites to between 314-628 units.

**Site Constraints:**
None.

**Proximity to Transit:**
Located within 1/2 mile (0.4 miles) of the San Mateo Caltrain Station and 500 feet of South El Camino Real.

| | | |
|---|---|---|
| 20 | **Bridgepointe Office Park**<br>  <br> | **Address:** 1500 Fashion Island Boulevard<br>**Zoning:** Executive Office with Residential Overlay (E1-0.62/R)<br>**General Plan Designations:** Executive Office<br><br>**APN:** 035-550-040 **Total Lot Size:** 6.08 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 50 units/acre (or 304 units)<br>**State Density Bonus:** 152 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acre (or 608-1,216 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |

**Existing Conditions:**
Currently the site consists of two 3-story office buildings occupied by an employment agency, a consulting group, Reflekton Inc, Checkbook, and Wuhoover & Co. The buildings were built in 1982. Surface parking lots take up available space on the site such that the current FAR is 0.49, though zoning in this district allows up to 0.62 FAR.

**Development Opportunity:**
A developer has expressed interest in potentially redeveloping the site. The Housing Element Adequate Sites List estimates a realistic capacity of 273 units of housing for the site. However, the base zoning can allow up to 304 units. Should the developer/property owner choose to utilize the state density bonus, the development could produce up to 456 residential units, which is very feasible in either a mixed-use or 100% housing development given the size of the sites. Adoption of the General Plan Update's land use map will increase the base density of the site to between 608-1,216 units.

**Site Constraints:**
Staff has identified one potential constraint in that it is located adjacent to Highway 92, which has potential air quality impacts due to airborne particulates. These impacts can be mitigated through development design.

**Proximity to Transit:**
Located 1.5 miles of the Hayward Park Caltrain Station and 1.9 miles from South El Camino Real.

| | | |
|---|---|---|
| 21 | **Marriott Residence Inn**<br> | **Address:** 2000 Winward Way<br>**Zoning:** Regional/Community Commercial (C2-0.62)<br>**General Plan Land Use Designation:** Regional/Community Corridor<br><br>**APNs:** 035-610-030<br>**Total Lot Size:** 4.27 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Density**: 50 units/acre (or 213 units)<br>**State Density Bonus**: 107 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acre (or 427-854 units)<br><br>**Project Status:** Potential Site for Housing Development |

**Existing Conditions:**
This parcel is the location of the Marriott Residence Inn, constructed in 1984. The current FAR is 0.58, but the project site allows for an FAR up to 0.62 suggesting that greater building intensity and residential density could be achieved in a potential redevelopment project.

**Development Opportunity:**
Current owners of the site have expressed interest in potentially converting the existing extended stay hotel for residential use. For the purposes of the Housing Element Adequate Sites List, a conservative realistic capacity of 160 residential units was estimated. However, the base zoning can allow up to 213 units, and should the developer/property owner choose to utilize a state density bonus, the site could produce up to 320 units of housing. Adoption of the General Plan Update's land use map will increase the base density of these sites to between 427-854 units.

**Site Constraints:**
Staff has identified one potential constraint in that it is located adjacent to Highway 92, which has potential air quality impacts due to airborne particulates. These impacts can be mitigated through development design.

**Proximity to Transit:**
Located 1.8 miles of the Hayward Park Caltrain Station 2.2 miles from South El Camino Real.

22 **Olympic Shopping Center**

**Address:** 49 42nd Avenue
**Zoning:** Neighborhood Commercial Districts (C1-1.5), Multifamily Residential Overlays (R4)
**General Plan Land Use Designations:** Neighborhood Commercial/High Density Multi-Family

| APNs: | Lot Size: | APNs: | Lot Size: |
|---|---|---|---|
| 042-242-060 | 0.25 acres | 042-245-080 | 0.12 acres |
| 042-242-070 | 0.24 acres | 042-245-090 | 0.12 acres |
| 042-242-160 | 0.20 acres | 042-245-100 | 0.24 acres |
| 042-243-020 | 2.09 acres | 042-245-110 | 0.24 acres |
| 042-244-040 | 0.13 acres | 042-245-120 | 0.30 acres |
| 042-244-050 | 1.19 acres | 042-245-130 | 0.36 acres |
| 042-245-040 | 0.12 acres | 042-263-010 | 0.73 acres |
| 042-245-050 | 0.12 acres | 042-264-010 | 1.05 acres |
| 042-245-060 | 0.12 acres | 042-242-050 | 1.08 acres |
| 042-245-070 | 0.12 acres | 042-242-180 | 0.21 acres |
| 042-245-170 | 0.30 acres | 042-242-080 | 0.42 acres |

**Total Lot Size:** 8.82 acres (Consolidated Sites AD); and 0.93 acres (Consolidated Sites AN)
**Site Ownership:** Sites AD - Mostly Consolidated (80% under single ownership); Sites AN - Needs Consolidation
**Max Allowable Base Densities:** 50 units/acre (or 487 units)
**State Density Bonus:** 244 additional units (50% density bonus)
**Proposed General Plan Base Density:** 40-99 units/acre (or 366-906 units)
**Project Status:** Potential Site for Mixed-Use Development

**Existing Conditions:**
The site consists of a collection of commercial buildings surrounding the current location of Mollie Stone's Market on 42nd Ave. Some of these buildings are further divided into multiple storefronts and are occupied by a variety of small businesses such as, Four Seasons Sunrooms, Botanica (candle shop), Strands salon, and others. Bel Mateo Bowl and CVS occupy larger buildings within the site along Olympic Ave and S El Camino Real respectively. These buildings were constructed in the 1950s. Other buildings widely range in age—some date back to the 1960s and 1970s while others have been more recently remodeled. There is also a vacant City-owned parcel located at 4142 S. El Camino Real (APN: 042-245-170) identified within the consolidated sites AN group.

**Development Opportunity:**
The owners have expressed interest in specific plan redevelopment. For the Adequate Sites List purposes, a conservative approach was taken to estimate a realistic capacity of 430 units of housing total for the two consolidated site groups, including 172 at the lower income level and 71 at the moderate-income level. However, the base zoning of this site can allow up to 487 units. Should the developer/property owners choose to utilize the state density bonus, development of these sites could produce up to 731 residential units total. Adoption of the General Plan Update's land use map will increase the base density of these sites to between 366-906 units.

**Site Constraints:**
One constraint was found in that the parcels are non-contiguous. Several smaller sites along El Camino Real and 43rd Avenue need consolidation.

**Proximity to Transit:**
Located within half mile of El Camino Real.

| | | |
|---|---|---|
| 23 | **Bridgepointe Shopping Center**<br> | **Address:** ~~2200-3012~~ Bridgepointe Parkway<br>**Zoning:** Regional/Community Commercial with Residential Overlay (C2-0.62/R)<br>**General Plan Designations:** Regional/Community Commercial/High Density Multi-Family<br><br>**APN~~s~~:** ~~—~~ 035-466-100 (~~–~~portion) ~~**Total Lot Size:**~~<br>~~035-466-070 3.22 acres 22.39 acres~~<br>~~035-466-080 1.39 acres~~<br>~~035-466-090 2.75 acres~~<br>~~035-466-100~~ **Lot Size:** 8.5 acres<br>~~035-466-110 2.96 acres~~<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 50 units/acre (or 383 units)<br>~~**State Density Bonus:** 391 additional units (35% density bonus)~~<br>**Proposed General Plan Base Density:** 100-200 units/acre ~~(or 2,405 - 4,810 units)~~<br><br>**Project Status:** Potential Site for Mixed-Use Redevelopment |

**Existing Conditions:**
Currently the site is occupied by a shopping center that includes several businesses, including several restaurants, an ice rink, and a collection of big box stores and national chains. A large surface parking lot takes up the remaining space on the site. The structures were built around the 1990s. The site is underutilized, and many of the commercial spaces are vacant. In addition, with a lot size of 22 acres of flat land (over half of which is the parking lot), the site has great potential for redevelopment.

**Development Opportunity:**
For Housing Element Adequate Sites List purposes, a conservative approach to setting realistic capacity was adopted for this site, which only includes 8.5 acres of the site, which is comprised of surface ~~the~~ parking ~~lot,~~ and does not include any of the existing commercial buildings. ~~does not include the ice rink and Target sites, and 672 housing units (30 units/acre) in a mixed-use context was estimated. However, the base zoning can allow up to 1,119 units (50 units/acre), and should the developer/property owner choose to utilize the state density bonus, the development could achieve up to 1,510 residential units. Additionally,~~ Given the size of the site and the significant amount of existing surface parking, it is realistic and feasible to assume that many of the existing uses could be maintained while new housing was developed, so discontinuance of existing uses is not needed in order for new housing on the site to be feasible. Adoption of the General Plan Update's land use map will increase the base density of this site to between 100-200 ~~2,405-4,810~~ units per acre.

**Site Constraints:**
One ~~smaller parcel in the northern corner needs consolidation. Another~~ possible constraint would the site's location along Highway 92, which has potential air quality impacts due to airborne particulates. These impacts can be mitigated through development design.

**Proximity to Transit:**
Located 2 miles away from Hayward Park Caltrain station and 2.2 miles from South El Camino Real.

| | | |
|---|---|---|
| 24 | **Parkside Plaza**<br> <br> | **Address:** 1826-1850 S Norfolk St<br>**Zoning:** Neighborhood Commercial with Multi-Family Residential Overlay (C1-0.5/R4)<br>**General Plan Designations:** Neighborhood Commercial with Multi-Family Residential Overlay<br><br>**APNs:** **Lot Size:** **Total Lot Size:**<br>035-381-030 6.07 acres 6.65 acres<br>035-381-020 0.58 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 50 units/acre (or 332 units)<br>**State Density Bonus:** 166 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 40-99 units/acre (or 332-658 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |

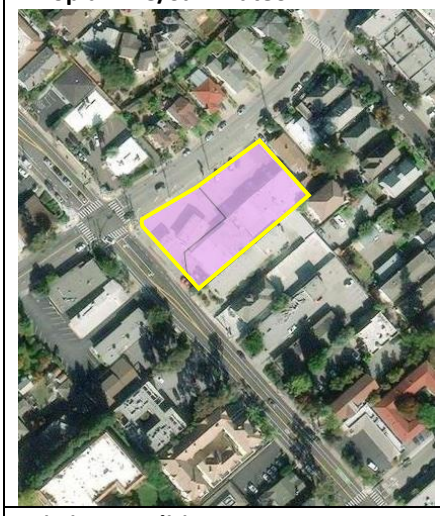
**Existing Conditions:**
The lot is occupied by Parkside Plaza, a shopping center with several big box retail stores and some smaller commercial storefronts leased to an assortment of businesses including restaurants and other retail uses. There are several vacancies. Construction of the original shopping center began in 1959, and major updates were made to the exterior and floor plans of the buildings in several different stages throughout the late 1980s and the 1990s. The site has great potential for redevelopment because it is underutilized. Large portions of the two parcels are taken up by a surface parking lot such that the existing FAR is about 0.31. The residential overlay allows residential developments to have a FAR of up to 2.0, exceeding the maximum floor area ratio of the underlying zoning district.

**Development Opportunity:**
For the purposes of the Housing Element Adequate Sites List, staff estimates a realistic capacity of 332 units of housing, the maximum allowed given the base zoning and proximity to other multi-family developments, such as 1885 S Norfolk St (Fish Market). Should the developer/property owner choose to utilize the state density bonus, the development could produce up to 498 residential units. Adoption of the General Plan Update's land use map will increase the base density of these sites to between 332-658 units.

**Site Constraints:**
Staff has identified this site's proximity to Highway 92 as a potential constraint, due to potential air quality impacts. These impacts can be mitigated through design.

**Proximity to Transit:**
Located 1.2 miles away from Hayward Park Caltrain Station and 1.6 miles from South El Camino Real.

| | | |
|---|---|---|
| 25 | **Borel Place**<br> | **Address:** 1650 Borel Place<br>**Zoning:** Executive Office (E1-2)<br>**General Plan Designations:** Executive Office<br><br>**APNs:** **Total Lot Size:**<br>039-011-400 2.51 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 35 units/acre (or 88 units)<br>**State Density Bonus:** 44 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acre (or 251-502 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |
| | **Existing Conditions:**<br>This site is underutilized; it consists of one office building constructed in the late 1960s and a surface parking lot. A redevelopment could achieve a building intensity of 2.00 FAR.<br><br>**Development Opportunity:**<br>For Housing Element Adequate Sites List purposes, a conservative realistic capacity of 74 housing units (80% of base density) was estimated. However, the zoning allows up to 88 units, and should the developer/property owner choose to utilize the state density bonus, the development could produce up to 132 residential units. Adoption of the General Plan Update's land use map will increase the base density of the site to between 251-502 units.<br><br>**Site Constraints:**<br>Staff has found a potential constraint in that it is adjacent to Highway 92, which has potential air quality impacts. However, these can be mitigated through development design.<br><br>**Proximity to Transit:**<br>Located within 0.7 miles of the Hayward Park Caltrain Station and 0.4 miles of South El Camino Real. | |

| | | |
|---|---|---|
| 26 | **E Poplar Ave/San Mateo Dr**<br>  | **Address:** 350 N San Mateo Dr and 220 E Poplar Ave<br>**Zoning:** Regional/Community Commercial (C2-1)<br>**General Plan Designations:** Regional/Community Commercial<br><br>**APNs:** **Lot Size:** **Total Lot Size:**<br>032-182-120 0.18 acres 0.62 acres<br>032-182-130 0.44 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 35 units/acre (or 21 units)<br>**State Density Bonus:** 7 additional units (35% density bonus)<br>**Proposed General Plan Base Density:** 40-99 units/acre (or 21-42 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |

**Existing Conditions:**
The parcel on the corner of N San Mateo Drive and E Poplar used to be a gas station. It dates to the 1980s and now sits vacant and fenced off. The second parcel contains commercial buildings occupied by a liquor store and a salon, which is temporarily closed. Both parcels have significant areas that are set aside for automobile use and are therefore underdeveloped. This site's underlying zoning district allows for a FAR of 1.00.

**Development Opportunity:**
For purposes of the Housing Element Adequate Sites List, a conservative realistic capacity of 19 housing units (80% of base density) was estimated. However, the zoning allows up to 21 units, and should the developer/property owner choose to utilize the state density bonus, the development could produce up to 28 residential units. Adoption of the General Plan Update's land use map will increase the base density of the site to between 21-42 units.

**Site Constraints:**
Clean up may be required due to the site's former uses.

It should be noted that while the lot size is less than 0.5 acres, this site is underutilized with capacity for additional density. Redevelopment projects of similar size have been successfully approved. For example, the Fremont Terrace project is a 15-unit residential condominium on a site of the same size that is currently under construction at 200 S Fremont St, which is shown as Site 1 in Figure 3.

**Proximity to Transit:**
Located within 0.6 miles of the San Mateo Caltrain Station and 0.6 miles of El Camino Real.

| | | |
|---|---|---|
| 27 | **Car Wash**<br> | **Address:** 1620 S Delaware Street<br>**Zoning:** Transit Oriented Development TOD<br>**General Plan Designations:** Transit Oriented Development<br><br>**APN:** 035-200-070 **Total Lot Size:** 0.30 acres<br><br>**Site Ownership:** Consolidated<br><br>**Max Allowable Base Densities:** 50 units/acre (or 15 units)<br>**State Density Bonus:** 7 additional units (50% density bonus)<br>**Proposed General Plan Base Density:** 100-200 units/acre (or 30-60 units)<br><br>**Project Status:** Potential Site for Housing Redevelopment |

**Existing Conditions:**
Built in the 1950s, the site is currently occupied by a car wash. Even though the site is of a smaller size, staff believe there is potential for a housing development. Zoning regulations in this district allow for a FAR of up to 3.00.

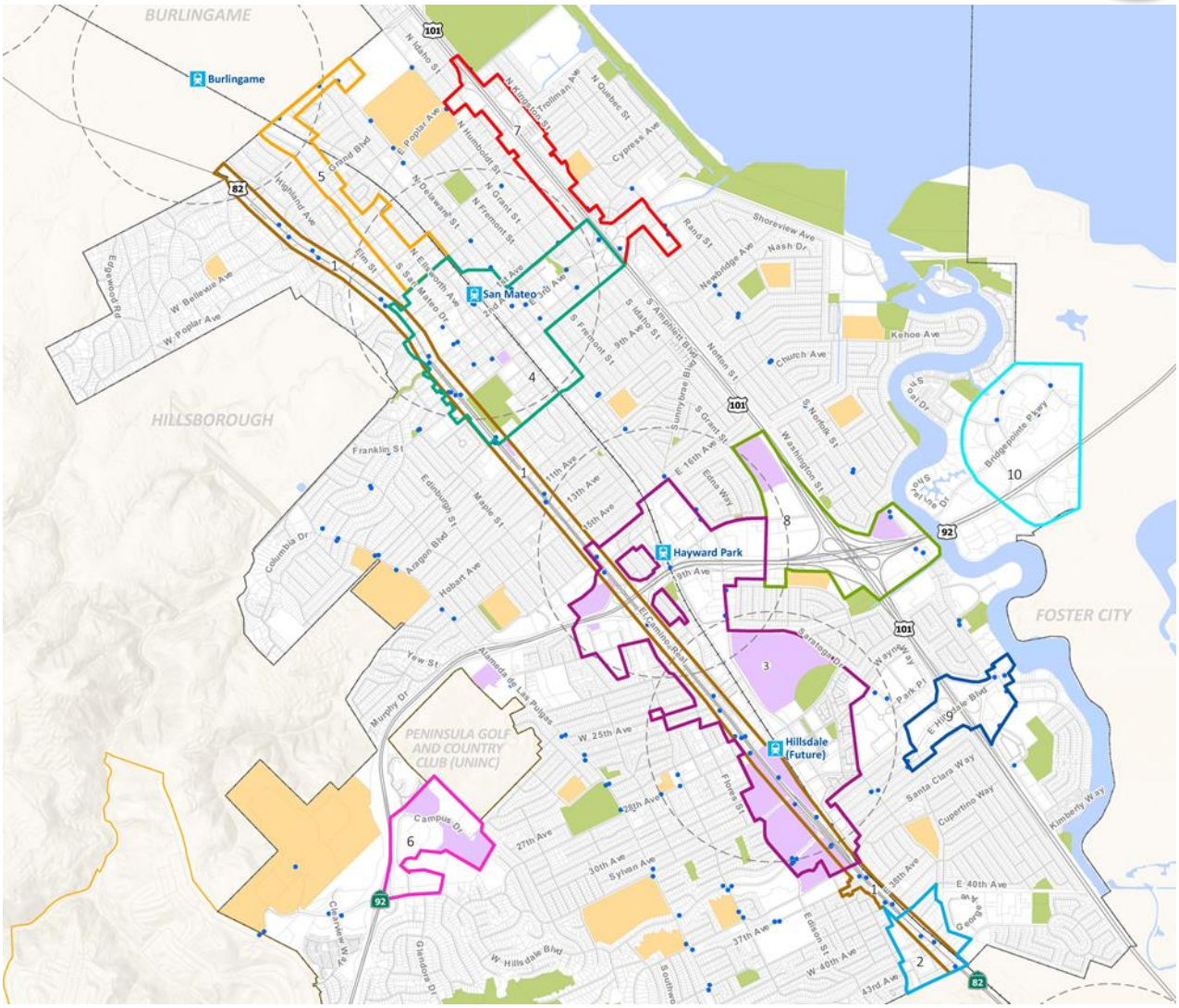
**Development Opportunity:**
For Housing Element Adequate Sites List purposes, a conservative realistic capacity of 8 housing units (50% of base density) was estimated. However, the zoning allows up to 15 units, and should the developer/property owner choose to utilize the state density bonus, the development could produce up to 22 residential units. Adoption of the General Plan Update's land use map will increase the base density of the site to between 30-60 units.

**Site Constraints:**
Clean up needed due to site's former use.

It should be noted that while the lot size is less than 0.5 acres, redevelopment projects of a similar size have been successfully approved in the San Mateo. Grand Blvd Townhomes, Site C in Figure 3, was proposed for a site that is 0.32 acres in size. Built and occupied in 2018, the project produced 8 housing units in the form of detached townhomes.

In other nearby jurisdictions, such as Mountain View and San Francisco, sites with similar characteristics have also been redeveloped into housing.

**Proximity to Transit:**
Located within half a mile (0.4 miles) of Hayward Park Caltrain Station and 0.9 miles from South El Camino Real.




## Figure 2: Study Area Map

*Universe: Sites Inventory*
*Notes: The ten study areas were created from a series of community engagement workshops were attendees were asked to select the neighborhood zones where they believed redevelopment would be most suitable for the next housing element.*

San Mateo City Limit
Sphere of Influence
½ Mile Radius Around Caltrain
School
Parks and Open Space
Site Requested to Be Studied
Caltrain Station
Bus Stop

Study Areas
1
2
3
4
5
6
7
8
9
10

0 0.5 1 Miles

## Figure 3: Sites Inventory Map

*Universe: Sites Inventory, December 2022.*

*Notes: The individual sites identified as suitable for housing redevelopment are marked in pink while blue circles indicate groupings of sites. Site affordability breakdown by grouping is seen in Table 1 below.*

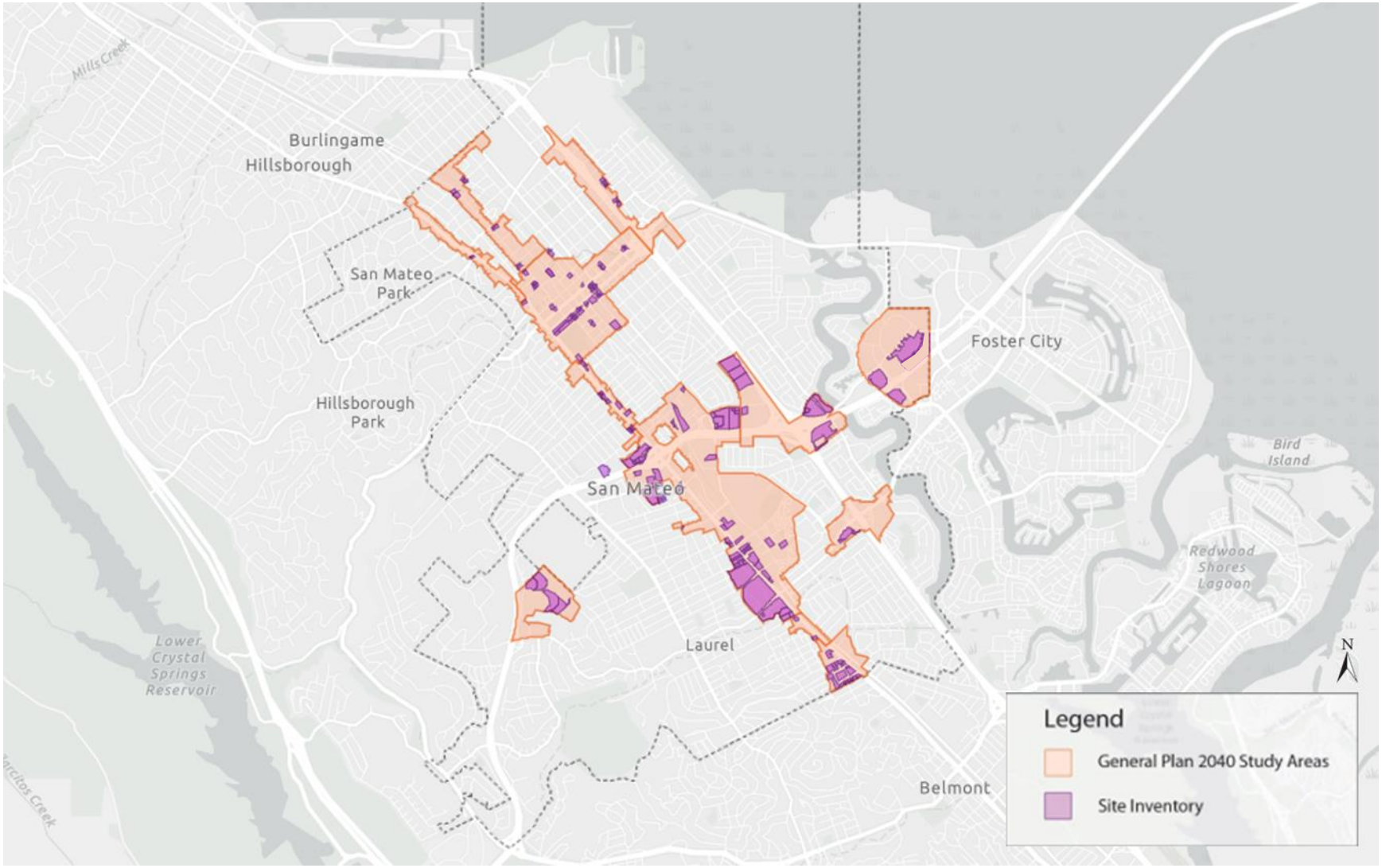


Table 3: Site Affordability Breakdown

| Housing Opportunity Areas | Total Units | Very Low | Low | Moderate | Above Moderate |
|---|---|---|---|---|---|
| RHNA | 7,015 | 1,777 | 1,023 | 1,175 | 3,040 |
| ADUs | 440 | 132 | 132 | 132 | 44 |
| Pipeline Projects | 3,099 | 552 | | 14 | 2,533 |
| Remaining RHNA | 3,476 | 1,984 | | 1,029 | 436 |
| Fashion Island Area | 817 | 167 | 121 | 109 | 418 |
| Hillsdale Mall | 1,200 | 0 | 180 | 180 | 840 |
| Downtown | 1,213 | 177 | 305 | 85 | 646 |
| Other Sites | 3,107 | 1,192 | | 691 | 1,226 |
| **Total Sites** | **6,337** | **2,142** | | **1,065** | **3,130** |
| **Grand Total** | **9,876** | **2,958** | | **1,211** | **5,707** |
| **Buffer Over Remaining RHNA** | **2,861** (82%) | **158** (8%) | | **36** (3%) | **2,667** (576%) |
| **General Plan Update Buffer** | **10,000** | **2,533** | **1,458** | **1,675** | **4,334** |

*Table Source: Housing Resources Sites* Inventory

## 4.8 Sites Inventory Housing Feasibility and Realistic Capacity

Each housing opportunity site included on the Sites Inventory was identified through a methodical review of individual parcels, primarily within the ten General Plan Update study areas, that included an initial vetting using site typologies approved by HCD. Project data of multifamily housing development within the City of San Mateo from 2019 until present day was aggregated to determine the average capacity at which new housing is developed based upon zoning type.~~The sites were then ranked as to likelihood of redevelopment, with "1" being least likely (sites with substantial constraints, location of chain retail, etc.) to "5", which includes pipeline projects or owner/developer interest. A significant majority of the housing opportunity sites on the Sites Inventory (87%) have a have a ranking of "4" or "5", with 13% of the Inventory) having a ranking of "3". To provide a clear basis to understand the justification for each site on the Sites Inventory, a Supplemental Sites Inventory (Table 2) has been prepared. This table aggregates information and evidence contained in the Sites Inventory and elsewhere in the Housing Element to provide the information and evidence to justify the housing development feasibility and realistic capacity for each opportunity site.~~

Table 4: Realistic Housing Capacity by Zoning District

| GENERAL ZONING DISTRICT | Realistic Capacity (percent of base density) | Notes |
|---|---|---|
| Commercial | 136% | includes- C1 zone only |
| Downtown | 90% | includes Downtown CBD zones only |
| "E" Executive Office | 110% | includes E1 and E2 |
| Multi-Family | 74% | includes R3 and R4 |
| TOD | 126% | |
| Specific Plan Area | 88% | includes BMSP only |

*Source: City of San Mateo Multi-Family Housing Applications from 2019 - present*

From Table 4, it was determined that sites on the inventory (Table 2) that had either a commercial, downtown, executive office, or transit-oriented development zone could be developed to 90% of capacity. Meanwhile, sites that were zoned for multi-family or other residential zoning could be developed to 75% of capacity. These factors were multiplied by site acreage and maximum units per acre allowed by zoning to create the realistic capacity assumptions in the Sites Inventory Table. Table 2, along with the full body of the Housing Element, demonstrates that the City of San Mateo has developed a Sites Inventory with a sufficient number of housing opportunity sites with appropriate densities, defensible realistic capacity estimates and near-term development feasibility to accommodate the City's RHNA of 7,015 units.