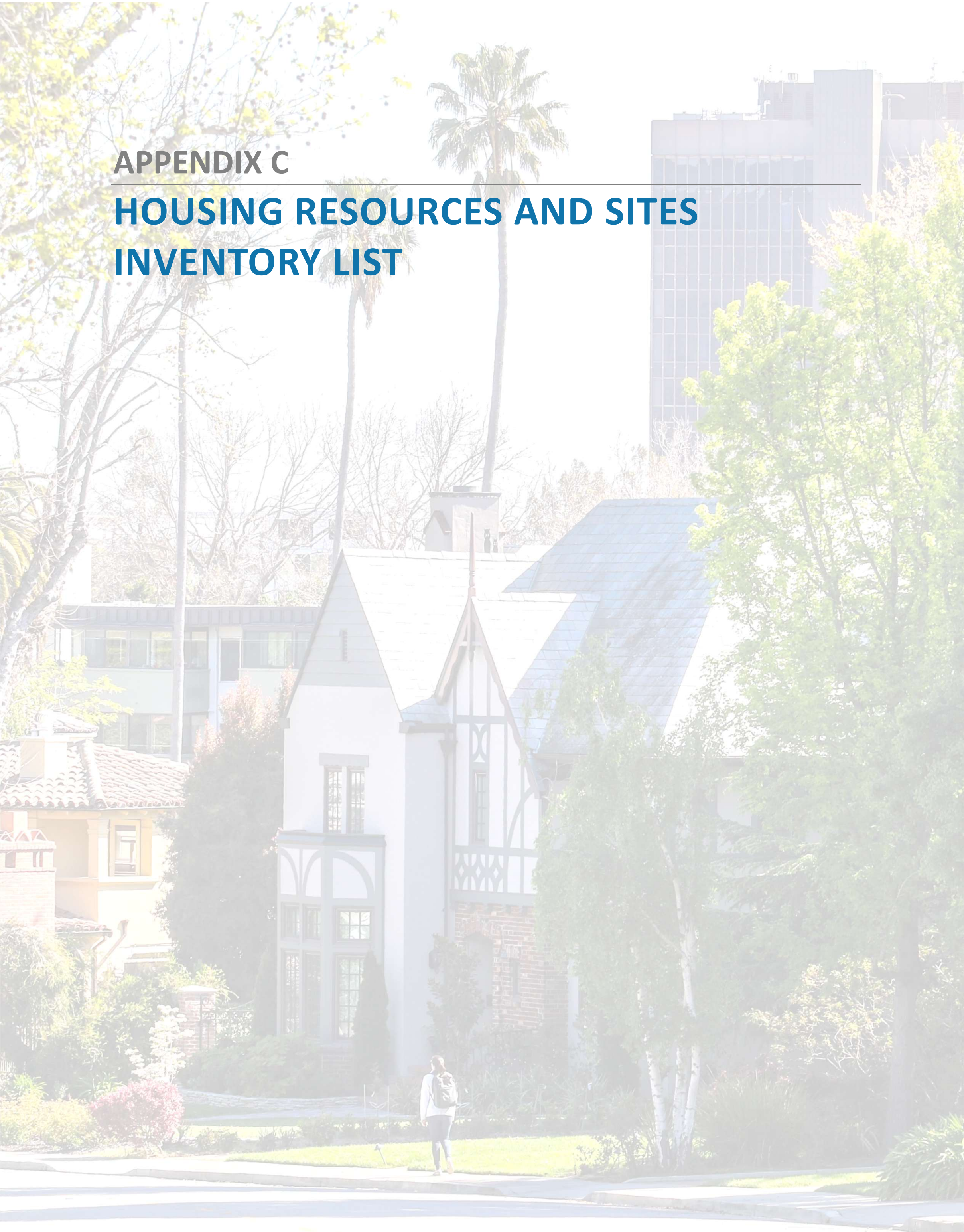
APPENDIX C

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 Community Development Block Grant (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 Low Income Housing Tax Credits (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 Permanent Local Housing Allocation (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, the City adopted the Below Market Rate (BMR) Inclusionary Program that requires a portion of affordable units be provided in new developments with 11 or more units in both rental and/or ownership projects. 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% of the area median income (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 Avenue and Railroad Avenue. The sites comprise a surface parking lot for Talbot's, a closed toy store. 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 71 units affordable at the very-low to low-income levels, including family housing and one manager's unit, 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 H 1.2 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 COVID-19 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 Accessory Dwelling Units (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 2018-2023 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 three 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 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 Inter-Agency Council (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 (CofC) 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. CES is a centralized system that 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 the HIP Housing Self Sufficiency Program, which provides support services and rental assistance for candidates through educational and/or vocational training plans. The program helps clients find employment at a level to reduce the need for government assistance payments. The program provides deep supportive services to help clients move toward self-sufficiency within a two-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 five individuals and five 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 original draft sites inventory was posted to the City website in December 2021 for public comment. The inventory has been updated since based on additional analysis or in response to public comments.

In 2019, City staff began a series of public outreach workshops through the General Plan 2040 Update, and asked community members to select target areas where they believed future housing development would be most suitable. From this process, the City identified ten study areas for the 6th Housing Element Cycle's sites inventory. Then, staff analyzed development trends from the previous five years (2019-2023) to determine expected densities for potential redevelopment when weighed against the existing site constraints such as zoning, size, and neighborhood trends. Through this process, staff was able to calculate the realistic redevelopment capacity of these sites. Within these study areas, there are currently enough sites zoned to accommodate 14,388 new housing units in the City of San Mateo. The affordability breakdown of these sites is 4,709 lower Income units, 1,870 moderate-Income units, and 7,809 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 4,787 units, including 784 lower income units, 177 moderate income units, and 3,826 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 2,228 units (2,016 lower income units, 998 moderate income units, and (786) 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, 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 are identified as potential environmental constraints on 55 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 studies that analyze these constraints and provide appropriate mitigation measures.

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 flooding. Sites located near or on creeks are subject to additional 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 identified sites have existing structures located outside these creek setbacks that can be repurposed or redeveloped for housing. Neither constraint would limit the ability of the sites to produce new housing.

In the previous Housing Element 5th Cycle, the City approved several housing projects that included lot consolidation: The Lark, Grand Blvd Townhomes, Hacienda Mateo, 737 2nd Ave, Block 21, Concar Passage, Hillsdale Terraces, 4 W. Santa Inez Condos, and Kiku Crossing. The City has a consistent 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 pipeline projects that are under review (e.g. Block 20 and Bespoke) and recently approved projects (e.g., Nazareth Vista).

4.3 Non-Vacant Site Redevelopment Analysis

The City is relying on many non-vacant sites with high redevelopment potential for purposes of meeting its RHNA allocation. The use of these non-vacant sites is justified as it 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 Avenue, 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 W. 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 developments in-progress for multi-family housing that contain parcels that were previously single-family homes. The projects have been identified as Fremont Terrace (200 S.

Fremont Street) and Block 20, as discussed further in Section 4.5. 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 BMR 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 full housing or mixed-use housing projects. Nine 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 listed in the inventory, such as the Hillsdale Mall, Peninsula Heights, Marriot Residence Inn, The Fish Market, Bayshore Commons, Ah Sam Floral Co., The Atrium, and the Bel Mateo 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 existing uses 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 *1a* and *1b* below shows the projects that have been approved since 2019 and illustrates the characteristics of existing uses. **Error! Reference source not found.** 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 to evaluate 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 and 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 criterion are parking lots, which have no or limited structures to impede redevelopment.

Otherwise, sites that meet at least three of the following factors (#6 to #10) are included in the sites inventory. Please note that due to the quality of the data obtained from the San Mateo County Assessor Office, 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 COVID-19 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. As 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, buildings more than 30 years old begin to show signs of fatigue and often requires significant investments to modernize. A retail shopping center, however, is considered outdated if it has not been renovated within the last 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 has undergone a $1.1 billion renovation in 2019, whereas the Downtown San Francisco Westfield Mall has 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 County Assessor Office limits the use of this factor. Many parcels are missing data for the year the building was built. While most non-vacant parcels (if

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

not all) included in the inventory have older buildings and often show signs of delayed maintenance and 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 **Error! Reference source not found.**, 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 shows high 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 ratio 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; and a threshold of 1.0 ILV 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 through lot coverage. The building envelope is regulated by setbacks and height. As shown in **Error! Reference source not found.**, 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 received very few development proposals or interest in 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 the 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 H 1.20).

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 on 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 in 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 process and are considered mostly consolidated:

- Block 20 (5 small parcels to 1.16 acres, consolidated) - 72 units
- Nazareth Vista (2 small parcels to 0.64 acre, consolidated) - 94 units
- Concar Passage (4 large and 4 small parcels to 14.53 acres, partially consolidated) 847 - 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) - 71 units
- Hillsdale Mall (4 large and 3 small parcels to 32.6 acres, mostly consolidated - 418 units
- Downtown Cluster (2 large and 1 small parcels to 3.14 acres, mostly consolidated) - 365 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	Originally Proposed Dwelling Units	Approved Dwelling Units	% of Project Residential (approx.)	Base Zoning	Approval Discretion	CEQA	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 seven-story, 100% affordable multi-family building with a separate five-level parking structure.	164	225	53%	CBD-S: Commercial and DT residential	**CC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	IS/MND	2.41	93	186%	Two Public Parking Lots	N/A - 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.	68	111	33%	CBD-S: Commercial and DT Residential	**CC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	IS/MND	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 five-story office and residential building.	120	120	80%	E2-2: Office	**PC** approved. Project was appealed (based on heritage tree removal). Then CC upheld PC approval. Applicant utilized **State Density Bonus**. SUP issued for residential uses.	Cat Ex (Infill)	1.6	75	150%	Office	1980s	1	0.3	0.7
1919 O'Farrell St. Multi-Family	Demo existing office building. New five-story residential apartment building.	48	49	100%	E1-1/R4: Office with residential overlay	**PC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	Cat Ex (Infill)	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 five-story residential apartment building.	189	191	100%	TOD: Mixed use	**PC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	Tiered off of the Rail Corridor Plan EIR	2.82	68	136%	CalTrain Parking Lot	No Building	0	0.0	0.0
303 Baldwin Ave. Mixed-Use	Demo existing grocery store. New five-story mixed-use building with commercial, office and residential uses.	63	64	40%	C1-2/R5: Commercial with residential overlay	**PC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	IS/MND	0.93	68	136%	Grocery Store	1956	1	0.4	0.3
1650 S. Delaware St. Multi-Family	Demo the existing office building. New five-story, 73-unit residential apartment building.	73	73	100%	TOD: Mixed-Use	**PC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	Cat Ex (Infill)	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.	935	961	97%	TOD: Mixed use	**CC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	EIR	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	18	77%	E2-1/R4: Office with residential overlay	**PC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	Cat Ex (Infill)	0.29	61	122%	Residential and office	1938	1	0.4	0.1
S Delaware St. at Landing Ave (PA20-053) Bay Meadows Mixed-Use	New four-story mixed-use building on MU2 Block with ground floor retail uses and office above; and new four-story mixed-use building on MU3 Block with ground floor retail uses and residential above.	57	67	15%	BMSP: Mixed-Use per Bay Meadows Specific Plan	**PC** approved. Permitted under applicable code and policies.	Tiered off of the Specific Plan EIR	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 four-story condominium building.	10	10	100%	R4: Multi-Family Dwelling	**CC** approved. Permitted under applicable code and policies.	Cat Ex (Infill)	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 four-story office and residential building.	23	25	14%	CBD-S: Commercial and DT Residential	**PC** approved. Permitted under applicable code and policies. Applicant utilized **State Density Bonus**	IS/MND	0.88	28	56%	Fast food restaurant, industrial/auto uses	1990s	1	0.9	0.8

Address Development Type	Description	Originally Proposed Dwelling Units	Approved Dwelling Units	% of Project Residential (approx.)	Base Zoning	Approval Discretion	CEQA	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
435 E. 3rd Ave. Mixed-Use	Demo existing commercial buildings. New five-story office and residential building.	5	5	16%	CBD-S: Commercial and DT Residential	**PC** approved. **SUP** for off-site construction. Applicant utilized **State Density Bonus.**	IS/MND	0.25	20	40%	Gas station	1980s	1	0.1	0.1
2988 Campus Dr. Multi-Family	Demo four office buildings on two sites. New multi-family residential buildings (townhouses) on two hillside parcels.	291	290	100%	E1-1: Office	**PC** approved. **SUP** for residential uses. Applicant utilized **State Density Bonus and SB 330.**	IS/MND	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	190	100%	Rezoned from E1: Office to R3 multi-family	**CC** approved. PC approved PA modification, which was then appealed. CC upheld PC approval. Permitted under applicable code and policies. Applicant utilized **State Density Bonus.**	IS/MND	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	10	7%	CBD/R: Commercial with residential overlay	**CC** approved. Permitted under applicable code and policies. Applicant utilized **AB 1763** (100% affordable), **State Density Bonus**.	Tiered off of the 2010 Gen Plan EIR	1.13	9	18%	Grocery Store	1997	2	1.3	0.8
2089 Pacific Blvd. Multi-Family	Conversion of 8 two-bedroom units into 16 studio units for a net increase of 8 units within an existing apartment complex	16	16	100%	TOD: Mixed-Use	**ZA** approved. Permitted under applicable code and policies.	Cat Ex (Existing Facilities)	2.37	7	14%	Apartment	2015	3	2.0	3.9

Table 1a: Preliminary and Formal Applications since General Plan 2040 Adoption and Passage of Measure T

Project Address (Name)	No. of Dwelling Units	GP Land Use Designation	GP Density (Dwelling Units per Acre)	Lot Size (Acres)	Density (Dwelling Units Per Acre)	% of Base Density	Existing Use	Exceeding Realistic Capacity?
1 E. 4th Ave	236	Mixed-Use High	130	0.91	259	200%	Retail	Yes
668 E 3rd Ave (Gateway)	128	Mixed-Use Medium II	99	0.64	200	198%	Retail	Yes
220 W. 20th Ave	230	Residential Medium II	99	1.54	149	151%	Office	Yes
715 N San Mateo Dr	181	Residential Medium II	99	1.22	148	151%	Vacant/Duplex	Yes
616 S. B St. (Nazareth Vista)	94	Mixed-Use Medium II	99	0.64	146	149%	Retail	Yes
1218 Monte Diablo	72	Mixed-Use Medium I	50	1.01	71	144%	Retail	Yes
22 N San Mateo Dr	161	Mixed-Use High	130	1.06	152	118%	Apartment	Yes
230 S El Camino Real	28	Mixed-Use High	130	0.26	107	85%	Vacant lot	No

Commented [PR1]: Should Hillsdale Mall be on this list?

Commented [ZD2R1]: Because of the unknowns about the total number of units (up to 1,650) and the unique nature of their proposal (master plan vs actual building), it was not included. It is referenced in the HE (pg H-36) and is on the full sites inventory. If you think it should be on this supplemental table too, we can add it.

Commented [PR3R1]: You're right, the applicant's attorney letter and plan set do say "up to" 1,670 units - I'm fine with leaving it off the table.

Commented [SG4]: @Steven Peck I believe that the numbers in this column are not the % of base density but rather the % of base density calculated at 90% capacity. I think we should simply put the percent of base density in this column. I think it is too confusing to the reader to try to incorporate the 90% capacity.

Commented [SP5R4]: Updated the numbers here and in the methodology

Commented [ZD6R4]: How are the projects on this table ordered? I would suggest ordering them by either number of units or % of Base Density (largest to smallest).

Commented [SP7R4]: They are ordered by proposed du/ac, just changed it to % of base density

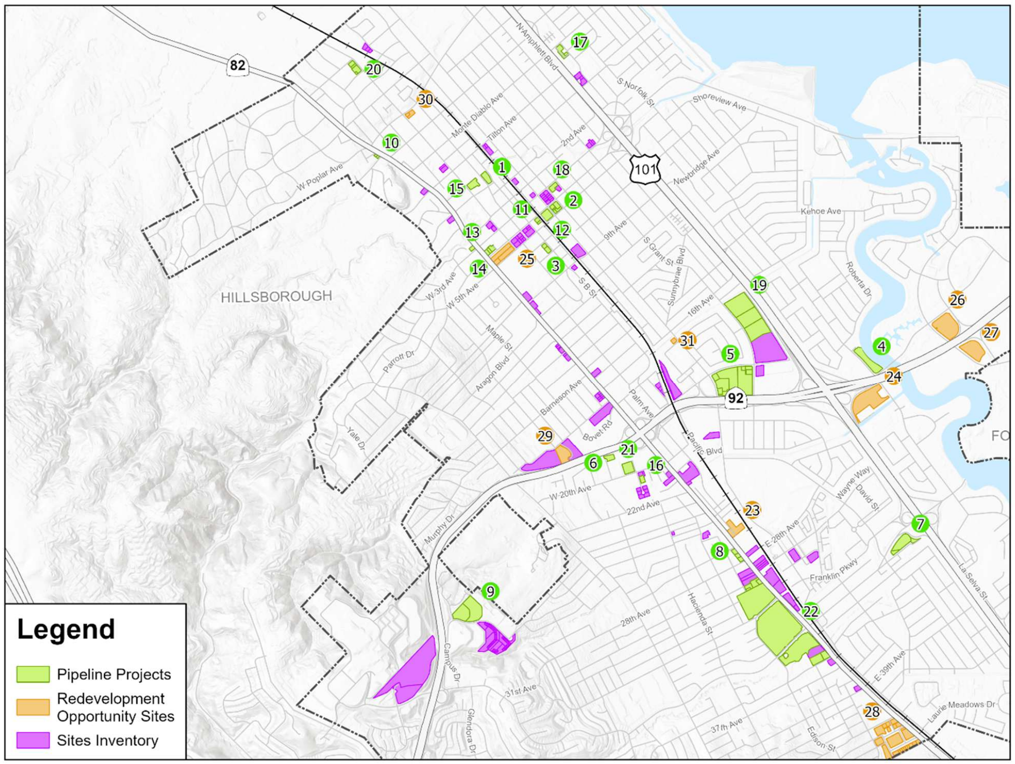
678 Concar Dr (Passage)[2]	847	Mixed-Use Medium II	99	14.5	58	59%	Commercial Shopping Center	No
2015 Pioneer Court	10	Mixed-Use Medium I	50	0.44	22	45%	Vacant office	No
1650 S. Amphlett Blvd. (Bayshore Commons)	256	Mixed-Use Medium I	50	14.5	17	35%	Office	No

Based on the history described in Table *1* and *1a* and methodology further described in Section 4.8, the Sites Inventory calculates the realistic capacity of housing opportunity as 90% of base General Plan Land Use Designation density for sites that are residential, mixed-use, office, or commercial. Note that some project sites appear in both tables because those sites had an approved project and subsequently the developer has submitted an application for a revised project.

Commented [SG8]: Should we footnote projects that appear in both Table 1 and Table 1a (Concar, Naz Vista, etc)?

[2] The new proposed residential development application will supersede the existing approved project for the 666 Concar Dr. Mixed-Use Project in Table 1.

Figure 1: Key Inventory Sites



Universe: Sites Inventory, September 2025
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** 	**Address**: 1650 S. Delaware Street **Zoning:** Transit Oriented Development (TOD) **General Plan 2030 Designation**: Transit Oriented Development (TOD) **General Plan 2040 Designation**: Mixed-Use High **APN:** 035-200-120 **Lot Size**: 1.07 acres **Site Ownership:** Consolidated **Max Density (entitled under GP 2030)**: 50 units/acre (or 54 units) **Approved Density**: 68 units/acre **State Density Bonus**: 35% bonus requested for 19 additional units. **GP 2040 Max Density:** 130 units/acre (or 139 units) **Status**: Built and Occupied in 2021 **Net Increase in Units**: 73
	Site Conditions Prior to Redevelopment: The previous building on this site was a 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 site and across South Delaware Street 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, a 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)** 	**Address:** 1950 Elkhorn Court **Zoning**: Executive Office with Multi-family Residential Overlay (E1-1/R4) **General Plan 2030 Designation**: Executive Office/High Density Multi-Family **General Plan 2040 Designation**: Residential Medium II **APNs**: **Lot Size:** **Total Lot Size:** 039-030-310 2.43 acres 3.95 acres 039-030-400 1.52 acres **Site Ownership:** Consolidated **Max Density (entitled under GP 2030)**: 50 units/acre (or 197 units) **Approved Density:** 50 units/acre **State Density Bonus:** Project did not utilize density bonus. **GP 2040 Max Density:** 99 units/acre (or 391 units) **Status**: Built and Occupied in 2015 **Net Increase in Units:** 197
	Site Conditions Prior to Redevelopment: 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. **Development:** 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. **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. The developer installed an air filtration system to mechanically ventilate the building and provide a 65% reduction in concentrations of particulates. **Proximity to Transit:** 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 Land Use Designation**: Residential Medium II **APN:** 032-162-020, 032-162-030 **Lot Size:** 0.13 acres, 0.19 acres **Total Lot Size:** 0.32 acres **Max Density (entitled under GP 2030)**: 35 units/acre (or 11 units) **Approved Density:** 25 units/acre **State Density Bonus:** Project did not utilize density bonus **GP 2040 Max Density:** 99 units/acre (or 31 units) **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 and 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.

<table>
<tr>
<td rowspan="2">D</td>
<td>Hacienda Mateo

</td>
<td>Address: 701 2nd Avenue
Zoning: Medium Density Multi-Family (R3)
General Plan Land Use Designation: Residential Low II

APN: / Total Lot Size:
104-930-040 / 0.41 acres
104-930-030
104-930-020
104-930-010
104-930-050
104-930-060
104-930-070
104-930-080

Max Density (entitled under GP 2030): 35 units/acre (or 14 units)
Approved Density: 20 units/acre
State Density Bonus: Project did not utilize density bonus
GP 2040 Max Density: 35 units/acre (or 14 units)

Status: Built and Occupied in 2015
Net Increase in Units: 5</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
Before redevelopment, the site consisted of three single-family homes.

Development:
The existing structures were demolished to build eight townhome units. In 2007, the Planning Commission approved the project with a two-year entitlement. The State of California later granted entitlement extension through 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.</td>
</tr>
</table>

E

737 2nd Avenue

Address: 721-737 2nd Avenue, 136-138 Fremont Avenue
Zoning: Medium Density Multi-Family (R-3)
General Plan Land Use Designation: Residential Low II

APN:	**Total Lot Size:**
117-650-030	0.37 acres
117-650-040	
117-650-050	
117-650-060	
117-650-070	
034-163-310	
117-650-010	
117-650-020	

Max Density (entitled under GP 2030): 35 units/acre (or 12 units)
Approved Density: 19 units/acre
State Density Bonus: Project did not utilize density bonus
GP 2040 Max Density: 35 units/acre (or 12 units)

Status: Built and Occupied in 2018
Net Increase in Units: 6

Site Conditions Prior to Redevelopment:
The buildings situated at 737 and 739 2nd Avenue were previously 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 has been preserved and incorporated into the project, while the associated residential building 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

Address: 1753-1815 Gum Street
Zoning: Low Density Multi-Family (R-2)
General Plan Land Use Designation: Residential Low II

APN:	Total Lot Size:
117-220-010	0.55 acres
117-220-020	
117-220-030	
117-220-040	
117-220-050	
117-220-060	
117-220-070	
117-220-080	

Max Density (entitled under GP 2030): 15 units/acre (or 8 units)
Approved Density: 15 units/acre
State Density Bonus: Project did not utilize density bonus
GP 2040 Max Density: 35 units/acre (or 19 units)

Status: Built and occupied in 2017

Net Increase in Units: 5

Site Conditions Prior to Redevelopment:
Prior to redevelopment, the site consisted of a single-family home constructed in 1915 and a residential duplex built 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.

Development:
The project resulted in the construction of eight total units—four duplexes with two units each. Each unit has three bedrooms that 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.

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

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.

Proximity to Transit:
Located within 0.2 miles of the Hayward Park Caltrain Station and half a mile of S El Camino Real.

4.6 Pipeline Projects

Commented [PR9]: Recommend proofreading

<table>
<tr>
<td rowspan="2">1</td>
<td>Trag's Market

</td>
<td>Address: 303 Baldwin Avenue
Zoning: Neighborhood Commercial with Multi-Family Overlay (C1-2/R5)
General Plan Land Use Designation: Mixed-Use Medium II

APNs: 032-322-230
Total Lot Size: 0.93 acres

Site Ownership: Consolidated

Max Density (entitled under GP 2030): 50 units/acre (or 46 units)
Approved Density: 68 units/acre
State Density Bonus: Applied (22 additional units)(or 48% density bonus)
General Plan 2040 Max Density: 99 units/acre (or 92 units)

Status:
Entitlement Approval – January 2019
Building Permit Approval – February 2021
Construction – Completed 2023

Net Increase in Units: 64</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
The site was previously a grocery store (Trag's Market) constructed in 1956 with a surface parking lot.

Proposed Development:
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 completed in 2023.

Site Constraints:
None.

Proximity to Transit:
Located within half mile (280 feet) of San Mateo Caltrain Station and 0.3 miles away from El Camino Real.

Project Website: 303 Baldwin Avenue (Trag's Market)</td>
</tr>
</table>

<table>
<tr>
<td>2</td>
<td>Block 20

</td>
<td>Address: 500 E 4th Avenue (Block 20)
Zoning: Central Business District Support (CBD/S)
General Plan Land Use Designation: Mixed-Use High

APN: Lot Size: Total Lot Size:
034-186-080 0.25 acres 1.16 acres
034-186-070 0.07 acres
034-186-060 0.14 acres
034-186-090 0.25 acres
034-186-110 0.45 acres

Site Ownership: Consolidated

Max Density (proposed under GP 2030): 50 units/acre (or 58 units)
Proposed Density: 75 units/acre (or 50% density bonus)
State Density Bonus: Requested (28 additional units)
GP 2040 Max Density: 130 units/acre (or 150 units)

Status: Planning Application Under Review
Entitlement – TBD

Proposed Net Increase in Units: 86</td>
</tr>
<tr>
<td></td>
<td colspan="2">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 proposes 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 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 (500 E. 4th Ave.)</td>
</tr>
</table>

<table>
<tr>
<td rowspan="2">3</td>
<td>Nazareth Vista
</td>
<td>Address: 616 S B Street
Zoning: Neighborhood Commercial with Multifamily Residential Overlay (C1-3/R5)
General Plan Land Use Designation: Mixed-Use Medium II

APNs: 034-194-140, 034-194-030
Total Lot Size: 0.64 acres

Site Ownership: Consolidated

Max Density: 99 units/acre (or 63 units)
Proposed Density: 147 units/acre (50% density bonus)
State Density Bonus: Requested (34 additional units)

Status: Planning Application Under Review
Previous Entitlement – Approved December 2023

Proposed Net Increase in Units: 94</td>
</tr>
<tr>
<td colspan="2">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. Because the existing FAR is only 0.41, this site is greatly underutilized.

Proposed Development:
In 2023, the City of San Mateo approved a five-story mixed-use housing development for this site. The building will consist of commercial/retail space on the ground floor with residential units on floors two through five and parking located at-grade and in one level subterranean garage. In March 2025, the applicant submitted an updated proposal for an eight-story mixed-use housing development with 50% more units of housing than the approved project.

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: 616 S. B Street, Nazareth Vista Mixed Use Development</td>
</tr>
</table>

<table>
<tr>
<td rowspan="2">4</td>
<td>The Fish Market

</td>
<td>Address: 1855 S. Norfolk Street
Zoning: Neighborhood Commercial (C1-1)
General Plan Land Use Designation: Neighborhood Commercial

APN: 035-383-200
Total Lot Size: 3.46 acres

Max Density (proposed under GP 2030): 50 units/acre (or 173 units) through Planned Development (PD)
Proposed Density: 75 units/acre (50% density bonus)
State Density Bonus: Requested (87 additional units)
GP 2040 Max Density: 99 units/acre (or 391 units)

Status: Planning Application Under Review
Entitlement – TBD

Proposed Net Increase in Units: 260</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
Currently, the parcels located along Seal Slough are 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 those parcels is dominated by a surface parking lot such that the site is underutilized. The current FAR is approximately 0.1.

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. 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 (Marina Lagoon) 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: 1855 S Norfolk St., Multi-Family Development</td>
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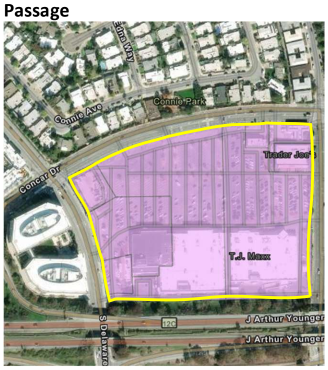
</table>

<table>
<tr>
<td>5</td>
<td>Passage

</td>
<td>Address: 640-690 Concar Drive (Concar Passage)
Zoning: Transit Oriented Development (TOD)
General Plan Land Use Designation: Mixed-Use Medium II

APNs: / Lot Size: / Total Lot Size:
035-242-090 0.24 acres 14.53 acres
035-242-140 5.41 acres
035-242-160 0.39 acres
035-242-170 5.06 acres
035-242-190 0.41 acres
035-242-200 0.41 acres
035-242-210 1.86 acres
035-242-220 0.75 acres

Site Ownership: Partially Consolidated

Max Allowable Base Density: 99 units/acre (or 1,438 units)
Proposed Density: 58 units/acre

Status: Planning Application Under Review
Previous Approval – August 2020 (15-year Development Agreement)
Previous Extension and Modification Request – Approved August 2023 (12-year Development Agreement term instead of 15)

Proposed Net Increase in Units: 847</td>
</tr>
</table>

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 current iteration of the project proposes to demolish the existing commercial buildings to construct 139 three-story townhome units, along with three six- and seven-story multifamily apartment buildings with 708 units. The project also includes 3,100 square feet of standalone commercial/retail space. The project includes 37 units priced for very-low income households and 149 for low-income households. The project is eligible as a "By-right" housing project the Zoning Code's implementation of state law and is exempt from CEQA.

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.

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

Project Website: 640/690 Concar Dr. (Passage)

Commented [SP10]: @Steve Golden would this be a relevant addition to the development description?

Commented [SG11R10]: Yes. I added a little edit as well.

<table>
<tr>
<td rowspan="2">6</td>
<td>1919 O'Farrell
</td>
<td>Address: 1919 O'Farrell Street
Zoning: Executive Park with Multi-family Residential Overlay (E1-1/R4)
General Plan Land Use Designation: Residential Medium II

APNs: 039-030-340
Total Lot Area: 0.71 acres

Site Ownership: Consolidated

Max Density (entitled under GP 2030): 50 units/acre (or 36 units)
Approved Density: 69 units/acre
State Density Bonus: Applied (13 additional units)
GP 2040 Max Density: 99 units/acre (or 70 units)

Status:
Building Permit Approval – Awaiting application submission
Construction – TBD
Extension Request – Approved September 2023 (two-years)
Entitlement Approval – October 2021

Proposed Net Increase in Units: 49</td>
</tr>
<tr>
<td colspan="2">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 previous allowable density allowed 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 Street</td>
</tr>
</table>

Commented [SP12]: @Somer Smith I am aware that the project applicant may be revising their plans - should we include that information in this?

Commented [SS13R12]: They haven't formally submitted anything, so I wouldn't.

7	**Hillsdale Inn** 	**Address**: 477 E Hillsdale Boulevard **Zoning**: Regional/Community Commercial (C2-0.5) **General Plan Land Use Designation:** Residential Medium II **APNs**: **Lot Size**: **Total Lot Size:** 040-102-580 0.33 acres 3.05 acres 040-102-620 2.10 acres 040-102-630 0.62 acres **Site Ownership:** Consolidated **Max Density (proposed under GP 2030)**: 50 units/acre (or 153 units) **Proposed Density:** 75 units/acre **State Density Bonus**: Requested (77 additional units)(or 50% density bonus) **GP 2040 Max Density:** 99 units/acre (or 301 units) **Project Status:** Pre-Application Completed, Planning Application submittal TBD **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. **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]()	

<table>
<tr>
<td>8</td>
<td>Hillsdale Terraces
</td>
<td>Address: 2700 S El Camino Real (Hillsdale Terraces)
Zoning: Regional/Community Commercial with High Density Multiple Family Residential Overlay C3-1/R4
General Plan Land Use Designation: Mixed-Use High

APNs: / Lot Size: / Total Lot Size:
039-352-060 / 0.37 acres / 0.99 acres
039-352-070 / 0.30 acres
039-352-090 / 0.32 acres

Site Ownership: Consolidated

Max Density (entitled under GP 2030): 50 units/acre (or 50 units)
Approved Density: 68 units/acre
State Density Bonus: Applied (18 additional units)(or 35% density bonus)
GP 2040 Max Density: 130 units/acre (or 128 units)

Status:
Extension Approval – October 2024
Extension Approval – February 2021
Entitlement Approval – February 2017

Proposed Net Increase in Units: 68</td>
</tr>
<tr>
<td></td>
<td colspan="2">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. 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 envelope.

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</td>
</tr>
</table>

9	**Peninsula Heights** 	**Address:** 2655, 2755, 2800, and 2988 Campus Drive **Zoning:** E1-1 (Executive Office) **General Plan Land Use Designation**: Residential Low II **APNs:** **Lot Size:** **Total Lot Size:** 041-521-010 2.83 acres 15.45 acres 041-521-020 4.28 acres 041-522-010 3.38 acres 041-522-020 5.03 acres **Site Ownership:** Consolidated **Max Density (entitled under GP 2030)**: 35 units/acre (or 541 units) **Approved Density:** 19 units/acre **State Density Bonus:** Applied (used for concessions/waivers) **GP 2040 Max Density:** 35 units/acre (or 541 units) **Status**: Construction – In-Progress Building Permit Approval – July 2022 Entitlement Approval – December 2020 **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	

Commented [PR14]: Didn't these entitlements expire?

10	**4 West Santa Inez Condos** 	**Address:** 4 W Santa Inez Avenue **Zoning:** High Density Multi-Family (R4) **General Plan Land Use Designation**: Residential Medium II **APNs:** **Lot Size:** **Total Lot Size:** 032-075-010 0.13 acres 0.25 acres 032-075-100 0.12 acres **Site Ownership:** Consolidated **Max Density (entitled under GP 2030)**: 40 units/acre (or 10 units) **Approved Density:** 40 units/acre **State Density Bonus:** Project did not utilize density bonus **GP 2040 Max Density:** 99 units/acre (or 24 units) **Status**: Building Permit Submitted – August 2022 Extension Approval – February 2024 Entitlement Approval – February 2022 **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. In February 2024, the planning entitlements were approved for an additional two-year extension.

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 West Santa Inez Condos]

11	**445 South B Street, Bespoke** 	**Address:** 401-445 South B Street (Bespoke) **Zoning:** Central Business District with Residential Overlay (CBD/R) **General Plan Land Use Designation**: Mixed-Use High **APNs:** / **Lot Size:** / **Total Lot Size:** 034-179-010 0.13 acres 1.16 acres 034-179-020 0.13 acres 034-179-030 0.13 acres 034-179-040 0.4 acres 034-179-050 0.25 acres 034-179-060 0.12 acres **Site Ownership:** Consolidated **Max Density (proposed under GP 2030)**: 50 units/acre (or 71 units) **Proposed Density:** 52 dwelling units/acre **State Density Bonus:** Requested (AB 1763 exemption from City maximum controls for 2 additional units) **GP 2040 Max Density:** 130 units/acre (or 150 units) **Status**: Planning Application Under Review **Proposed Net Increase in Units:** 71

Site Conditions Prior to Redevelopment:
This is a consolidated site with six separate parcels. Uses include a City parking lot, vacant building that was the former Talbot's Toy Store, a building with a restaurant (Tomatina) and a building with multiple restaurant and commercial uses.

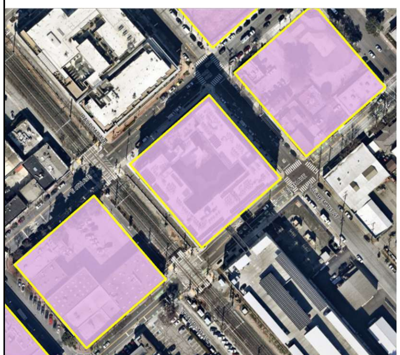
Proposed Development:
The applicant has proposed to redevelop the entire block between 4th and 5th Avenues, from B Street to Railroad Avenue into a seven-story 71-unit affordable housing building and a five-story 156,000 square foot office/retail building. Housing unit types include 3 studios, 24 one-bedrooms, 22 two-bedrooms, and 22 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.

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

Project Website: [Bespoke (445 South B Street)]

<table>
<tr>
<td rowspan="2">12</td>
<td>Kiku Crossing
</td>
<td>Address: 480 E 4th Avenue and 400 E 5th Avenue
Zoning: CBD-S
General Plan Land Use Designation: Residential High

APNs: Lot Size: Total Lot Size:
034-183-060 1.16 acres 2.41 acres
033-281-140 1.25 acres

Site Ownership: Consolidated

Max Density (proposed under GP 2030): 50 units/acre (or 120 units)
Approved Density: 93 units/acre
State Density Bonus: Applied (AB 1763 exemption from City maximum controls for 105 additional units)
GP 2040 Max Density: 130 units/acre (or 313 units)

Status:
Entitlement Approval – May 2021
Building Permit Approval – March 2022
Construction – In-Progress (Completion in 2024)

Proposed Net Increase in Units: 225</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
Kiku Crossing used to be two large public parking lots.

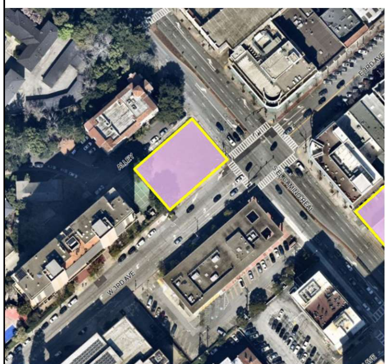
Proposed Development:
The City-Owned Downtown Affordable Housing and Parking Garage (aka Kiku Crossing and 5th Avenue Garage) development project will provide 225 affordable residential units in a seven-story building located on 480 E. 4th Avenue, and a five-level, above ground parking garage located 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 and 5th Avenue</td>
</tr>
</table>

<table>
<tr>
<td rowspan="2">13</td>
<td>230 S. El Camino Real
</td>
<td>Address: 230 El Camino Real
Zoning: Executive Office with Multifamily Residential Overlay (E2/R5)
General Plan Land Use Designation: Mixed-Use High

APNs: 034-093-050 | Lot Size: 0.25 acres | Total Lot Size: 0.25 acres

Site Ownership: Consolidated

Max Allowable Base Density: 130 units/acre (or 32 units)
Proposed Density: 112 units/acre

Status: Planning Application Under Review
Preliminary Application Complete – April 2025

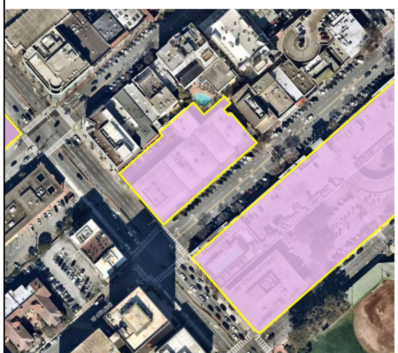
Proposed Net Increase in Units: 28</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
The site is currently a vacant lot. A gas station was the longstanding use of the site prior to 2012.

Proposed Development:
The applicant proposes to develop an existing vacant lot located on the corner of N. El Camino Real and W 3rd Ave. with a five-story mixed-use building consisting of commercial and residential uses, with 28 for-sale residential units. Four units (15% of the total units) will be dedicated to moderate income households. 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.

Site Constraints:
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 February 2020. Additional cleanup, such as removing any residual contaminated soil can be addressed during construction of the project.

Proximity to Transit:
Located within 0.37 miles of the San Mateo Caltrain Station and on El Camino Real.

Project Website: 230 S. El Camino Real Mixed Use Development</td>
</tr>
</table>

14	**1 E 4th Ave** 	**Address:** 1 E 4th Ave and 15 4th Ave **Zoning:** Central Business District (CBD) **General Plan Land Use Designation**: Mixed-Use High **APNs:** **Lot Size:** **Total Lot Size:** 034-183-060 0.2 acres 0.91 acres 033-281-140 0.3 acres 034-134-310 0.41 acres **Site Ownership:** Consolidated **Max Allowable Base Density**: 130 units/acre (or 118 units) **Proposed Density:** 259 units/acre **State Density Bonus:** Applied (118 additional units) **Status**: Planning Application Under Review Preliminary Application Complete – March 2025 **Proposed Net Increase in Units:** 236
	Site Conditions Prior to Redevelopment: This is a consolidated site of two separate but adjacent parcels. Both parcels contain one-story commercial buildings and share a surface parking lot and loading area. **Proposed Development:** The applicant proposes the demolition of all existing buildings and the construction of a 15-story mixed-use building with 236 rental residential units, 108,000 sq. ft. of office space, and ground floor commercial uses. This project includes 18 units dedicated to very-low income households and another 18 units to moderate income households, which combined are 30% of the base density. **Site Constraints:** Separate parcels will need to be consolidated, and existing public and private easements vacated for redevelopment to occur. The site is also adjacent to a building eligible for listing in the National Register of Historic Places, the locally designated Downtown Historic District, and a site of a previous gas station, which is currently on the Cortese List. The site is also in an archaeologically sensitive area of the city. **Proximity to Transit:** Located within 0.34 miles of the San Mateo Caltrain Station and on El Camino Real. **Project Website:** [1 E 4th Ave Mixed Use Development]()	

15	**22 N San Mateo Dr** 	**Address:** 22 N San Mateo Dr **Zoning:** Executive Office with Multifamily Residential Overlay (E2-0.5/R5) **General Plan Land Use Designation**: Mixed-Use High **APNs:** 032-321-340 **Lot Size:** 1.06 acres **Total Lot Size:** 1.06 acres **Site Ownership:** Consolidated **Max Allowable Base Density**: 130 units/acre (or 137 units) **Proposed Density:** 153 units/acre **State Density Bonus:** Applied (25 additional units) **Status**: Preliminary Application Under Review **Proposed Net Increase in Units:** 123

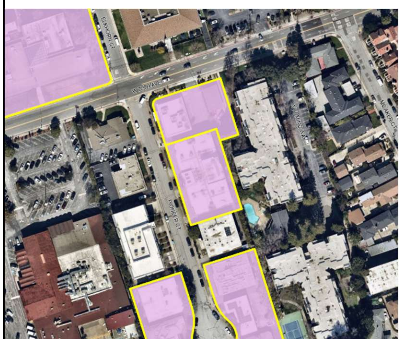
Site Conditions Prior to Redevelopment:
The site contains a 39-unit apartment building that was built approximately in 1950.

Proposed Development:
The applicant proposes to demolish the existing apartment building and construct a six-story, 162 unit apartment building in place. 21 units will be dedicated to the lower income category. The project is proposed with exclusively residential uses.

Site Constraints:
Tenant relocation assistance will be required for occupants of the existing 39-unit apartment. There is a possibility that some of the existing units are protected and would be required to be replaced, which require a higher number of BMR units than required by the City. The site is also in an archaeologically sensitive area of the city.

Proximity to Transit:
Located within 0.16 miles of the San Mateo Caltrain Station and within 0.15 miles of El Camino Real.

Project Website: [22 N San Mateo Preliminary Application]

<table>
<tr>
<td>16</td>
<td>2015 Pioneer Ct
</td>
<td>Address: 2015 Pioneer Ct
Zoning: Executive Park with Multifamily Residential Overlay (E1-1/R4)
General Plan Land Use Designation: Mixed-Use Medium I

APNs: 039-060-860 | Lot Size: 0.44 acres | Total Lot Size: 0.44 acres

Site Ownership: Consolidated

Max Allowable Base Density: 50 units/acre (or 22 units)
Proposed Density: 23 units/acre
State Density Bonus: Applied (for concessions and waivers)

Status: Planning Application Under Review

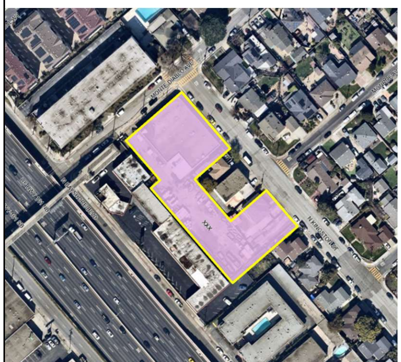
Proposed Net Increase in Units: 10</td>
</tr>
<tr>
<td></td>
<td colspan="2">Site Conditions Prior to Redevelopment:
The site has a two-story office building that has been largely vacated in the last several years.

Proposed Development:
The applicant proposes to demolish the existing commercial building and construct a three-story residential building with 10 townhouse-style units. One unit will be dedicated to the moderate income category.

Site Constraints:
None.

Proximity to Transit:
Located within 0.42 miles of the Hayward Park Caltrain Station and within 0.12 miles of El Camino Real.

Project Website: 2015 Pioneer Ct</td>
</tr>
</table>

<table>
<tr>
<td>17</td>
<td>**1218 Monte Diablo Ave**
</td>
<td>**Address:** 1218 Monte Diablo Ave and 121 N Kingston St
Zoning: Multifamily High Density with By-Right Housing Overlay (R4/H)
General Plan Land Use Designation: Residential Medium I

APNs: / **Lot Size:** / **Total Lot Size:**
033-171-060 / 0.13 acres / 1.01 acres
033-171-180 / 0.88 acres

Site Ownership: Consolidated

Max Allowable Base Density: 50 units/acre (or 50 units)
Proposed Density: 72 units/acre
State Density Bonus: Applied (22 additional units)

Status: Planning Application Under Review
Preliminary Application Complete – May 2025

Proposed Net Increase in Units: 72</td>
</tr>
<tr>
<td></td>
<td colspan="2">**Site Conditions Prior to Redevelopment:**
This is a consolidated site. On one parcel is a one-story commercial building. On the other parcel there is a one-story single-family home.

Proposed Development:
The applicant proposes to demolish all existing structures and construct three-story attached townhomes totaling 10 for-sale units and a five-story apartment building with 62 rental units. 7 rental units will be dedicated to very-low income households and 1 rental unit will be dedicated to low-income households.

Site Constraints:
The existing public sewer must be relocated to accommodate the proposed design, which requires owner consent of the adjoining properties for sewer service disruption and a change from public to private sewer service.

Proximity to Transit:
Located within 0.65 miles of the San Mateo Caltrain Station.

Project Website: 1218 Monte Diablo Ave Multifamily and Condominium Development</td>
</tr>
</table>

18 **Gateway**

Address: 620-670 E 3rd Ave
Zoning: Central Business District Support (CBD-S)
General Plan Land Use Designation: Mixed-Use Medium II

APNs:	Lot Size:	Total Lot Size:
034-188-140	0.65 acres	0.65 acres

Site Ownership: Consolidated

Max Allowable Base Density: 99 units/acre (or 64 units)
Proposed Density: 197 units/acre
State Density Bonus: Applied (64 additional units)

Status: Planning Application Under Review
Preliminary Application Complete – January 2025

Proposed Net Increase in Units: 128

Site Conditions Prior to Redevelopment:
The site contains a one-story commercial building and an associated surface parking lot.

Proposed Development:
The applicant proposes to demolish all existing structures and construct an eight-story apartment building with 128 rental units. 10 units will be dedicated to the very-low income households and an additional 10 units will be dedicated to moderate income households, which combined is 20% of the base density.

Site Constraints:
None.

Proximity to Transit:
Located within 0.23 miles of the San Mateo Caltrain Station and 0.4 miles of El Camino Real.

Project Website: 668 E 3rd Gateway Multifamily Development

<table>
<tr>
<td>19</td>
<td>Bayshore Commons
</td>
<td>Address: 1670-1700 Amphlett Boulevard
Zoning: Executive Office District (E2-1)
General Plan Land Use Designation: Mixed-Use Medium I

APNs: Lot Size: Total Lot Size:
035-241-240 5.78 acres 14.46 acres
035-241-250 4.07 acres
035-241-260 4.61 acres

Site Ownership: Consolidated

Max Allowable Density: 50 units/acres (or 723 units)
Proposed Density: 17.8 units/acres (or 256 units)
State Density Bonus: Applied (for concessions)

Project Status: Planning Application Under Review
Preliminary Application Complete – February 2025

Proposed Net Increase In Units: 256</td>
</tr>
<tr>
<td></td>
<td colspan="2">Site Conditions Prior to Redevelopment:
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.

Proposed Development:
The applicant proposes to demolish all office buildings and associated structures and build 192 townhome-style condominiums and 64 single-family detached units. 38 units will be dedicated for moderate income households, which is consistent with the city’s BMR requirements at 15% of the base density.

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.

Project Website: <u>1650 S Amphlett Blvd Multifamily Development</u></td>
</tr>
</table>

<table>
<tr>
<td rowspan="2">20</td>
<td>715/723 N San Mateo Dr
</td>
<td>Address: 715-733 N San Mateo Drive and 247 Villa Terrace
Zoning: Regional/Community Commercial and Executive Office (C3-2 and E2-1.5)
General Plan Land Use Designation: Residential Medium II

APNs: / Lot Size: / Total Lot Size:
032-151-300 — 0.34 acres — 1.22 acres
032-151-130 — 0.17 acres
032-151-320 — 0.63 acres
032-151-160 — 0.08 acres

Site Ownership: Consolidated

Max Allowable Base Density: 99 units/acre (or 120 units)
Proposed Density: 148 units/acre
State Density Bonus: Applied (61 additional units)

Status: Planning Application Under Review
Preliminary Application Complete – January 2025

Proposed Net Increase in Units: 179</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
This is a consolidated site. The parcels associated with 715-733 N San Mateo Drive possess two one-story commercial buildings and are largely dominated by surface parking lots. 247 Villa Terrace contains a duplex with no long-term residents.

Proposed Development:
The applicant proposes to demolish all existing structures and construct a six-story apartment building with 181 rental units. 19 units will be dedicated to very-low income households, which is 15.7% of the base density.

Site Constraints:
The arterial road San Mateo Drive is a one-lane road each direction. High-density residential development along this road might create local traffic impact.

Proximity to Transit:
Located within 0.52 miles of the Burlingame Caltrain Station and 0.27 miles of El Camino Real.

Project Website: 715/723 N San Mateo Dr Multifamily Development</td>
</tr>
</table>

Commented [SP15]: @Elaine Ling Are there are site constraints associated with this project?

Commented [EL16R15]: The arterial road San Mateo Drive is a one-lane road each direction. High-density residential development along this road might create local traffic impact.

<table>
<tr>
<td rowspan="2">21</td>
<td>220 W 20th Ave
</td>
<td>Address: 220 W 20th Ave
Zoning: Executive Park with Multifamily Residential Overlay (E1-1/R4)
General Plan Land Use Designation: Residential Medium II

APNs: 039-030-400 | Lot Size: 1.54 acres | Total Lot Size: 1.54 acres

Site Ownership: Consolidated

Max Allowable Base Density: 99 units/acre (or 152 units)
Proposed Density: 151 units/acre
State Density Bonus: Applied (80 additional units)

Status: Planning Application Under Review
Preliminary Application Complete – June 2025

Proposed Net Increase in Units: 232</td>
</tr>
<tr>
<td colspan="2">Site Conditions Prior to Redevelopment:
The site has an existing two-story office building.

Proposed Development:
The applicant proposes to demolish the existing office building and construct a seven-story apartment building with 232 rental units. 23 units will be dedicated to very-low income households, while 8 units will be dedicated to moderate income households, which is 15% and 5% of the base density, respectively.

Site Constraints:
The site shares a common area parcel with the property to the rear that has restrictions on use and must remain accessible to both properties.

Proximity to Transit:
Located within 0.2 miles of the Hayward Park Caltrain Station and on El Camino Real.

Project Website: 220 W 20th Ave Multifamily Development</td>
</tr>
</table>

<table>
<tr>
<td>22</td>
<td>Hillsdale Mall
</td>
<td>Address: 2950-3590 El Camino Real
Zoning: Regional/Community Commercial (C2-2, C-3-1), Multifamily Residential Overlays (R4, Q5)
General Plan Land Use Designations: Mixed-Use Medium II and Mixed-Use High

<table>
<tr><th>APNs:</th><th>Lot Size:</th><th>Total Lot Size:</th></tr>
<tr><td>042-121-080</td><td>0.65 acres</td><td>32.6 acres</td></tr>
<tr><td>039-490-170</td><td>28.91 acres</td><td></td></tr>
<tr><td>039-353-020</td><td>0.73 acres</td><td></td></tr>
<tr><td>039-353-030</td><td>0.44 acres</td><td></td></tr>
<tr><td>039-353-040</td><td>0.14 acres</td><td></td></tr>
<tr><td>039-353-010</td><td>0.31 acres</td><td></td></tr>
<tr><td>042-121-060</td><td>1.43 acres</td><td></td></tr>
</table>

Site Ownership: Consolidated

Max Allowable Base Density: 130 units/acre (or 152 units)
Proposed Density: 51 units/acre
State Density Bonus: Applied (used for concessions/waivers)

Status: Planning Application Under Review
Preliminary Application Complete – March 2025

Proposed Net Increase in Units: 418*</td>
</tr>
<tr>
<td></td>
<td colspan="2">Site Conditions Prior to Redevelopment:
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.

Proposed Development:
In 2025, the owner applied for a project that would demolish almost 1.5 million sq. ft. of commercial space and construct up to 2 million sq. ft. of net new commercial office space and up to 1,670 residential units.

*The owner anticipates a 25-year buildout of the project and is not proposing a phasing plan. It can be assumed that up to 25% of the proposed residential units may be built within the current cycle (418 units).

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.

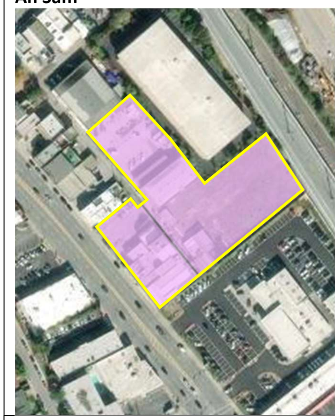
Proximity to Transit:
Located within half-mile of Hillsdale Caltrain Station and El Camino Real

Project Website: Hillsdale Mall Redevelopment</td>
</tr>
</table>

4.7 Redevelopment Opportunity Sites

23

Ah Sam



Address: 2645 S El Camino Real & 2621 Palm Place
Zoning: Regional/Community Commercial (C3-2)
General Plan Land Use Designations: Mixed-Use High

APNs:	Lot Size:	Total Lot Size:
039-085-290	1.72 acres	2.29 acres
039-085-280	0.57 acres	

Commented [SP17]: Not consistent with sites inventory acreage

Site Ownership: Consolidated

Max Allowable Base Densities: 130 units/acre (or 298 units)

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.

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 268 units of housing is estimated.

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.

24	**The Atrium** 	**Address:** 1900 S Norfolk Street **Zoning:** Executive Office District (E1-0.5) **General Plan Land Use Designations:** Mixed-Use Medum II **APNs:** **Lot Size:** **Total Lot Size:** 039-391-090 9.99 acres 11.77 acres 035-391-100 0.89 acres 035-391-110 0.89 acres **Site Ownership:** Consolidated **Max Allowable Base Densities:** 50-99 units/acre (or 588-1,165 units) **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. A development could produce up to 1,165 residential units with the new General Plan Land Use Designation. *NOTE: Not to count towards No Net Loss unless there is a proposed housing development project proposed on this site.* **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.	

<table>
<tr>
<td rowspan="2">25</td>
<td>Downtown Cluster
</td>
<td>Address: 62 E Fourth Avenue
Zoning: Central Business District with Residential Overlay (CBD/R)
General Plan Land Use Designations: Mixed-Use High

APNs: / Lot Size: / Total Lot Size:
034-144-220 / 0.42 acres / 3.14 acres
034-144-230 / 1.52 acres
034-144-240 / 1.20 acres

Site Ownership: Consolidated

Max Allowable Base Densities: 100-130 units/acre (or 314-408 units)

Project Status: Potential Site for Housing Redevelopment</td>
</tr>
<tr>
<td colspan="2">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. 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:
Prior to the adoption of General Plan 2040, the owner of the block expressed interest in redevelopment with a density of 50 du/ac with the added 50% State density bonus.

For Housing Element Adequate Sites List purposes, these sites are estimated to have a realistic capacity of 408 units of housing.

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.</td>
</tr>
</table>

<table>
<tr>
<td rowspan="2">26</td>
<td>Bridgepointe Office Park

</td>
<td>Address: 1500 Fashion Island Boulevard
Zoning: Executive Office with Residential Overlay (E1-0.62/R)
General Plan Land Use Designations: Mixed-Use High

APN: 035-550-040 Total Lot Size: 6.08 acres

Site Ownership: Consolidated

Max Allowable Base Densities: 100-130 units/acre (or 608-790 units)

Project Status: Potential Site for Housing Redevelopment</td>
</tr>
<tr>
<td colspan="2">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.

Development Opportunity:
The County of San Mateo has purchased the property initially for office space but has considered the potential for affordable housing on the site. The Housing Element Adequate Sites List estimates a realistic capacity of 711 units of housing for the site.

NOTE: Not to count towards No Net Loss unless there is a proposed housing development project proposed on this site.

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.</td>
</tr>
</table>

Commented [SP18]: Per my discussion with County Director of Housing

27	**Marriott Residence Inn** 	**Address:** 2000 Winward Way **Zoning:** Regional/Community Commercial (C2-0.62) **General Plan Land Use Designation:** Mixed-Use High **APNs:** 035-610-030 **Total Lot Size:** 4.27 acres **Site Ownership:** Consolidated **Max Allowable Base Density**: 100-130 units/acre (or 427-555 units) **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. **Development Opportunity:** Current owners of the site have expressed interest in potentially converting the existing extended stay hotel for residential use. With the adoption of General Plan 2040, the base density of these this site is up to 555 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.	

28

Bel Mateo Shopping Center

Address: 49 42nd Avenue
Zoning: Neighborhood Commercial Districts (C1-1.5), Multifamily Residential Overlays (R4)
General Plan Land Use Designations: Mixed-Use Medium II

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: 50-99 units/acre (or 713 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, a realistic capacity of 713 units was determined, with 285 units at the lower income level and 123 at the moderate-income level.

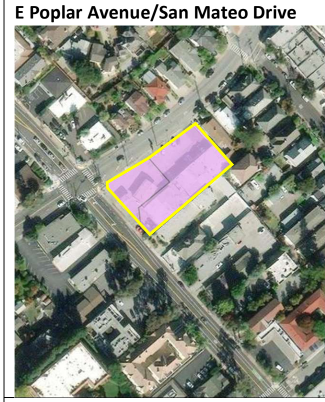
NOTE: Not to count towards No Net Loss unless there is a proposed housing development project proposed on this site.

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.

Commented [SP19]: This all warrants new analysis since only consolidated sites AN group remains of this

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

29	**Borel Place** 	**Address:** 1650 Borel Place **Zoning:** Executive Park (E1-2) **General Plan Land Use Designations:** Office High **APNs:** 039-011-400 **Total Lot Size:** 2.51 acres **Max Allowable Base Densities:** 100-130 units/acre (or 251-326 units) **Project Status:** Potential Site for Housing Redevelopment
	Existing Conditions: This site is underutilized; it consists of one office building constructed in the late 1960s and a surface parking lot. **Development Opportunity:** For Housing Element Adequate Sites List purposes, a conservative realistic capacity of 293 housing units (90% of base density) was estimated. *NOTE: Not to count towards No Net Loss unless there is a proposed housing development project proposed on this site.* **Site Constraints:** 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. **Proximity to Transit:** Located within 0.7 miles of the Hayward Park Caltrain Station and 0.4 miles of South El Camino Real.	

30	**E Poplar Avenue/San Mateo Drive** 	**Address:** 350 N San Mateo Drive and 220 E Poplar Avenue **Zoning:** Regional/Community Commercial (C2-1) **General Plan Land Use Designations:** Mixed-Use Medium II **APNs:** / **Lot Size:** / **Total Lot Size:** 032-182-120 / 0.18 acres / 0.62 acres 032-182-130 / 0.44 acres **Site Ownership:** Consolidated **Max Allowable Base Densities:** 51-99 units/acre (or 31-61 units) **Project Status:** Potential Site for Housing Redevelopment

Existing Conditions:
The parcel on the corner of North San Mateo Drive and East Poplar is a former 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

Development Opportunity:
For purposes of the Housing Element Adequate Sites List, a conservative realistic capacity of 55 housing units was estimated.

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.

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

<table>
<tr>
<td rowspan="2">31</td>
<td>Car Wash
</td>
<td>Address: 1620 S Delaware Street
Zoning: Transit Oriented Development TOD
General Plan Land Use Designations: Mixed-Use High

APN: 035-200-070
Total Lot Size: 0.30 acres

Site Ownership: Consolidated

Max Allowable Base Densities: 100-130 units/acre (or 30-39 units)

Project Status: Potential Site for Housing Redevelopment</td>
</tr>
<tr>
<td colspan="2">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.

Development Opportunity:
For Housing Element Adequate Sites List purposes, a conservative realistic capacity of 35 housing units was estimated.

Site Constraints:
Clean up is needed due to the site’s existing use as a car wash.

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 1, 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.</td>
</tr>
</table>

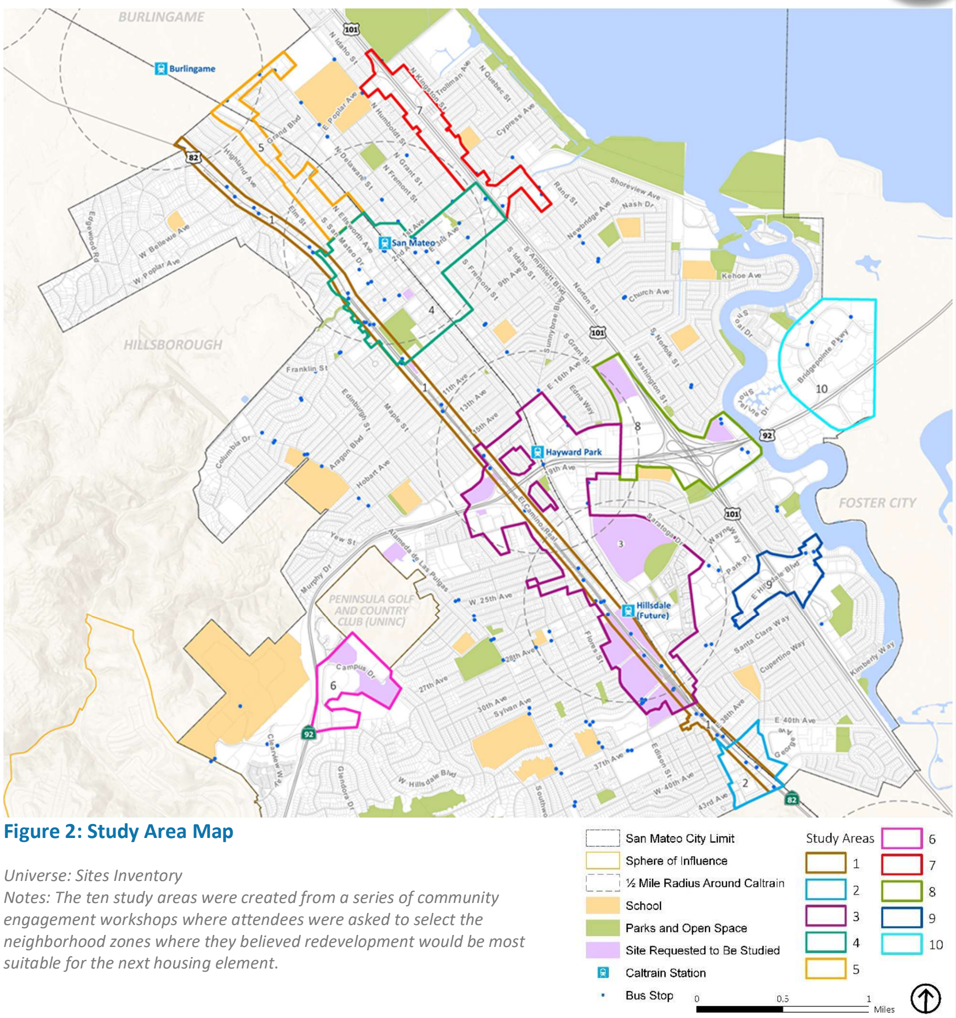
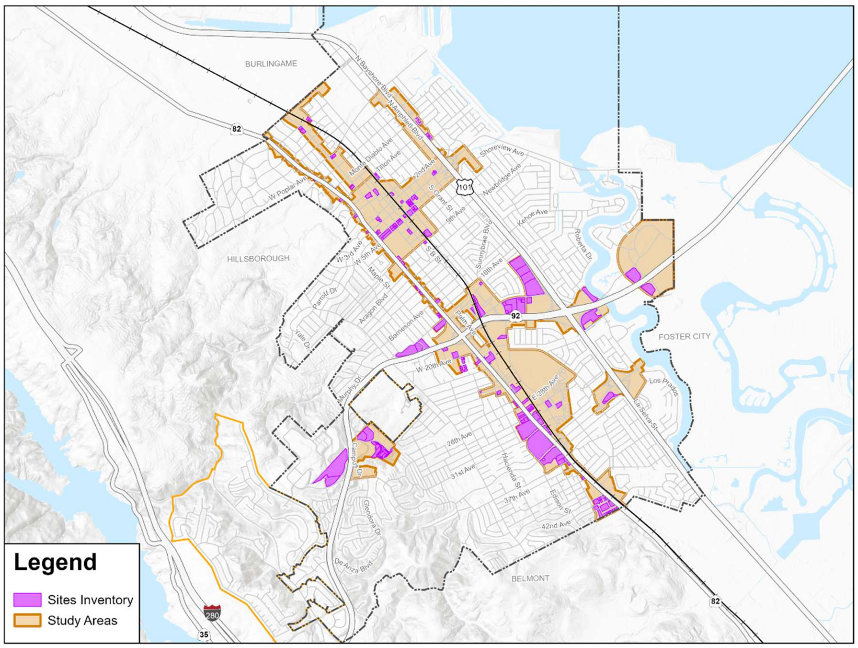


Figure 2: Study Area Map

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

Figure 3: Sites Inventory Map



Universe: Sites Inventory, September 2025.
*Notes: Site affordability breakdown by grouping is seen in **Error! Reference source not found.** below.*

Table 2: 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	4,787	784		177	3,826
Remaining RHNA	*2,228*	*2,016*		*998*	*(786)*
Opportunity Sites	9,161	3,661		1,561	3,939
Total	14,388	4,709		1,870	7,809
Total – No Net Loss Sites	12,024	3,764		1,466	6,794
Opportunity Sites – No Net Loss Sites	7,237	2,980		1,289	2,968
Buffer Over Remaining RHNA	5,009 (225%)	964 (48%)		291 (29%)	3,754 (478%)

Commented [PR20]: @Steve Golden Can you remind me why these categories are combined as shown in the table? I see that the current HE does the same.

Commented [ZD21R20]: This was done based on guidance from Veronica Tam and HCD, which allows us to bundle them into one lower income category

Source: Housing Resources Sites Inventory

4.8 Sites Inventory Housing Feasibility and Realistic Capacity

Each housing opportunity site listed on the Sites Inventory was identified through a methodical review of individual parcels, primarily within the ten General Plan Update study areas, and through initial vetting using site typologies approved by HCD. Staff aggregated data of all approved multifamily housing developments within the City from 2019 until present day to determine the average capacity at which new housing could develop based on the general zoning district.

Table 3: 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 *3* above, it was determined that sites on the inventory (**Error! Reference source not found.**) 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.

4.8.1 General Plan Adoption and Revised Development Capacities

In the original 2023-2031 Housing Element, it was determined that projects in commercial, downtown, executive office, or transit-oriented development zones could be developed at 90% of capacity, and for all other multifamily residential districts, 75% of capacity. This was determined with a maximum density of 50 du/ac and a five-story height limit. With the adoption of General Plan 2040 and passage of Measure T, many sites have an increased allowed density as compared to the site's zoning district with new land use designations and a site's development potential is not bound to the zoning district designation, but rather the General Plan 2040 land use designation.

Since the adoption of Measure T in November 2024, the City has received 11 preliminary/formal applications (Table *1a*) - not including the Hillsdale Mall redevelopment - that largely take advantage of the increased densities of up to 130 du/ac and up to eight-story height limits. Most of the sites are being proposed well above the General Plan densities. Of the 11 projects, seven are on sites between a half-acre and less than 10 acres and have capacities that are 118% to 200% of the base density (see Table *4a*). Although there are a limited number of development projects, there does not seem to be any capacity trends between mixed-use or residential designations nor allowed densities. The other four projects are on sites that are under a half-acre or more than 10 acres. These projects, which are noticeable outliers, have lower capacities that range from 35% to 85% of base density. Altogether, new development projects are building at an average of 122% of base density.

Table 4a: Preliminary and Formal Applications by Site Size and Realistic Capacity

Site Sizes	Avg. % Exceeding Realistic Capacity
Small (<0.5 acres)	65%
Medium (>0.5 acres)	183%
Large (>1 acres)	141%
>10 Acres	47%

Based on all the current trend of projects and particularly projects on sites between 0.5 acre and 10 acres the City revised its determination that a realistic capacity of 90% of the allowed density for all sites, regardless of General Plan land use designation, is feasible.

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 meet and exceed the City's RHNA of 7,015 units.

Table 2: Sites Inventory

Housing Element ID/ Ownership	Site Address	APN	Site	GP2040	Max Density GP2040	Acres	Total Acres	Existing Use	Amended Low Income	Amended Moderate	Amended Above Moderate	Amended 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	Residential High (5-8 stories, 100-130 du/ac)	130	0.18	0.58	Commercial	8	4	9	21							Yes	Y	1950	Y	0.12	31%
	117 N San Mateo Dr	032-292-080	A	Residential High (5-8 stories, 100-130 du/ac)	130	0.4		Commercial	18	8	20	46							Yes	Y		Y	0.21	36%
Two owners	402 Tilton Ave	032-331-010	B	Residential Low II (2-4 stories, 20-35 du/ac)	35	0.13	0.77	Residential	10	4	10	24							Yes	Y	1907	Y	1.43	23%
	406 Tilton Ave	032-331-020	B	Residential Low II (2-4 stories, 20-35 du/ac)	35	0.13		Residential											Yes	Y	1907	Y	0.96	30%
	20 N Railroad	032-331-150	B	Residential Low II (2-4 stories, 20-35 du/ac)	35	0.51		Industrial											Yes	Y	1955		1.03	67%
18 - 1218 Monte Diablo Ave	131 N Kingston	033-171-060	C	Residential Medium I (3-5 stories, 36-50 du/ac)	50	0.13	1.01	Residential	8		64	72	Yes			Y			Yes	Y	1943		0.24	41%
	1218 Monte Diablo	033-171-180	C	Residential Medium I (3-5 stories, 36-50 du/ac)	50	0.88		Commercial					Yes			Y			Yes	Y			1	36%
Three owners	1731 Leslie St	035-215-060	D	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.3	0.6	Commercial	21	9	23	53							Yes	Y	1927		0.19	34%
	1741 Leslie St	035-221-010	D	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.16		Commercial											Yes	Y	1925	Y	0.32	41%
	1753 Leslie St	035-221-020	D	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.14		Commercial											Yes	Y	1950		0.14	80%
5 - Concar Passage	678 Concar Dr	035-242-090	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.24	14.5	Commercial	186	0	661	847	Yes			Y			Yes	Y			0.8	28%
	666 Concar Dr	035-242-140	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	5.4		Commercial					Yes			Y			Yes	Y			1.23	26%
	1855 S Delaware St	035-242-160	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.39		Commercial					Yes			Y			Yes	Y	1969		1.71	26%
	1880 S Grant St	035-242-170	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	5.06		Commercial					Yes			Y				Y			3.46	26%
	690 Concar Dr	035-242-190	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.41		Commercial					Yes			Y			Yes	Y			1.14	24%
	1820 S Grant St	035-242-200	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.41		Commercial					Yes			Y				Y			2.52	64%
	640 Concar Dr	035-242-210	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	2.07		Commercial					Yes			Y				Y	0		2.52	18%
	Concar Dr/S Delaware St	035-242-220	E	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.52		Parking					Yes			Y		Y	Yes	Y			-	0%
Multiple owners	2040 Pioneer Ct	039-060-050	F	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.22	1.42	Commercial	25	11	27	63							Yes	Y	1960	Y	0.91	58%
	2041 Pioneer Ct	039-060-100	F	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.22		Commercial											Yes	Y	1961	Y	0.84	58%
	2050 Pioneer Ct	039-060-060	F	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.19		Commercial											Yes	Y	1961	Y	1	64%
	2070 Pioneer Ct	039-060-070	F	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.3		Commercial											Yes	Y		Y	0.86	49%
	2055 Pioneer Ct	039-060-090	F	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.19		Commercial											Yes	Y	1957	Y	0.9	38%
	2075 Pioneer Ct	039-060-080	F	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.3		Commercial											Yes	Y		Y	0.07	48%
Same owner	151 W 20th Ave	039-060-140	G	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.25	0.36	Commercial	6	3	7	16							Yes	Y	1999	Y	0.55	47%
	117 W 20th Ave	039-060-150	G	Residential Medium I (3-5 stories, 36-50 du/ac)	50	0.11		Residential											Yes	Y	1924		1	32%
Two owners	2833 S El Camino Real	039-351-120	H	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.39	1.07	Commercial	50	21	54	125							Yes	Y		Y	0.43	21%
	2837 S El Camino Real	039-351-130	H	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.35		Commercial											Yes	Y		Y	0.26	13%
	2841 S El Camino Real	039-351-999	H	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.33		Commercial											Yes	Y		Y	-	0%
	2745 S El Camino Real	039-351-070		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.82	0.82	Commercial	38	16	41	95		Y					Yes	Y	1994	Y	0.06	40%
	2825 S El Camino Real	039-351-110		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.76	0.76	Commercial	35	15	38	88							Yes	Y	1985	Y	0.33	42%
Same owner	3101 S El Camino Real	039-360-160	I	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.13	1.41	Vacant	66	28	71	165		Y			Y		Yes	Y	1984	Y	5.84	21%
	3111 S El Camino Real	039-360-070	I	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.28		Vacant									Y		Yes	Y			0.05	0%
13 – Kiku Crossing	480 E 4th Ave	034-183-060		Residential High (5-8 stories, 100-130 du/ac)	130	1.16	1.16	Parking	223		2	225	Yes					Y		Y			1.51	0%
	3069 W Kyne St (BMSP - RES 6)	040-031-040		Residential Medium II (4-6 stories, 51-99 du/ac)	99	1.09	1.09	Vacant	5		49	54	Yes						Yes	Y			-	0%
19 – Downtown Cluster	487 S El Camino Real	034-144-220	J	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.4	3.12	Commercial	146	62	157	365			Y					Y	0		0.9	93%
	62 E 4th Ave	034-144-230	J	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.52		Commercial							Y				Yes	Y	1955		2.44	89%
	E 5th Ave/San Mateo Dr	034-144-240	J	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.2		Parking								Y			Yes	Y			0	0%
	885 S El Camino Real	034-200-220		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.77	0.77	Commercial	27	12	29	68			Y					Y			1.28	24%
	100 E 4th Ave	034-173-100	K	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.38	0.76	Commercial/bank	35	15	38	88							Yes	Y	1956		1.2	57%
	San Mateo Dr/E 5th Ave	034-173-110	K	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.38		Parking										Y	Yes	Y			0.02	5%
Same owner	168 E 4th Ave	034-173-140	L	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13	0.36	Commercial	17	7	18	42		Y					Yes	Y			0.58	18%
	168 E 4th Ave	034-173-150	L	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.23		Commercial						Y					Yes	Y			0.42	47%
Same owner	222 E 4th Ave	034-176-050	M	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.24	1.14	Commercial	10			10	Yes							Y			0.47	54%
	400 S B St	034-176-070	M	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.11		Commercial					Yes							Y			0.78	98%
	No site address	034-176-080	M	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Commercial					Yes							Y			1.2	95%
	S B St/E 5th Ave	034-176-090	M	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.66		Commercial					Yes							Y			0.78	69%

Table 2: Sites Inventory

Housing Element ID/ Ownership	Site Address	APN	Site	GP2040	Max Density GP2040	Acres	Total Acres	Existing Use	Amended Low Income	Amended Moderate	Amended Above Moderate	Amended 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)
11 - Bespoke	E 4th/N Railroad Ave	034-179-050	O	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.25	0.38	Parking	70		1	71	Yes					Y	Yes	Y			-	0%
	E 4th/N Railroad Ave	034-179-060	O	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Parking					Yes					Y	Yes	Y			-	0%
	435 E 3rd Ave	034-181-160		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.25	0.25	Commercial	1		4	5	Yes						Yes	Y	1960	Y	0	25%
Same owner	312 S Delaware St	034-185-030	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13	1.51	Residential	12		92	104	Yes						Yes	Y			-	26%
	318 S Delaware St	034-185-040	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Residential					Yes						Yes	Y			-	15%
	320 S Delaware St	034-185-050	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Residential					Yes						Yes	Y		Y	-	25%
	307 S Claremont St	034-185-110	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Commercial					Yes						Yes	Y	1970		0	63%
	512 E 3rd Ave	034-185-120	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Commercial					Yes							Y			0	95%
	373 S Claremont St	034-185-140	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.07		Commercial					Yes						Yes	Y		Y	0.01	98%
	507 E 4th Ave	034-185-150	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.19		Commercial					Yes						Yes	Y	1950		0	97%
	300 S Delaware St	034-185-160	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.25		Commercial					Yes						Yes	Y	0		0.01	23%
	525 E 4th Ave	034-185-170	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Commercial					Yes						Yes	Y			0	46%
	311 S Claremont St	034-185-190	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.12		Residential					Yes						Yes	Y	1930		0	63%
	315 S Claremont St	034-185-200	P	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.13		Parking					Yes					Y	Yes	Y			-	4%
Fremont Terrace	200 S Fremont St	033-163-160		Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.35	0.35	Residential	12	5	13	30							Yes	Y	1906		1.09	9%
Same owner	717 E 3rd Ave	033-163-050	Q	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.12	0.58	Residential	20	9	22	51							Yes	Y	1922		1.01	32%
	222 S Fremont St	033-163-170	Q	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.46		Vacant											Yes	Y			-	2%
	5 Hayward Ave	034-275-130		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	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	R	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.11	0.85	Commercial	4	2	4	10		Y					Yes	Y			0.05	36%
	1604 S El Camino Real	034-413-090	R	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.09		Mixed Use	3	1	3	7		Y					Yes	Y	1902		0.13	54%
	1610 S El Camino Real	034-413-100	R	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.1		Mixed Use	3	1	3	7		Y					Yes	Y	1922		0.11	62%
	1620 S El Camino Real	034-413-110	R	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.1		Commercial	3	1	3	7		Y					Yes	Y	1948	Y	0.11	70%
	1541 Jasmine St	034-413-130	R	Residential Medium I (3-5 stories, 36-50 du/ac)	50	0.11		Residential	2	1	2	5		Y					Yes	Y	1943		0.2	46%
	1535 Jasmine St	034-413-140	R	Residential Medium I (3-5 stories, 36-50 du/ac)	50	0.11		Residential	2	1	2	5		Y					Yes	Y	1943		0.26	46%
	1602 S El Camino Real	034-413-150	R	Residential Medium I (3-5 stories, 36-50 du/ac)	50	0.23		Mixed Use	4	2	4	10		Y					Yes	Y	1900		0.02	15%
1 – Trag's Market	303 Baldwin Ave	032-322-230		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.93	0.93	Commercial	6		58	64	Yes						Yes	Y			-	38%
4 – Fish Market	1863 S Norfolk St	035-383-200		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	3.46	3.46	Commercial	26		234	260	Yes						Yes	Y			1.18	14%
27 – Bridgepointe Office[2]	1500 Fashion Island Blvd	035-550-040		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	6.14	6.14	Commercial	287	122	309	718		Y					Yes	Y	1982		2.37	16%
6 – 1919 O'Farrell	1919 O'Farrell St	039-030-340		Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.69	0.69	Commercial	4		45	49	Yes						Yes	Y	1967	Y	0	19%
	2118 S El Camino Real	039-060-440		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.71	0.71	Hotel/motel	25	11	27	63		Y					Yes	Y	1961		1.67	46%
8 – Hillsdale Terraces	2700 S El Camino Real	039-352-060	S	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.38	1	Commercial/Used car sa	6		62	68	Yes						Yes	Y		Y	0.01	18%
	2750 S El Camino Real	039-352-070	S	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.3		Commercial/Used car sales					Yes						Yes	Y		Y	0.01	37%
	2790 S El Camino Real	039-352-090	S	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.32		Commercial/Parking					Yes					Y	Yes	Y		Y	-	0%
	2955 S El Camino Real	039-360-120		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	2.24	2.24	Commercial	105	45	113	263		Y				Y	Yes	Y			0.19	30%
	3011 S El Camino Real	039-360-140		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.38	1.38	Commercial	64	27	69	160		Y				Y	Yes	Y	1966		1.71	39%
	3520 S El Camino Real	042-121-040		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.76	1.76	Commercial	62	27	67	156							Yes	Y	1955	Y	0.37	31%
	S Delaware St at Landing Ave	040-031-230		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.17	1.17	Vacant	7		60	67	Yes						Yes	Y			-	0%
7 – Hillsdale Inn	341 E Hillsdale Blvd	040-102-580	T	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.33	3.05	Commercial	23		207	230	Yes						Yes	Y	1962		0.06	20%
	477 E Hillsdale Blvd	040-102-620	T	Residential Medium II (4-6 stories, 51-99 du/ac)	99	2.37		Hotel/motel					Yes						Yes	Y			-	41%
	No site address	040-102-630	T	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.35		Hotel/motel					Yes						Yes	Y			-	0%
9 – Peninsula Heights	2988 Campus Dr	041-521-010	U	Residential Low II (2-4 stories, 20-35 du/ac)	35	2.79	15.45	Commercial	29		261	290	Yes						Yes	Y	1973		0.22	11%
	2800 Campus Dr	041-521-020	U	Residential Low II (2-4 stories, 20-35 du/ac)	35	4.25		Commercial					Yes						Yes	Y	1974		0.49	13%
	2655 Campus Dr	041-522-010	U	Residential Low II (2-4 stories, 20-35 du/ac)	35	3.38		Commercial					Yes						Yes	Y	1975		-	18%
	2755 Campus Dr	041-522-020	U	Residential Low II (2-4 stories, 20-35 du/ac)	35	5.03		Commercial					Yes						Yes	Y	1976		-	13%

Housing Element ID/ Ownership	Site Address	APN	Site	GP2040	Max Density GP2040	Acres	Total Acres	Existing Use	Amended Low Income	Amended Moderate	Amended Above Moderate	Amended 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)
23 – Hillsdale Mall[1]	41 W Hillsdale Blvd	039-490-170	V	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	28.91	32.68	Commercial	31	32	355	418	Yes	Y					Yes	Y	0		0.72	40%
	2950 S El Camino Real	039-353-010	V	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.34		Commercial					Yes	Y					Yes	Y			3.17	29%
	No site address	039-353-020	V	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.74		Parking					Yes	Y					Yes	Y			-	0%
	No site address	039-353-030	V	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.44		Parking					Yes	Y					Yes	Y			0.5	0%
	No site address	039-353-040	V	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.14		Parking					Yes	Y					Yes	Y			0.49	0%
	3590 S El Camino Real	042-121-080	V	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.71		Commercial					Yes	Y					Yes	Y			0.59	44%
	36th Ave/Colegrove St	042-121-060	V	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.40		Parking					Yes	Y					Yes	Y			-	0%
	401 Concar Dr	035-200-998		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	2.81	2.81	Parking	16	12	163	191	Yes						Yes	Y			-	0%
Same owner	19 N Kingston St	033-191-040	W	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.45	1.03	Parking	18	8	20	46						Y	Yes	Y		Y	0.01	8%
	25 N Kingston St	033-191-060	W	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.13		Commercial											Yes	Y		Y	0.95	64%
	3 N Kingston St	033-191-070	W	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.45		Commercial											Yes	Y		Y	0.79	60%
Same owner	210 S San Mateo Dr	034-142-200	X	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.43	0.69	Commercial	32	14	34	80							Yes	Y	1979	Y	0.29	49%
	No site address	034-142-220	X	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.26		Parking										Y	Yes	Y			0.02	0%
	1495 S El Camino Real	034-302-140		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.68	0.68	Commercial	24	10	26	60								Y			3.15	19%
22 – 220 W 20th Ave	220 W 20th Ave	039-030-400		Residential Medium II (4-6 stories, 51-99 du/ac)	99	1.54	1.54	Commercial	23	8	201	232	Yes		Y				Yes	Y			1.01	37%
	2850 S El Camino Real	039-353-060		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.63	0.63	Commercial	29	12	31	72				Y			Yes	Y	1957		0.03	24%
	2838 S El Camino Real	039-353-070		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.19	1.19	Commercial	56	24	60	140							Yes	Y	1959	Y	0.04	47%
	2028 S El Camino Real	039-060-430		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.4	0.4	Commercial	14	6	15	35						Y	Yes	Y			0.54	59%
Same owner	1106 S El Camino Real	034-381-240	Y	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.1	0.65	Commercial	23	10	25	58							Yes	Y		Y	2.02	57%
	1110 S El Camino Real	034-381-250	Y	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.14		Commercial											Yes	Y			2.39	49%
	1114 S El Camino Real	034-381-260	Y	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.06		Commercial											Yes	Y	1949		1.98	92%
	1116 S El Camino Real	034-381-320	Y	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.35		Commercial											Yes	Y			0.89	30%
Same owner	1200 S El Camino Real	034-382-150	Z	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.13	0.52	Commercial	18	8	20	46							Yes	Y		Y	1.27	48%
	1212 S El Camino Real	034-382-160	Z	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.39		Commercial											Yes	Y		Y	1.09	54%
	901 S El Camino Real	034-275-220		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.55	0.55	Commercial	20	8	21	49						Y	Yes	Y		Y	1	31%
	801 Woodside Way	032-122-240		Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.32	0.32	Commercial	11	5	12	28							Yes	Y	1978	Y	5.41	59%
	719 Woodside Way	032-122-250		Residential Low II (2-4 stories, 20-35 du/ac)	35	0.2	0.2	Commercial	2	1	3	6							Yes	Y	1927	Y	0.76	56%
	717 Woodside Way	032-122-210		Residential Low II (2-4 stories, 20-35 du/ac)	35	0.14	0.14	Commercial	2	1	2	5							Yes	Y	1951		0.05	27%
	3600 S El Camino Real	042-123-420		Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.51	0.51	Commercial	9	4	9	22						Y	Yes	Y		Y	0.74	37%
31 – Poplar San Mateo	350 N San Mateo Dr	032-182-120	AA	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.18	0.62	Vacant	22	9	24	55					Y		Yes	Y		Y	0.21	26%
	220 E Poplar Ave	032-182-130	AA	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.44		Commercial											Yes	Y	1946		1.07	56%
	1 Baywood Ave	032-441-270		Office High (3-5 stories)	130	0.49	0.49	Commercial	23	10	25	58						Y	Yes	Y			1.79	28%
	406 1st Ave	034-157-140		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.38	0.38	Commercial	18	7	19	44							Yes	Y		Y	0.51	94%
3 – Nazareth Vista	600 S B St	034-194-140	AB	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.26	0.64	Commercial	10	0	84	94	Yes			Y			Yes	Y	1960		0.02	38%
	616 S B St	034-194-030	AB	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.38		Commercial					Yes			Y			Yes	Y			0	41%
30 – Borel Place[2]	1650 Borel Pl	039-011-400		Office High (3-5 stories)	130	2.51		Commercial	117	50	126	293		Y					Yes	Y	0		2.33	17%
	411 Borel Pl	039-011-410		Office High (3-5 stories)	130	5.96		Commercial	279	118	300	697		Y					Yes	Y				
	1611 Borel Pl	039-011-420		Office High (3-5 stories)	130	2.89		Commercial	135	57	145	337		Y					Yes	Y				
	3880 S El Camino Real	042-165-130		Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.43	0.43	Commercial	8	3	8	19							Yes	Y	1993	Y	0.2	41%
28 – Marriott Residence Inn	2000 Winward Way	035-610-030		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	4.27	4.27	Hotel/motel	200	85	215	500		Y					Yes	Y	1985		0.57	27%
25 – The Atrium[2]	1900 S Norfolk St	035-391-090		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	8.12	8.12	Commercial	289	123	311	723		Y					Yes	Y	1983		0.35	17%
	1801 S Grant St	035-243-050		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.17	1.17	Commercial	42	18	45	105							Yes	Y		Y	1.42	44%
	2030 S Delaware St	035-320-270		Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	1.08	1.08	Industrial	19	8	21	48							Yes	Y		Y	0.39	34%
	477 9th Ave	033-281-130		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.61	1.61	Commercial	12		108	120	Yes						Yes	Y		Y	0.66	31%

Table 2: Sites Inventory

Housing Element ID/ Ownership	Site Address	APN	Site	GP2040	Max Density GP2040	Acres	Total Acres	Existing Use	Amended Low Income	Amended Moderate	Amended Above Moderate	Amended 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)
21 – 715/723 N San Mateo Dr	733 N San Mateo Dr	032-151-300	AC	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.34	1.22	Vacant	19		162	181	Yes				Y		Yes	Y			0.02	0%
	727 N San Mateo Dr	032-151-130	AC	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.17		Vacant					Yes				Y		Yes	Y			0.01	7%
	723 N San Mateo Dr	032-151-320	AC	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.63		Vacant					Yes				Y		Yes	Y			0.42	19%
	247 Villa Ter	032-151-160	AC	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.08		Residential					Yes											
Same owner	1017 E 3rd Ave	033-134-100	AD	Residential Low II (2-4 stories, 20-35 du/ac)	35	0.14	0.62	Vacant	8	3	8	19					Y	Y	Yes	Y			-	0%
	1015 E 3rd Ave	033-134-110	AD	Residential Low II (2-4 stories, 20-35 du/ac)	35	0.2		Vacant									Y		Yes	Y			-	0%
	245 S Humboldt St	033-134-240	AD	Residential Low II (2-4 stories, 20-35 du/ac)	35	0.28		Residential											Yes	Y	1975		1.1	42%
Multiple owners	480 S Ellsworth Ave	034-173-040	AE	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.11	0.51	Commercial	24	10	25	59							Yes	Y		Y	1.19	96%
	159 E 5th Ave	034-173-050	AE	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.09		Commercial											Yes	Y	1958	Y	0.48	93%
	150 E 4th Ave	034-173-090	AE	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.12		Commercial											Yes	Y		Y	1.06	93%
	155 E 5th Ave	034-173-130	AE	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.19		Commercial											Yes	Y		Y	3.3	48%
24 – Ah Sam	2635 Palm Pl	039-085-280	AF	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.76	2.32	Commercial	108	46	117	271		Y					Yes	Y			0.07	43%
	2645 S El Camino Real	039-085-290	AF	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.56		Commercial						Y					Yes	Y			0.44	56%
20 – Bayshore Commons	1670 S. Amphlett Blvd	035-241-240	AG	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	5.78	14.47	Commercial	0	38	218	256	Yes	Y					Yes	Y	0		0.98	22%
	1700 S. Amphlett Blvd	035-241-250	AG	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	4.06		Commercial					Yes	Y					Yes	Y	1974		0.94	22%
	1720 S. Amphlett Blvd	035-241-260	AG	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	4.63		Commercial					Yes	Y					Yes	Y	0		0.82	23%
22 – Bel Mateo Shopping Center[2]	4107 Piccadilly Ln	042-242-060	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.25	8.83	Commercial	9	4	9	22		Y						Y			1.43	71%
	11 41st Ave	042-242-070	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.25		Commercial	9	4	9	22		Y						Y			1.23	60%
	40 42nd Ave	042-242-160	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.2		Commercial	7	3	7	17		Y						Y			1.31	85%
	49 42nd Ave	042-243-020	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	2.09		Parking	74	32	80	186		Y				Y	Yes	Y	0		3.01	48%
	42nd/El Camino Real	042-244-040	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.14		Parking	5	2	5	12		Y				Y	Yes	Y		Y	-	1%
	4242 S El Camino Real	042-244-050	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.19		Commercial	42	18	46	106		Y						Y			5.71	52%
	43rd Ave	042-245-040	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.12		Parking	2	1	2	5		Y				Y	Yes	Y			0.05	5%
	61 43rd Ave	042-245-050	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.12		Commercial	2	1	2	5		Y						Y			1	65%
	55 43rd Ave	042-245-060	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.12		Commercial	2	1	2	5		Y						Y			0.46	65%
	53 43rd Ave	042-245-070	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.12		Commercial	2	1	2	5		Y						Y			1.26	65%
	45 43rd Ave	042-245-080	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.12		Commercial	2	1	2	5		Y						Y			1.42	65%
	37 43rd Ave	042-245-090	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.12		Commercial	2	1	2	5		Y						Y			1.71	66%
	25 43rd Ave	042-245-100	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.24		Commercial	4	2	4	10		Y						Y			1.35	76%
	17 43rd Ave	042-245-110	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.24		Commercial	4	2	4	10		Y					Yes	Y	1950		0.84	75%
	4300 S El Camino Real	042-245-120	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.3		Commercial	10	4	11	25		Y					Yes	Y			0.24	24%
	85 43rd Ave	042-245-130	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.36		Commercial	6	3	7	16		Y						Y			3.42	45%
	89 43rd Ave	042-263-010	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.73		Commercial	13	5	14	32		Y					Yes	Y			1.12	32%
	4330 Olympic Ave	042-264-010	AH	Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	1.05		Commercial	19	8	20	47		Y						Y			1.1	56%
	4150 Piccadilly Ln	042-242-050	AH	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	1.07		Commercial	38	16	41	95		Y					Yes	Y			0.59	47%
Three owners	4142 S El Camino Real	042-242-170	AI	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.31	0.95	Vacant	11	5	12	28		Y			Y		Yes	Y			-	0%
	4100 S El Camino Real	042-242-080	AI	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.43		Commercial	15	6	16	37		Y				Y	Yes	Y		Y	0.16	19%
	20 42nd Ave	042-242-180	AI	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.21		Commercial	7	3	8	18		Y					Yes	Y		Y	1.06	83%
32 - Carwash	1620 S Delaware St	035-200-070		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.3	0.3	Commercial/Car wash	14	6	15	35						Y	Yes	Y	0		2.81	16%
	194 W 25th Ave	039-174-220		Neighborhood Commercial (1-3 stories, 1.0 FAR)	19	0.12	0.12	Educational/institutional/religious	1	0	1	2		Y						Y			3.07	84%
2 – Block 20	500 E 4th Ave	034-186-080	AJ	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.25	1.17	Commercial	6	6	60	72	Yes						Yes	Y			0.81	49%
	411 S Claremont St	034-186-070	AJ	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.08		Residential					Yes						Yes	Y	1902		0.12	25%
	415 S Claremont St	034-186-060	AJ	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.14		Educational/institutional/religious					Yes						Yes	Y	1938		0.82	16%
	521 E 5th Ave	034-186-090	AJ	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.25		Commercial					Yes						Yes	Y			0.53	38%
	402 S Delaware St	034-186-110	AJ	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.45		Commercial					Yes						Yes	Y	0		-	21%

Housing Element ID/ Ownership	Site Address	APN	Site	GP2040	Max Density GP2040	Acres	Total Acres	Existing Use	Amended Low Income	Amended Moderate	Amended Above Moderate	Amended 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)
10 – 4 W Santa Inez Condos	4 W Santa Inez Ave	032-075-010	AK	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.13	0.25	Residential			8	8	Yes						Yes	Y	1917		0.07	31%
	1 Engle Rd	032-075-100	AK	Residential Medium II (4-6 stories, 51-99 du/ac)	99	0.12		Residential					Yes						Yes	Y	1917		0.11	44%
19 – Gateway	600 E 3rd Ave	034-188-140		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.65		Commercial	10	10	108	128	Yes		Y	Y			Yes	Y	1978		0.09	50%
	1690 El Camino Real	039-012-010		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	3.1	3.1	Commercial	145	62	156	363		Y										
	2 El Cerrito/101 El Camino	032-411-210		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.48	0.48	Commercial	17	7	18	42		Y										
	2555 Flores St	039-371-420		Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.54	0.54	Commercial	19	8	21	48		Y										
	901 S B St	034-271-180		Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.25	0.25	Commercial	4	2	5	11		Y										
14 – 230 S. El Camino Real	230 S El Camino Real	034-093-050		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.26		Vacant		4	24	28	Yes			Y	Y	Y	Yes	Y	0			0%
15 – 1 E 4th Ave	1 E. 4th Ave	034-143-260	AL	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.31	0.91	Commercial	18	18	200	236	Yes	Y						Y		Y		
	15 4th Ave	034-143-300	AL	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.2		Commercial					Yes	Y					Yes	Y	1948	Y		
	25 E 4th Ave	034-143-310	AL	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	0.4		Commercial					Yes	Y					Yes	Y	1948	Y		
16 – 22 N San Mateo Dr	22 N San Mateo Dr	032-321-340		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	1.06		Residential	21	15	126	162	Yes							Y	1950			
17 – 2015 Pioneer Ct	2015 Pioneer Court	039-060-860		Mixed-Use Medium I (3-5 stories, 36-50 du/ac)	50	0.44		Commercial		1	9	10	Yes	Y	Y				Yes	Y	1962		1.4	63%
3000 Clearview Way	3000 Clearview Way	041-361-120	AM	Office Medium (2-4 stories, 50 du/ac)	50	17.2		Office	0	33	189	222	Yes	Y	Y					Y	1973			
	3155 Clearview Way	041-361-130	AM	Office Medium (2-4 stories, 50 du/ac)	50	4.7		Office						Y	Y					Y	1973			
Marriott - 1770 Amphlett Blvd	1770 Amphlett Blvd	035-241-220		Mixed-Use High (5-8 stories, 100-130 du/ac)	130	8	8	Hotel/motel	374	159	402	935		Y					Yes	Y	1997			24%
Same owner	2121 S El Camino Real	039-073-490	AN	Mixed-Use High (5-8 stories, 100-130 du/ac)	130	3.15		Office	147	63	158	368		Y						Y	1974			
	2163 S El Camino Real	039-073-500	AN	Mixed-Use Medium II (4-6 stories, 51-99 du/ac)	99	0.21		Office	7	3	8	18		Y						Y	1974			
	All ADUs								264	132	44	440												

SUMMARY FOR ALL SITES	Amended Low Income	Amended Moderate	Amended Above Moderate	Amended Total
Pipeline Projects	**784**	**177**	**3,826**	**4,787**
Opportunity Sites + ADUs	**3,925**	**1,693**	**3,983**	**9,601**
Total (all sites)	**4,709**	**1,870**	**7,809**	**14,388**
NO NET LOSS SUMMARY (EXCLUDES SITES NOT TO BE USED FOR NO NET LOSS)				
Opportunity Sites	**2,980**	**1,289**	**2,968**	**7,237**
Total (all sites)	**3,764**	**1,466**	**6,794**	**12,024**
RHNA SUMMARY				
RHNA	**2,800**	**1,175**	**3,040**	**7,015**
Remaining RHNA (subtracting Pipeline Projects)	**2,016**	**998**	**(786)**	**2,228**
Opportunity Sites Buffer over Remaining RHNA[3]	**964**	**291**	**3,754**	**5,009**
Opportunity Sites Buffer over Remaining RHNA[3] (%)	**48%**	**29%**	**478%**	**225%**
	3,661	1,561	3,939	9,161

1: The latest formal application for the Hillsdale Mall Redevelopment project does not include a phasing plan. It can be assumed that up to 25% of the proposed residential units may be built within the current cycle (418 units).

2: Site not to be used for No Net Loss purposes unless a preliminary/formal application is filed for a housing development project.

3: Based on No Net Loss sites in Note 2 above.