



Housing Commission

SPECIAL MEETING AGENDA – AMENDED

Date: 11/17/2021

Time: 6:30 p.m.

Special Meeting Location: [Zoom.us/join](https://zoom.us/join) – ID # 894 9366 0607

This amended agenda includes an updated meeting location ID# and the removal of item C. The Brown Act limits public comment to items on the agenda only for Special Meetings.

NOVEL CORONAVIRUS, COVID-19, EMERGENCY ADVISORY NOTICE

On March 19, 2020, the Governor ordered a statewide stay-at-home order calling on all individuals living in the State of California to stay at home or at their place of residence to slow the spread of the COVID-19 virus. Additionally, the Governor has temporarily suspended certain requirements of the Brown Act. For the duration of the shelter in place order, the following public meeting protocols will apply.

Teleconference meeting: All members of the Housing Commission, city staff, applicants, and members of the public will be participating by teleconference. To promote social distancing while allowing essential governmental functions to continue, the Governor has temporarily waived portions of the open meetings act and rules pertaining to teleconference meetings. This meeting is conducted in compliance with the Governor's Executive Order N-25-20 issued March 12, 2020, and supplemental Executive Order N-29-20 issued March 17, 2020.

- How to participate in the meeting
 - Access the meeting real-time online at:
[Zoom.us/join](https://zoom.us/join) –Meeting ID # 894 9366 0607
 - Access the meeting real-time via telephone at:
(669) 900-6833
Meeting ID 894 9366 0607
Press *9 to raise hand to speak

Subject to Change: Given the current public health emergency and the rapidly evolving federal, state, county and local orders, the format of this meeting may be altered or the meeting may be canceled. You may check on the status of the meeting by visiting the City's website www.menlopark.org. The instructions for logging on to the webinar and/or the access code is subject to change. If you have difficulty accessing the webinar, please check the latest online edition of the posted agenda for updated information (menlopark.org/agenda).

Special Session ([Zoom.us/join](https://zoom.us/join) – ID# 894 9366 0607)

- A. Call to Order
- B. Roll Call
- C. ~~Public Comment~~

~~Under "Public Comment," the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under Public Comment for a limit of three minutes. The Commission cannot act on items not listed on the agenda and, therefore, the~~

~~Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.~~

D. Regular Business

- D1. Review and discuss affordable housing strategy options for the Housing Element Update
([Staff Report #21-011-HC](#))

E. Adjournment

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item. For appeal hearings, appellant and applicant shall each have 10 minutes for presentations.

If you challenge any of the items listed on this agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Menlo Park at, or prior to, the public hearing.

Any writing that is distributed to a majority of the Commission by any person in connection with an agenda item is a public record (subject to any exemption under the Public Records Act) and is available by request by emailing the city clerk at jaherren@menlopark.org. Persons with disabilities, who require auxiliary aids or services in attending or participating in Commission meetings, may call the City Clerk's Office at 650-330-6620.

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STAFF REPORT

Housing Commission

Meeting Date:

11/17/2021

Staff Report Number:

21-011-HC

Regular Business:

Review and discuss affordable housing strategy options for the Housing Element Update

Recommendation

Staff recommends that the Housing Commission review and discuss affordable housing strategy options to meet the City's Regional Housing Needs Allocation (RHNA) as part of the State-mandated Housing Element for further analysis and consideration.

Policy Issues

State Housing Law requires that jurisdictions throughout California adequately plan to meet the housing needs of everyone within their community, as well as future residents, by regularly updating their General Plan's Housing Element. The RHNA identifies the specific number of housing units at each income level category required to comply with State mandates. Additionally, the Affirmatively Furthering Fair Housing (AFFH) Act requires that all local public agencies facilitate deliberate action to explicitly address, combat, and relieve disparities resulting from past patterns of segregation to foster more inclusive communities.

As part of the Housing Element Update, the City is also updating its Safety Element and preparing its first Environmental Justice Element of the General Plan. The components of the Housing Element Update will consider land use, housing, and environmental policies. The City will prepare an Environmental Impact Report (EIR) to comply with the project's California Environmental Quality Act (CEQA) requirements. The purpose of an EIR is to provide the public and decision-makers with information about the potential effects a proposed project could have on the environment. Although not required by State law, the City will also prepare a Fiscal Impact Analysis (FIA) to provide information about potential financial effects for the City, school districts, and special districts.

Background

The Housing Element Update is a City Council priority and includes efforts to update the General Plan Housing Element and Safety Element and prepare a new Environmental Justice Element. Under California law, every jurisdiction in the State is required to update the Housing Element every eight years and have it certified by the California Department of Housing and Community Development (HCD). The Housing Element is one of seven State-mandated components of the City's General Plan and requires local governments to adequately plan to meet their existing and projected housing needs for all income levels. The City Council last adopted the Housing Element in April 2014 and covers the planning period from 2015-2023. The next cycle's deadline for jurisdictions in the Bay Area, which is set by HCD, is January 2023, and covers the planning period for 2023-2031. This is also known as the 6th Housing Element Cycle.

RHNA Overview

The RHNA process consists of two major outcomes: (1) determining the total number of housing units each

jurisdiction has a responsibility to plan for in each housing cycle; and (2) identifying how many of those units the jurisdiction must plan for at each income level. The RHNA numbers are provided by the State at the regional scale and then allocated to each jurisdiction (e.g., city, town) by the appropriate regional authority (i.e., Association of Bay Area Governments).

Table 1 shows Menlo Park's progress towards meeting its RHNA from the 5th Housing Element Cycle which covers the planning period for 2015-2023. Since the beginning of the 5th Housing Element Cycle, building permits were issued for 1,416 new housing units (as of December 31, 2020). While this figure is more than double the total amount of required housing (655 units), only the requirement for the "Above Moderate" income level has been met so far.

Table 1: 5 th Cycle RHNA (2015-2023) – Progress (Units)					
	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total New Housing Units
5 th Cycle RHNA Allocation	233	129	149	150	655
Total Through 2020	148	80	11	1,177	1,416
Percent Complete	64%	62%	8%	785%	N/A

On May 20, 2021, the Association of Bay Area Governments (ABAG) approved the final RHNA methodology and draft allocations for jurisdictions within the nine-county Bay Area. Table 2 identifies the draft number of housing units at each income level specifically required in Menlo Park during the 6th Housing Element Cycle. For comparison, the 5th Housing Element Cycle requirements are also provided. When planning for how to meet the RHNA, HCD recommends an additional "buffer" of the housing allocation between 15 and 30 percent.

Table 2 also includes an estimate of the total number of housing units with a 30 percent buffer added to the draft RHNA numbers. This buffer is an important component of housing planning in that it allows for case-by-case decision-making on individual projects in certain circumstances and ensures that an adequate supply of sites is provided throughout the entire 2023-2031 planning period, especially for lower-income RHNA. The buffer is essential to ensure compliance with the "No Net Loss Law" (Government Code 65863).

Table 2: Draft 6 th Cycle RHNA (2023-2031) – Required New Housing Units					
	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total New Housing Units
5 th Cycle RHNA	233	129	149	150	655
6 th Cycle RHNA	740	426	496	1,284	2,946
6 th Cycle RHNA with 30% Recommended Buffer	962 (740+222)	554 (426+128)	645 (496+149)	1,669 (1,284+385)	3,830 (2,946+884)
Note: The California Department of Housing and Community Development recommends a 15-30% buffer of additional housing units above the RHNA. With the recommended buffer, Menlo Park's 6 th Cycle is 3,388 to 3,830 total new housing units.					

Local jurisdictions and the California Department of Housing and Community Development (HCD) had until July 2021 to submit appeals to ABAG's draft RHNA and identify any concerns. No jurisdiction in San Mateo County appealed their "fair share" allocation; however, if other appeals are successful in other counties and ABAG adjusts the allocation, it is possible that the current number of units required in Menlo Park could be modified. ABAG's RHNA and appeal process will conclude in late 2021, at which point Menlo Park will have final numbers for the Housing Element Update. The 6th Cycle Housing Element must then be approved by each jurisdiction and submitted to HCD by January 15, 2023.

Fair Housing Overview

To achieve compliance with the Housing Element's requirement for AFFH, the City must acknowledge the existing level of segregation that has been created from past practices and patterns of segregation. This history includes racial covenants in neighborhoods as early as the 1920s, the expansion of Highway 101 in the 1950s, and the subsequent disenfranchisement of northern neighborhoods (particularly Belle Haven) through predatory real estate practices like blockbusting. These past practices have resulted in segregation based on race, income-level, property value, access to high performing schools, and proximity to services.

Therefore, each potential affordable housing strategy identified in this report must be considered in the context of these disparities and with the goal of improving equity. The goal is to end segregated living patterns and transform racially and ethnically concentrated areas of poverty into areas of opportunity by spreading housing across the city particularly in high resource areas near major transit stops, grocery stores, public open space, schools, and other services.

Community Engagement and Outreach

From the outset of this effort, the City Council has stressed the importance of community engagement, especially with underrepresented populations and creating a process that is inclusive and intentional. To assist in achieving this goal, the City Council formed the Community Engagement and Outreach Committee (CEOC) which has helped guide the project team in its outreach efforts. The project team has listened and implemented many recommendations suggested by the CEOC, including a bilingual (English/Spanish) community survey, bilingual messaging boards and banners and project galleries, expanded pop-up locations with bilingual staff, and several bilingual community meetings. Additionally, focus groups and individual interviews with residents, community service providers, and housing advocates have been completed, with more to come as the Housing Element Update progresses. One of the primary goals of the outreach and engagement efforts is to gain a better understanding of community values and priorities and to create a foundation for future conversations about possible solutions and policy changes.

The Planning Commission and Housing Commission held a joint meeting on October 4, 2021 where they reviewed the potential land use strategies and provided recommendations to the City Council. Additional information about highlighted project events and activities can be viewed on the project timeline subpage of the Housing Element Update website (Attachment A).

City Council Meeting on October 26, 2021

Most recently, on October 26, 2021, the City Council conducted a meeting to consider land use strategy options to meet the City's RHNA for the planning period from 2023-2031. The staff report and the recording of the meeting are included as Attachments B and C, respectively.

At this meeting, the project team presented the initial three land use scenarios previously presented to the

Planning Commission and Housing Commission on October 4, 2021, and also included a fourth, Option D, which reflected the recommendation of the Housing Commission:

- Option A, Moderate Upzoning Throughout the City;
- Option B, Mixed Use Development Focused on Middlefield/Willow;
- Option C, Mixed Use Development Focused in Downtown/El Camino Real; and
- Option D, Mixed Use Development Focused in Downtown/El Camino Real and Sharon Heights.

In general, members of the City Council recognized the intent of the land use strategies to achieve compliance with the requirements of HCD; however, they shared concerns regarding each site's actual ability to yield affordable units absent specific policy considerations or commitments from property owners. Therefore, the Council did not identify a specific land use strategy direction to pursue at that meeting.

However, in an effort to further discussion and consideration, the Council agreed to submit specific written questions to the project team by November 1, 2021, and for the project team to respond to the questions at a future Council meeting to be tentatively held in December 2021. In addition to providing additional site-specific information, the Housing Commission's feedback on affordable housing strategies is intended to be shared at the next City Council meeting to help inform the land use strategy direction.

General Community Feedback – Land Use Housing Strategies

Throughout the public outreach and meetings conducted so far, the common themes from the community feedback indicate that the Housing Element should achieve the following:

- Provide housing for all stages of life (e.g., students, singles, young families, seniors);
- Evenly distribute housing, including affordable and multi-family housing, throughout Menlo Park;
- Prioritize housing sites close to transit, businesses, and public services;
- Pursue Downtown as an ideal location for more housing—increase density along El Camino Real in the Downtown area and enable mixed-use development at this location;
- Enable non-residential to residential land use conversions that promote affordable housing and/or mixed-use development;
- Support accessory dwelling units, duplexes, and triplexes; and
- Support multi-family development between three and five stories.

Community feedback has also identified several supplemental policy areas that the Housing Element should address to achieve the considerations listed above. A summary of public comments on the following public policy areas is included in Attachment D. This summary includes comments thus far. The general policy considerations are categorized as follows:

- **Land Use and Development Controls.** Utilize the City's land use controls to increase allowed housing densities and increase affordability.
- **Support for Current Residents.** Provide support to prevent displacement of existing residents, including seniors, veterans, people with disabilities, and households with different income levels, through strategies such as rent support and housing renovation support.
- **Acknowledging Concerns about Anticipated Changes.** Address new development's impact on public services, such as schools and parks.
- **Financial Costs.** Address prohibitive financial costs of both owning and renting a house, including high land costs and the need for very low-income housing funding.
- **Transportation and Climate Effect.** Minimize transportation and climate impact of new housing by locating housing near transit and prioritizing walkability and bikeability.

The policy themes raised during community feedback are reflected in the project team's analysis and affordable housing strategy options discussed further in this report below.

5th Cycle Housing Element Policies

The City adopted the 5th Cycle Housing Element for the 2015-2023 planning period on April 14, 2014. The 5th Cycle Housing Element contains four overarching goals, 38 policies to address housing needs, and 46 implementing programs. A full list of the existing housing goals, policies, and programs can be found in Attachment E.

Policies and programs may need to be updated to reflect current housing conditions and needs. Some programs may already have been addressed and completed since the adoption of the 5th Cycle Housing Element and will no longer need to be included in the 6th Cycle Housing Element. The project team is evaluating and identifying the status of policies and programs from the 5th Cycle Housing Element. The Housing Element will include a “review and revise” section, which will include a description of the results of the prior housing element goals, objectives, policies and program and how those are being changed or adjusted to incorporate what has been learned from the past results and an analysis of the effectiveness of the implementation programs.

San Mateo County Department of Housing

The San Mateo County Department of Housing (SMC) is responsible for providing funding and support to community partners that provide housing services countywide. SMC is primarily a funding agency that supports the development of affordable housing. The SMC Housing Authority additionally provides rental subsidies to over 5,200 households countywide and works with community partners to provide supportive services, including, but not limited to, services for seniors and individuals with severe disabilities. As of November 2021, 238 households (422 individuals) in Menlo Park receive rental assistance from the SMC Housing Authority.

On October 28, 2021, the project team held a meeting with SMC to identify housing challenges and potential strategies that the City could pursue to encourage affordable housing development. At this meeting, representatives from SMC identified that significant housing challenges that their clients face include long waiting lists for affordable housing and difficulty in finding housing inventory that is affordable and suitable to specific needs. SMC provided the following suggestions for actions the City can take to make affordable housing development easier:

- Programs to provide security deposit assistance, rental assistance, owner-occupied mortgage assistance, and other financial assistance to prevent eviction or displacement.
- Partner with SMC by providing funding support or land donations.
- Apply for a Prohousing Designation from the State. The Prohousing Designation Program provides incentives to cities and counties in the form of additional points or other preference in the scoring of competitive housing, community development, and infrastructure programs. This is also helpful for developers in securing funding.
- Waive impact fees (e.g., parks) for developers that provide deed-restricted affordable housing.
- Collaborate with the County to identify overlaps between housing sites and transportation enhancements to facilitate affordable housing in transit-rich areas.
- Maintain clear communication with the County to receive information on funding opportunities.

Policies for Single-Family Areas

The Governor signed Senate Bill 9 (SB 9) and Senate Bill 10 (SB 10) on September 16, 2021. These bills continue efforts to streamline housing development processes and provide for more housing opportunities throughout California.

SB 9 allows all single-family lots to subdivide into two approximately equal-sized lots and add a duplex on each of the two lots. SB 9 would allow three additional units on all single-family parcels of at least 2,400 to

3,000 square feet, depending on the desired lot split arrangement (i.e., 50-50 even split or up to 60-40 split max). One ADU and one JADU are allowed by right except in the case where a lot is subdivided and two units are proposed on each lot. Separate from the Housing Element Update, there is the need for the creation and adoption of objective standards to facilitate ministerial review of SB 9 projects effective January 1, 2022. The City plans to adopt objective design standards prior to the adoption of the 6th Cycle Housing Element.

SB 10 also enables greater development of a single-family lot and other properties, up to 10 total dwelling units per parcel; however, to trigger SB 10's incentives, the City must first elect to create an SB 10 development framework (such as a zoning overlay) in order for SB 10 projects to proceed. Staff intends to include an implementation program as part of the Housing Element Update to pursue Zoning Ordinance changes pursuant to SB 10, unless directed otherwise by the City Council. Ordinances adopted pursuant to SB 10 are exempt from CEQA and could therefore be considered after the Housing Element Update.

With the passage of SB 9 and SB 10, the project team will focus on studying implementing programs for these new State laws to help support additional housing in single-family areas (and additional ADU programs and incentives) to improve fair housing opportunities in these high resource areas.

Amendments to State Density Bonus Law (AB 1763)

The State Density Bonus Law encourages the production of low income housing units in developments proposed within the city and allows for the creation of additional market rate units in exchange for BMR housing units. Incentives and waivers in site development standards or modifications of zoning code requirements or architectural requirements that make the affordable housing development more economically feasible may also be granted. Under the State Density Bonus Law, applicants are entitled to a density bonus corresponding to specified percentages of units set aside for very low, low- and moderate-income households. AB 2345, which became effective January 1, 2021, increased the maximum density bonus from 35 percent to 50 percent.

In 2019, the State adopted Assembly Bill 1763 (AB 1763) which expanded on existing State Density Bonus Law. In sum, AB 1763 allows 100 percent affordable housing projects (i.e., 100 percent of units are affordable to low and very low income residents) to be built denser and taller. Major aspects of the law facilitate greater density in housing projects through a combination of incentives and concessions as well as more parking options. A 100 percent affordable housing project can receive up to four "incentives" or "concessions" to make the development of affordable housing more economically feasible. A housing project can also receive a density bonus of up to 80 percent. This means that 100 percent affordable projects could be entitled to up to an additional 80 percent density above the allowable density.

Additionally, if the housing development is located within a half mile of a major transit stop, it would be exempt from any density restrictions and can be allowed a height increase of up to three additional stories or 33 feet. For the purpose of this law a "major transit stop" means a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) a ferry terminal served by either a bus or rail transit service; or (c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of Menlo Park's major transit stops with a one half mile radius surrounding them is provided as Attachment F.

Other concessions and/or incentives can include a reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards, such as, reduction in setback, square footage requirements, and parking spaces. In this context, "development standard" includes a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking

ratio that applies to a residential development pursuant to any ordinance, General Plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation. For housing projects that qualify as a special needs or supportive housing development, AB 1763 completely eliminates all local parking requirements though other local requirements still apply.

A development may also receive approval of mixed-use zoning in conjunction with the housing project if commercial, office, industrial, or other land uses will reduce the cost of the housing development and if the commercial, office, industrial, or other land uses are compatible with the housing project and the existing or planned development in the area where the proposed housing project will be located. However, the law does not limit or require the provision of direct financial incentives for the housing development, including the provision of publicly owned land, by the City, County, or City and County, or the waiver of fees or dedication requirements.

Default Density and 100 Percent Affordable Housing

To achieve the RHNA requirements, most of the sites/areas included in the proposed land use strategies have been evaluated at a minimum density of 30 dwelling units per acre (du/ac). State law allows cities to assume lower-income affordable housing for sites that meet or exceed certain “default” densities, which is 30 du/ac for Menlo Park, to address affordability targets established by RHNA for very low and low-income households.

Using the State’s “default” density approach (based on Assembly Bill 2348), units at 30 du/ac can be anticipated to be 100 percent affordable because that is the anticipated minimum level of density needed for affordable development projects. Of these units, 50 percent are allocated at the very low-income level and 50 percent are allocated at the low-income level. HCD allows for units to be carried over into a higher affordability income level (i.e., very low to low, low to moderate, and moderate to above moderate).

While use of the default density meets HCD’s requirements, the project team understands that the default density must also be accompanied by effective housing policies and programs that effectively promote the production of affordable housing. The City can further encourage and facilitate production of affordable units on these sites through development standards such as minimum densities, increased heights, and/or reduced parking rates, regulatory incentives such as density bonuses for affordable housing, and financial assistance.

Current City Affordable Housing Incentives

The City’s current regulations that incentivize affordable housing development include the following:

- **Affordable Housing Overlay (Municipal Code Chapter 16.98).** The Affordable Housing Overlay (AHO) allows for density bonuses, development incentives, and fee waivers to encourage the development of affordable housing. The City could consider expanding its existing AHO which currently applies only to the El Camino Real and Downtown Specific Plan area and specific parcels zoned “R-4-S (AHO)” (High Density Residential, Special District with Affordable Housing Overlay) and/or include additional incentives or deeper subsidies for affordable housing projects. The maximum density bonus is 60 percent and based on the percentage of affordable units and the proposed income level of the units.
- **Below Market Rate Housing Program (Municipal Code Chapter 16.96).** The purpose of the Below Market Rate (BMR) Housing Program is to increase the housing supply for lower income households. The primary objective is to create actual housing units, either “rental” or “for purchase” units, rather than equivalent cash. The BMR requirements associated with residential development projects are a form of “inclusionary zoning.” For residential development projects of 5-19 units, the developer must provide not less than 10 percent BMR units. For residential development projects of

20 or more units, the developer must provide not less than 15 percent BMR units. The units can be provided onsite or offsite, with some limitations. The City's BMR Ordinance permits one additional market rate unit for each below market rate unit provided under the below market rate housing program.

Additionally, instead of providing BMR units, commercial or residential development applicants can elect to pay the City's in-lieu BMR fee. In-lieu BMR fees are placed in the City's BMR Housing Fund, which is a separate City fund set aside to assist the development of housing or to reduce the cost of housing to levels that are affordable to very low, low, and moderate income households. The BMR Housing Fund can be used to provide BMR financing for homebuyers, purchase land or air rights for resale to developers at a reduced cost to facilitate BMR housing development, rehabilitate uninhabitable structures for BMR housing, fund emergency repair and/or renovation loan programs for BMR owners, and other uses outlined in Section 13.3 of the City's BMR Housing Program Guidelines.

As part of the Housing Element Update process, additional incentives may be explored to encourage the development of more affordable housing opportunities in Menlo Park. For reference, Attachment G is a table showing the maximum density for each of the multi-family residential zoning districts in the City, along with the potential densities utilizing the various bonus law provisions.

Analysis

The purpose of the Housing Commission study session is to solicit feedback on potential housing policies and implementation programs to achieving the City's RHNA affordable housing unit requirements as identified in Table 2. Policies establish a recognized community position on a particular subject. An implementation program is a more detailed action that the City would implement to ensure the attainment of the Housing Element goals and objectives. The project team has identified initial strategies to help achieve its affordable housing allocation. The Housing Commission should provide feedback on the housing programs listed below, as well as other housing policy items of interest, that should be considered as part the Update. As a study session, no actions are taken. The project team will share the input with the City Council for consideration.

Based on the background information noted above, the project team has identified initial housing strategy options to achieve or exceed the 6th Cycle RHNA requirements, while adhering to the intent of fair housing requirements. These options were created based on community feedback, outreach to community service providers and housing advocates/developers, and prior City Council, Planning Commission, and Housing Commission meetings. The strategies focus on facilitating affordable housing development and can be further refined throughout the Housing Element Update.

Affordable Housing Strategy Options

1) Increase the citywide Below Market Rate Housing Program inclusionary requirements from 15 percent to 20 percent for all new residential development that has 20 or more units.

Many of the surrounding jurisdictions require 20 percent of new housing to be affordable. This has been justified by nexus studies and actual success (i.e., more BMR and market-rate housing opportunities) over time in Palo Alto, Daly City and San Mateo County. BAE Urban Economics prepared a feasibility analysis for the City of Menlo Park in 2018 showing that high-density multifamily residential developments could support up to 20 percent of units affordable to low-income households, among other findings. The study is included as hyperlink Attachment H. Residential projects with 5 to 19 units would continue to be required to provide a minimum of 10

percent inclusionary units.

- 2) Expand the City's Affordable Housing Overlay (Ch. 16.98) or the City's local density bonus ordinance (Chapter 16.97) to incentivize 100 percent affordable housing projects (i.e., 100 percent of units are affordable to low and very low income residents) and encourage additional BMR units in traditionally market-rate developments.**

The AHO applies to all properties within the El Camino Real and Downtown Specific Plan area, a few sites along Willow Road and Haven Avenue, and could be applied to all 6th Cycle Housing Element opportunity sites. The purpose would be to increase the allowable density bonuses beyond what is mandated by the State density bonus laws. As explained previously, State density bonus laws current require cities to grant 80 percent density bonuses citywide wide for projects that are 100% affordable, and unlimited density for projects within a half mile from major transit stops. A local density bonus ordinance that allows for even greater density bonuses than those required by State law in some cases is advantageous because it can be tailored to specific community needs.

- 3) Limit average maximum unit sizes to 1,250 square feet and/or create a sliding scale for FAR to encourage smaller, more affordable homes and efficient use of space.**

This could apply to all properties within the El Camino Real and Downtown Specific Plan area and all 6th Cycle Housing Element opportunity sites. This would be similar to a policy as observed in the Burlingame Downtown Specific Plan. Average Maximum Unit Size is defined as the maximum value allowed when averaging the square footage areas of all residential units in a single housing development. The intention is to provide a diverse range of unit types, bedroom counts, and sizes within a single housing project by balancing the provision of larger units with concurrent provision of smaller units. This can help support housing for all stages of life (e.g., students, singles, young families, seniors) as well as evenly distribute housing, including affordable and multi-family housing. Similarly, FAR could be applied on a sliding scale, where projects with a higher density, receive additional gross floor area. This concept is currently applied in the City's R-3 (lots 10,000 sf or more around the downtown), R-4-S, and R-MU zoning districts to discourage the development of projects with a low density that maximizes the FAR intended for a higher density project.

- 4) Implement a sliding density scale of units as follows to more accurately reflect the land use intensity of smaller residential homes:**
 - **Units up to 650 square feet count as 0.50 unit (studios and 1-bedrooms)**
 - **Units up to 938 square feet count as 0.75 unit (2-bedrooms)**
 - **Units up to 1,250 or more square feet count as 1.0 unit (3-bedrooms)**

This could apply to all properties within the El Camino Real and Downtown Specific Plan area and all 6th Cycle Housing Element Opportunity Sites. In this strategy, housing projects with a greater number of smaller units are not penalized on a density basis. Additionally, the prorating of the units more closely reflects the actual persons per acre. City fees that are determined on a "per unit" basis would also need to be prorated accordingly.

Based on this system of density bonuses and consideration for smaller units, the planned housing density ranges can mostly remain the same in the El Camino Real and Downtown Specific Plan area, while still facilitating the creation of new affordable housing opportunities. Certain parcels may be subject to increases in base density and height as described in strategy option #5.

The City of Santa Barbara has a similar system for smaller average unit sizes that are allowed a higher density, called the "Average Unit-Size Density (AUD) Program." The intent of the AUD

Program is to support the construction of smaller residential units near transit and within easy walking and biking distance to commercial services and activity centers. Increased densities and development standard incentives are allowed in most multi-family and commercial zones of the city to promote additional housing.

5) Increase certain El Camino Real and Downtown Specific Plan area base density and height limits.

The El Camino Real and Downtown Specific Plan includes residential densities ranging from a low of 18.5 to 25 du/ac for the area immediately surrounding the downtown core (Downtown Adjacent) to a high of 50 to 60 du/ac for the areas closer to the Caltrain station (Station Areas East and West). However, to facilitate affordable housing of all types within the El Camino Real and Downtown Specific Plan area, including non-density bonus projects, HCD's "default density" of 30 du/ac for lower income affordable housing should be achievable with the given density ranges, including the "public benefit" level at the higher end of density ranges. Consideration could be given whether any housing project providing on-site affordable units (above the City's inclusionary zoning) should be allowed the "public benefit" density without the use of any local or State Density Bonus law.

The Specific Plan area densities are recommended to be modified as shown in Table 3, and could additionally include considerations for establishing minimum densities.

Table 3: Recommended Increase in El Camino Real and Downtown Specific Plan Area Density

Specific Plan Area	Dwelling Units Per Acre (du/ac)	Recommendation
El Camino Real North-West	25-40	No change
El Camino Real North-East – Low Density	20-30	No change
El Camino Real North-East	25-40	No change
El Camino Real North-East – Residential Emphasis	32-50	No change
El Camino Real South-West	25-40	No change
El Camino Real South-East	40-60	No change
Station Area West and Station Area East	50-60	No change
Downtown Adjacent	18.5-25	Increase maximum to 40 du/ac
Downtown Santa Cruz Avenue	25-40	Increase maximum to 50 du/ac

State Density Bonus Law will allow for 100 percent affordable housing projects within a half mile of a majority transit stop to have a height increase of up to three additional stories or 33 feet. Increasing maximum building heights to allow a maximum height of 50 feet throughout the Specific Plan area, which would allow for a four-story building, that contains affordable housing prior to the application of any density bonus waivers for building height, should be considered. Examples of completely affordable housing projects in the Bay Area are provided in Attachment G.

6) Reduce parking requirements for all housing projects within a half mile of a major transit stop or within the El Camino Real and Downtown Specific Plan.

For housing projects that qualify as a special needs or supportive housing development, AB 1763 completely eliminates all local parking requirements. Additionally, rental projects that are 100% affordable to lower income and/or seniors within half mile of public transit need not provide any parking (pursuant to State density bonus laws). However, many other housing development projects would need to provide certain amounts of parking in order to meet current City parking standards. Meeting these parking standards can be a significant project expense, particularly for larger multi-family projects. - Reductions in required parking can lead to large savings in land and development costs for these projects and result in more housing units able to be accommodated within a parcel. State Density Bonus Law sets special parking ratio requirements for qualifying projects, ranging from one space for one bedroom units to two and one-half spaces for four bedroom units, which can be lower than local parking standards require. Lower parking standards apply for density bonus projects adjacent to transit.

The cost of parking directly impacts affordability with direct cost increases for rent as shown in Figure 1. Furthermore, *Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey*, a study published in 2006 by the Metropolitan Transportation Commission (MTC), found that those living (and working) close to rail and ferry transit stops use transit, walk and bike much more than people living farther from these facilities. Additionally, almost 30 percent of people living within a half mile of transit did not own a car.

Another study, *Transportation Spending by Low-Income California Households: Lessons for the San Francisco Bay Area*, by Lorien Rice of the Public Policy Institute of California, found that low-income workers walk, carpool, and use public transit at higher rates than their more affluent counterparts.

Figure 1: Cost Impacts of Parking on Housing

	Number of Parking Spaces Required	Average Monthly Rent Impact (Per Bedroom)	Income Required for Affordability
	2 spaces	\$1,404	\$51,000
	1.5 spaces	\$1,195	\$41,000
	1 spaces	\$993	\$36,000

Source: Fregonese Associates 2016

Provided at the Missing Middle Housing Webinar, January 29, 2021, hosted by the Central Section of CA APA & Fresno Council of Governments.

The City's minimum residential parking requirements could be reduced for multi-family housing in certain areas, completely affordable housing projects, and/or for all housing in walkable, transit rich areas. Maximum allowed amounts of parking would be appropriate to both support affordable housing and reduce Vehicle Miles Travelled (VMT). Reducing the mileage that people drive has the

potential to improve air quality and shift travel to other transportation options that can also promote physical activity and improved quality of life.

7) Include a policy and program to increase the Commercial Linkage fee.

A commercial linkage fee is an important source of recurring funding that is used to support new affordable housing projects. It can be based on the creation of specific types of development such as commercial office or large retail spaces with the intent of identifying the nexus between a project's impacts on housing demand. In other words, a project that creates new jobs, creates new housing demands, and the impacts of those increased housing demands can be offset by a Commercial Linkage fee. A nexus and feasibility study would determine the amount of the fee. Within San Mateo County, there has been interest in increasing commercial linkage fees that provide much needed funding for affordable housing. The Menlo Park fee is currently \$20.46 per square foot of commercial/office space and \$11.10 per square foot for all other commercial and industrial uses.

At a Menlo Park Housing Commission meeting on August 23, 2017, the Commission received *The Grand Nexus Study – A Collaborative Effort to Study Residential and Commercial Impact Fees to Support Affordable Housing* prepared by Strategic Economics & Vernazza Wolfe Associates, Inc. in March 2016 and included as hyperlink Attachment I. The Study identified a maximum allowable nexus fee amount of \$255 per square foot and recommended a revised fee in the range of \$25 to \$50 per square foot. Since then, surrounding jurisdictions have established higher impact fees on offices to support new affordable housing. Examples of other jurisdictions with higher Commercial Linkage fees include:

- **County of Santa Clara.** The County of Santa Clara adopted a housing impact fee for the Stanford Community Plan Area for the first time in 2019. This fee was established at \$68.50 and will apply to all new academic development after the 2000 General Use Permit (GUP) allocation is completed.
- **City of Palo Alto.** In 2017, the City of Palo Alto increased their Office/Research and Development (R&D) housing impact fee from \$20.37 to \$35 per square foot. Subsequently, on October 19, 2021, the City of Palo Alto increased their Commercial Office/R&D housing impact fee from \$39.70 to \$68.50 per square foot. The City of Palo Alto continues to experience strong office demand which has the ability to contribute significant funding for housing that the City can facilitate.
- **City of Mountain View.** The City of Mountain View currently applies a housing fee on new office development that exceed 10,000 square feet of \$29.72 per square foot of new space.
- **City of Foster City.** The City of Foster City currently applies a housing fee on new office development of \$27.50 per square foot.

8) Include specialized policies and/or programs for specific groups such as People with Disabilities (including developmental disabilities), Veterans, and Seniors.

On September 27, 2021, the project team met with the Director of Community Services for the Golden Gate Regional Center, a publicly funded non-profit organization that provides services and support to individuals with developmental disabilities in Marin, San Francisco, and San Mateo counties. The discussion stressed the extreme difficulty for people with disabilities in the Bay Area to find housing and housing services, noting a reliance on Social Security income which does not directly correlate to the Bay Area's regional cost of living. Finding homes to purchase and renovate to accommodate populations in need can also be challenging; this

makes it difficult to secure homes for people with disabilities who have specialized needs.

Specific challenges identified in Menlo Park included the lack of available resources to get into affordable housing, a lack of subsidized rental assistance vouchers for Extremely Low Income households, and the inability for people to escape extreme poverty. Recommended policies and programs from this discussion included: a) maintaining and protecting existing housing; b) connecting people to housing resources; c) distributing housing supportive resources; and d) setting aside housing for people with disabilities.

On October 5, 2021, the project team met with the Executive Director and a Housing Advocate from Housing Choices, a publicly funded non-profit organization that partners with housing developers to allocate housing for people with developmental disabilities. Housing Choices has five properties in San Mateo County. At this discussion, Housing Choices stressed the need for more Extremely Low Income and Low Income housing units in Menlo Park to decrease the displacement of long-term residents, especially for those groups that have historically experienced displacement. A need for additional housing navigation services with a centralized system to find affordable housing units and on-site services for people with developmental disabilities was also expressed.

Recommended policies and programs from this discussion included: a) expand affordable housing overlay zones with zoning concessions that make housing feasible (e.g., height, density, parking); b) use zoning as a tool to reduce housing development costs; c) provide increases in height and density to make affordable housing more feasible; d) lower parking requirements and provide a transit focus; e) incentivize developers to create three to four bedroom units for multi-generational housing which is characteristic of families with individuals with developmental disabilities; f) provide multilingual housing services; and g) minimize displacement by prioritizing people who live and work in the area, regulating rent increases and providing eviction protections.

The intent of the initial housing strategy options noted above is to achieve the City's required affordable housing production. The City Council has requested additional information related to the capabilities of each proposed land use strategy in physically realizing the development of affordable housing units in Menlo Park. The feedback from the Housing Commission on the policies presented within this report will assist in the project team's response to the City Council, as well as in the furtherance of the environmental review process.

Housing Commission Questions

As part of the discussion and feedback on the potential affordable housing strategies, the Housing Commission may also wish to consider the following questions to help inform the discussion on housing policies and programs more broadly:

- What policies should be pursued for the development of affordable housing? For example, options 1 to 8 identified above or any other policies? For reference, the potential options previously described in this report are:
 - 1) Increase the citywide Below Market Rate Housing Program inclusionary requirements from 15 percent to 20 percent for all new residential development that has 20 or more units.
 - 2) Expand the City's Affordable Housing Overlay (Ch. 16.98) or the City's local density bonus ordinance (Chapter 16.97) to incentivize 100 percent affordable housing projects (i.e., 100 percent of units are affordable to low and very low income residents) and encourage additional BMR units in traditionally market-rate developments.

- 3) Limit average maximum unit sizes to 1,250 square feet and/or create a sliding scale for FAR to encourage smaller, more affordable homes and efficient use of space.
 - 4) Implement a sliding density scale of units as follows to more accurately reflect the land use intensity of smaller residential homes.
 - 5) Increase certain El Camino Real and Downtown Specific Plan area base density and height limits.
 - 6) Reduce parking requirements for all housing projects within a half mile of a major transit stop or within the El Camino Real and Downtown Specific Plan.
 - 7) Include a policy and program to increase the Commercial Linkage fee.
 - 8) Include specialized policies and/or programs for specific groups such as People with Disabilities (including developmental disabilities), Veterans, and Seniors.
- What other housing policy areas should the project team explore for the Housing Element Update?
 - How prescriptive should affordable housing requirements be? For example, for the BMR units, should we required a specific mix by income level.
 - Should the AHO be applied citywide?

Next Steps

Following the Housing Commission's study session on affordable housing policies, the project team will be sharing the feedback with the City Council as part of the discussion and guidance on a preferred land use scenario. The meeting is targeted for early December 2021. The project team is also planning to conduct a community meeting to discuss housing policies, which may occur in December or early 2022.

Impact on City Resources

On November 10, 2020, the City Council authorized up to \$1.69 million for the preparation of the Housing Element, including consultant services and partial funding for two full-time equivalent staff positions for the fiscal year 2020-21. On March 23, 2021, the City Council authorized the City Manager to negotiate a scope of work and fee and execute an agreement with the M-Group for a fee, not to exceed \$982,000.

Environmental Review

This agenda item is not a project within the meaning of the California Environmental Quality Act (CEQA) Guidelines §§ 15378 and 15061(b)(3) as it will not result in any direct or indirect physical change in the environment. As part of the Housing Element Update process, an Environmental Impact Report will be prepared.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. A notice was also published in the local newspaper 10 days before the meeting.

Attachments

- A. Hyperlink – Housing Element webpage: menlopark.org/housingelement
- B. Hyperlink – October 26, 2021 City Council staff report: www.menlopark.org/DocumentCenter/View/29892/H2-20211026-CC-Housing-Element-RHNA
- C. Hyperlink – October 26, 2021 City Council video: https://www.youtube.com/watch?v=0_QhIRHAVZg
- D. Summary of Public Policy Areas from Housing Element Update Public Comments
- E. 5th Cycle Housing Element Policies: <https://menlopark.box.com/s/rz7ujx7aq9brvc2kuhavtacgh0gw8uvk>
- F. Major Transit Stops map

- G. Summary of existing zoning densities
- H. Hyperlink – Menlo Park Inclusionary Housing Feasibility Analysis by BAE Urban Economics:
<https://menlopark.org/DocumentCenter/View/26129/D3-20200915-CC-BMR-rental-housing-inlieu-fee>
- I. Hyperlink – The Grand Nexus Study – A Collaborative Effort to Study Residential and Commercial Impact Fees to Support Affordable Housing: <https://homeforallsmc.org/wp-content/uploads/2017/05/Grand-Nexus-Study-Final-Report-March-2016-3.pdf>
- J. Examples of 100% Affordable Housing Projects

Report prepared by:

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Deanna Chow, Assistant Community Development Director

Community Development



2023-2031 Housing Element Update

Summary of Public Policy Areas from Public Comments

A) Potential City Strategies

- Support for increasing housing densities
- Existing zoning not matching the best use of properties
- Support for strengthening/increasing zoning overlay allowances for affordable housing
- Support for use of City-owned land to increase affordable housing development potential
- Support for smaller lot sizes to increase affordability and potential ownership
- Support for reducing parking requirements, especially at affordable housing developments
- Concerns about lengthy City processes adding to affordable housing development challenges
- Need for objective standards for affordable housing
- Support for placing affordable housing into higher-resource areas

B) Current Resident Support

- Providing support to prevent displacement (e.g., rent support and housing renovation support)
- Support for increased renter protections and education, including resource centers and discouraging vacancies
- Support for senior housing, including age-in-place strategies
- Support for multiple income levels and life stages in all areas of the city
- Need for disability-supportive housing, especially for larger families and adult, people of color
- Need for childcare options integrated into affordable housing developments
- Need for general supportive services along with additional affordable housing (e.g., job centers)

C) Acknowledging Concerns about Anticipated Changes

- Concerns about impacts on schools and needed expansions for service capacity
- Concerns about removing or overloading existing parks
- Concerns that “positives” of single-family housing are being overlooked
- Ensuring that everyone is included in the Housing Element Update process at multiple stages
- Concerns about social justice

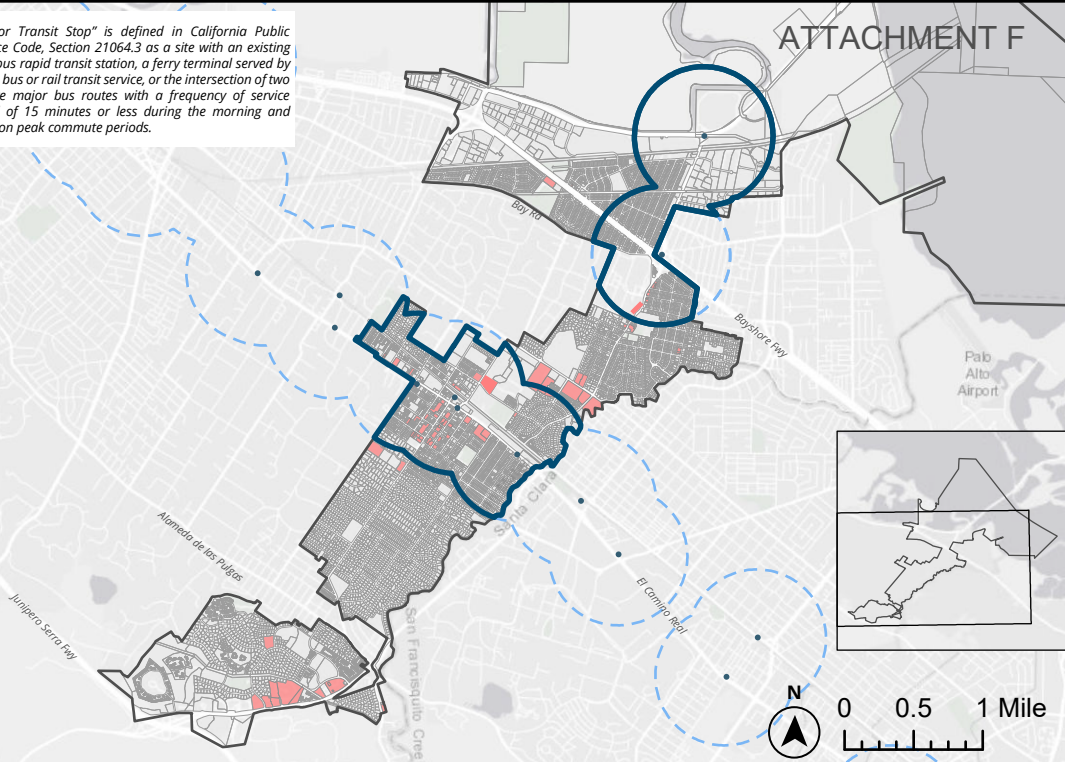
D) Financial Costs

- Need for funding for very low-income housing
- High land costs
- Concerns about cost of housing, both for-purchase and rental

E) Transportation and Climate Effect

- Placing new housing opportunities near transit services or within walking/biking of daily needs
- Reducing greenhouse gases
- Prioritizing the walking experience
- Concerns for increased traffic with additional housing
- Support for advocating for additional transit routes to increase opportunities for housing in transit-rich areas

A "Major Transit Stop" is defined in California Public Resource Code, Section 21064.3 as a site with an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.



Major Transit Stops

- | | |
|---|--|
| Potential Site | Major Transit Stop |
| Other Parcel | 1/2 Mile Radius From Stop Within Menlo Park |
| City Boundary | 1/2 Mile Radius From Stop Outside of Menlo Park |

Projection: NAD83 StatePlane
California III FIPS 0403 (US Feet)



Select Zoning Regulations and Density Information for Multifamily Residential, Specific Plan, and Commercial Zoning Districts																
Zoning District	Residential Currently Allowed?	Municipal Code or SP-ECR/D Chapter	Number of Parcels	Total Acreage	Does Zoning District Have Conditional Development Districts (X)?	Number of Parcels in Conditional Development Districts	Acreage of Parcels in Conditional Development Districts	Estimated Existing Dwelling Units	Approximate Existing Dwelling Units per Acre	Number of DU Under Construction?	Number of DU Approved?	Number of DU Proposed?	Maximum Base FAR	Maximum "Bonus Level" FAR	Maximum Base Height (Ft)	Maximum "Bonus Level" Height (Ft)
Multifamily Residential																
R-3	Yes	16.20	1356	157.36	Yes	338	30.12	2908	18.48	0	0	3	0.45	N/A	35	N/A
R-3 near SP-ECR/D	Yes	16.20	217	41.49	No	0	0.00	834	20.10	2	0	0	0.75	N/A	40	N/A
R-3-A	Yes	16.24	328	78.67	Yes	281	68.43	1129	14.35	0	0	0	0.45	N/A	N/A	N/A
R-3-C	Yes	16.26	1	0.86	No	0	0.00	33	38.36	0	0	0	0.45	N/A	35	N/A
R-4	Yes	16.22	28	1.48	Yes	17	0.89	38	25.59	0	0	0	1.00	N/A	40	N/A
R-4-S	Yes	16.23	7	28.53	No	5	21.33	915	32.07	58	0	0	0.90	N/A	40	N/A
C-2-B	Yes	16.40	6	2.35	No	0	0.00	0	0.00	0	0	0	0.90	N/A	40	N/A
R-MU	Yes	16.45	31	51.04	No	0	0.00	0	0.00	0	923	2319	0.90	2.25	40	70
R-L-U	Yes	16.28	47	5.68	Yes	1	0.95	245	43.15	0	0	0	1.50	N/A	35	N/A
SP-ECR/D																
ECR NW	Yes	Chapter E	12	4.14	No	0	0.00	20	4.83	3	0	0	1.10	1.50	38	38
ECR NE-L	Yes	Chapter E	48	10.52	No	0	0.00	125	11.88	0	0	0	0.75	1.10	38	38
ECR NE	Yes	Chapter E	18	7.33	No	0	0.00	29	3.96	27	0	8	1.10	1.50	38	48
ECR NE-R	Yes	Chapter E	10	10.77	No	0	0.00	163	15.13	183	0	0	1.10	1.50	38	48
ECR SW	Yes	Chapter E	80	17.27	No	0	0.00	67	3.88	4	10	0	1.10	1.50	38	38
ECR SE	Yes	Chapter E	5	20.74	No	0	0.00	0	0.00	215	0	0	1.25	1.75	60	60
SA W	Yes	Chapter E	17	2.99	No	0	0.00	7	2.34	0	0	0	2.00	2.25	48	48
SA E	Yes	Chapter E	28	10.71	No	0	0.00	34	3.17	0	9	0	1.35	1.75	60	60
DA	Yes	Chapter E	82	15.11	No	0	0.00	146	9.66	0	0	0	0.85	1.00	38	38
D	Yes	Chapter E	99	22.16	No	0	0.00	2	0.09	0	7	0	2.00	2.25	38	38
Total			2420	489.21	N/A	642	121.73	6695	N/A	492	949	2330				
Commercial*																
C-1	No	16.30	23	117.59	Yes	10	78.10	0	0.00	0	0	400	0.30	N/A	35	N/A
C-1-A	No	16.32	9	2.94	No	0	0.00	0	0.00	0	0	0	0.40	N/A	35	N/A
C-1-C	No	16.36	15	90.45	Yes	1	16.48	0	0.00	0	0	0	0.25	N/A	35	N/A
C-2	No	16.38	8	8.46	No	0	0.00	0	0.00	0	0	0	0.40	N/A	30	N/A
C-2-A	No	16.39	5	1.46	No	0	0.00	1	0.68	0	0	0	0.40	N/A	One Story	N/A
C-2-B	Yes	16.40	6	2.35	No	0	0.00	0	0.00	0	0	0	0.90	N/A	40	N/A
C-2-S	Yes	16.37	4	3.18	No	0	0.00	0	0.00	0	0	0	0.50	N/A	N/A	N/A
C-4	No	16.42	19	26.15	Yes	2	21.04	2	0.08	0	0	0	0.40	N/A	30	N/A
Total	N/A	N/A	89	252.59	N/A	13	115.62	3	N/A	0	0	400				

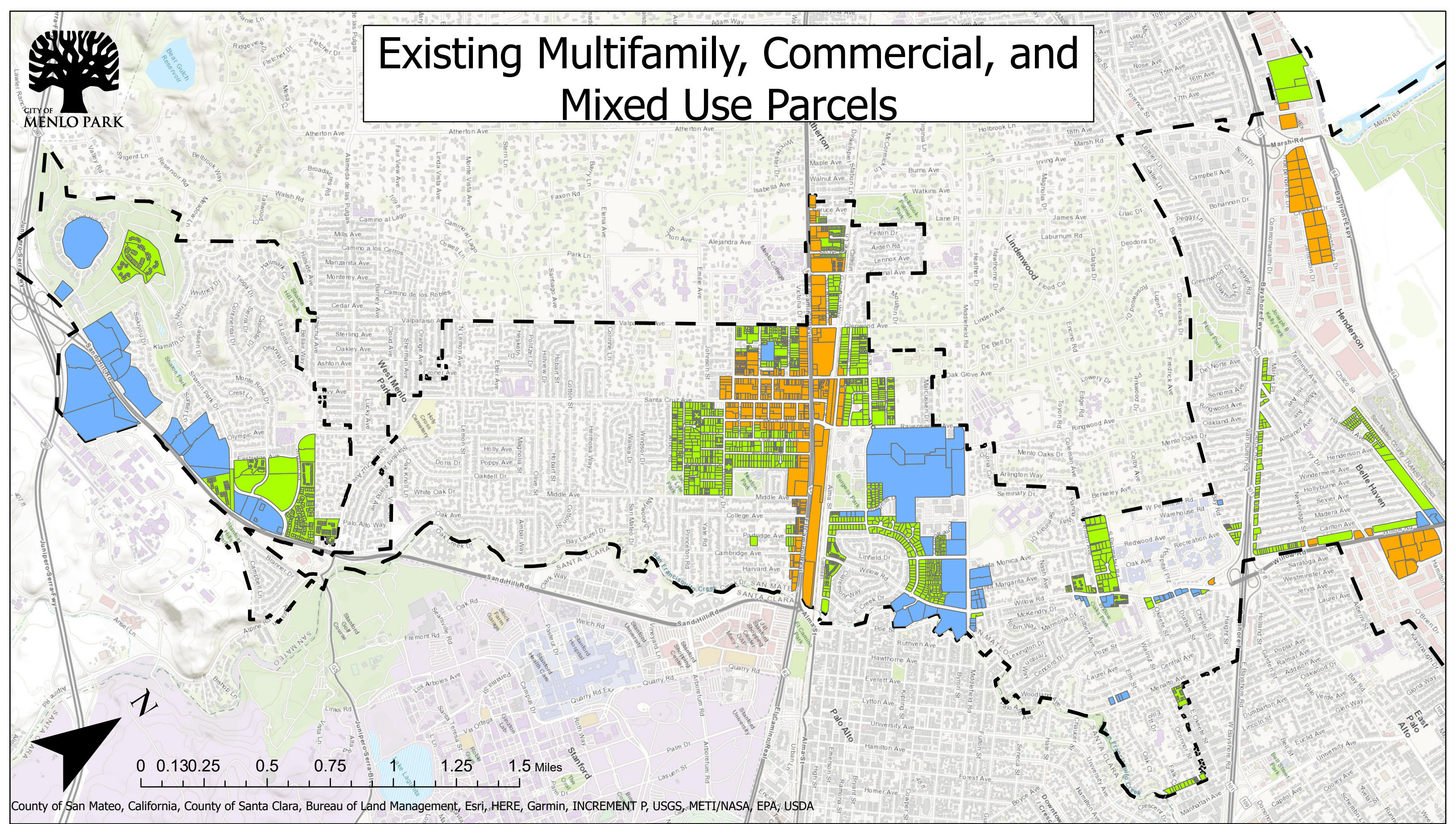
*The O and LS districts are not included in this table because additional housing in District 1 is not being considered as part of the 2023-2031 Housing Element Update.

Select Zoning Regulations and Density Information for Multifamily Residential, Specific Plan, and Commercial Zoning Districts														
Zoning District	Minimum Base Density (DU/AC)	Maximum Base Density (DU/AC)	Minimum "Bonus Level" Density (Public Benefit or Community Amenity) (DU/AC)	Maximum "Bonus Level" Density (Public Benefit or Community Amenity) (DU/AC)	Maximum City BMR Bonus (15%) at Base Density	Maximum City BMR Bonus (15%) at "Bonus Level" Density	Maximum State Density Bonus Law Bonus (50%) at Base Density	Maximum State Density Bonus Law Bonus (50%) at "Bonus Level" Density	Maximum City Affordable Housing Overlay Bonus (60%) at Base Density	Maximum City Affordable Housing Overlay Bonus (60%) at "Bonus Level" Density	Maximum State AB 1763 Bonus (80%) at Base Density	Maximum State AB 1763 Bonus (80%) at "Bonus Level" Density	Maximum State AB 1763 Bonus Near Major Transit Stop (Unlimited, Assumed 100%) at Base Density	Maximum State AB 1763 Bonus Near Major Transit Stop (Unlimited, Assumed 100%) at Bonus Level Density
Multifamily Residential														
R-3	N/A	13.1	N/A	N/A	15	N/A	20	N/A	21	N/A	24	N/A	26	N/A
R-3 near SP-ECR/D	13.1	30.0	N/A	N/A	35	N/A	45	N/A	48	N/A	54	N/A	60	N/A
R-3-A	N/A	13.1	N/A	N/A	15	N/A	20	N/A	21	N/A	24	N/A	26	N/A
R-3-C	N/A	13.1	N/A	N/A	15	N/A	20	N/A	21	N/A	24	N/A	26	N/A
R-4	N/A	40.0	N/A	N/A	46	N/A	60	N/A	64	N/A	72	N/A	80	N/A
R-4-S	20.0	30.0	N/A	N/A	35	N/A	45	N/A	48	N/A	54	N/A	60	N/A
C-2-B	N/A	30.0	N/A	N/A	35	N/A	45	N/A	48	N/A	54	N/A	60	N/A
R-MU	20.0	30.0	30.1	100.0	35	115	45	150	48	160	54	180	60	200
R-L-U	N/A	54.5	N/A	N/A	63	N/A	82	N/A	87	N/A	98	N/A	109	N/A
SP-ECR/D														
ECR NW	N/A	25.0	N/A	40.0	29	46	38	60	40	64	45	72	50	80
ECR NE-L	N/A	20.0	N/A	30.0	23	35	30	45	32	48	36	54	40	60
ECR NE	N/A	25.0	N/A	40.0	29	46	38	60	40	64	45	72	50	80
ECR NE-R	N/A	32.0	N/A	50.0	37	58	48	75	51	80	58	90	64	100
ECR SW	N/A	25.0	N/A	40.0	29	46	38	60	40	64	45	72	50	80
ECR SE	N/A	40.0	N/A	60.0	46	69	60	90	64	96	72	108	80	120
SA W	N/A	50.0	N/A	60.0	58	69	75	90	80	96	90	108	100	120
SA E	N/A	50.0	N/A	60.0	58	69	75	90	80	96	90	108	100	120
DA	N/A	18.5	N/A	25.0	21	29	28	38	30	40	33	45	37	50
D	N/A	25.0	N/A	40.0	29	46	38	60	40	64	45	72	50	80
Total														
Commercial*														
C-1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-1-A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-1-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-2-A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C-2-B	N/A	30.0	N/A	N/A	35	N/A	45	N/A	48	N/A	54	N/A	60	N/A
C-2-S	N/A	18.5	N/A	N/A	21	N/A	28	N/A	30	N/A	33	N/A	37	N/A
C-4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total														

*The O and LS districts are not included in this table because additional housing in District 1 is not being considered as part of the 2023-2031 Housing Element Update.



Existing Multifamily, Commercial, and Mixed Use Parcels



Legend

- Multifamily Parcels
- Commercial Parcels
- Mixed Use Parcels
- City Limits

The following multifamily residential districts are included on this map: R-3, R-3 near the El Camino Real and Downtown Specific Plan (SP-ECR/D), R-3-A, R-3-C, R-4, R-4-S, C-2-B, R-MU, and R-L-U. The following SP-ECR/D districts are also included on the map: ECR NW, ECR NE-L, ECR NE, ECR NE-R, ECR SW, ECR SE, SA W, SA E, DA, and D. The following commercial districts are also included on the map: C-1, C-1-A, C-1-C, C-2, C-2-A, C-2-B, C-2-S, and C-4. Please note that the O and LS districts were not included because zoning for additional housing in District 1 is not being considered as part of the 2023-2031 Housing Element Update.

**SUMMARY TABLE
EXAMPLES OF 100% AFFORDABLE HOUSING**

City	Project	Status	Type/Average Unit Size	Units	Acres	Density DU/AC	FAR	Build. Height	Parking spaces per unit
Belmont	Firehouse Square	Approved	Family Housing Average Unit Size: 735 s.f.	66	.72	92	2.37	4 stories 53 ft.	.71
Burlingame	The Village	Under Construction	Workforce & Senior Average Unit Size: 647 s.f.	132	.84	132	3.75	5 stories 61 ft.	1.1
Foster City	Alma Point	Complete 2016	Seniors up to 50% AMI Average Unit size: 588 s.f.	66	.84	79		4 stories	.59
Mountain View	1701 W. El Camino Real	Under Construction	Up to 60% AMI + Veterans Aver. Unit size: 430 s.f.	67	.49	137	2.31	5 stories 55 ft.	.46
Menlo Park	Sequoia Belle Haven	Complete 2017	Senior up to 50% AMI Average Unit Size: 600 s.f.	90	2.3	40	.80	3 stories 44 ft.	.87
Menlo Park	Crane Place	Complete 2015	Seniors (age 62+) and persons with mobility impairments	93	.94	99		4 stories	
Palo Alto	Wilton Court	Under Construction	30-60% AMI + adults with developmental disabilities Aver. Unit Size: 367 s.f.	59	.46	127		4 stories	.69
Redwood City	Arroyo Green	Complete 2021	Seniors up to 50% AMI Average Unit Size: 559 s.f.	117	1.36	86		4 stories	.50
San Mateo	Kiku Crossing	Approved	Family Housing Average Unit size: 820 s.f.	225	2.41	93	3.00	7 stories 83 ft.	.73

San Mateo	Peninsula Station	Complete 2010	Individuals & Families: 30 to 50% AMI Average Unit Size: 996 s.f.	68	1.0	68		4 stories	1.7
Sunnyvale	1178 Sonora Court	Pending	Family	177	1.26	140		7 stories	

EXAMPLES OF 100% AFFORDABLE HOUSING

City	Project	Status	Type	Units	Acres	Density DU/AC	FAR	Build. Height	Parking Spaces Per Unit
			Average Unit Size						
Belmont	Firehouse Square	Under Construction	Family Housing	66	.72	92	2.44	4 stories 53 ft.	.71
			Avg. Unit Size: 735 s.f.						



Burlingame	The Village	Under Construction	Workforce & Senior	132	.84	132	3.75	5 stories 61 ft.	1.1
			Avg. Unit Size: 647 s.f.						



Housing Development



Public Parking Garage

Conversion of public parking lot into affordable housing.

City	Project	Status	Type	Units	Acres	Density DU/AC	FAR	Build. Height	Parking Spaces Per Unit
			Average Unit Size						
Foster City	Alma Point	Complete	Senior Housing	66	.52	127	3.05	4 stories 60 ft.	.59
			Avg. Unit Size: 588 s.f.						



Mountain View	1701 W. El Camino Real	Under Construction	Up to 60% AMI + Veterans	67	.49	137	2.31	5 stories 55 ft.	.46
			Avg. Unit Size: 430 s.f.						



City	Project	Status	Type	Units	Acres	Density DU/AC	FAR	Build. Height	Parking Spaces Per Unit
			Average Unit Size						
Palo Alto	Wilton Court	Under Construction	30-60% AMI + adults with developmental disabilities	59	.46	127	2.0	4 stories	.69
			Avg. Unit Size: 367 s.f.						



Redwood City	Arroyo Green	Complete 2021	Senior Housing	117	1.36	86	2.36	4 stories 81 ft. 6 in.	.50
			Avg. Unit Size: 559 s.f.						



City	Project	Status	Type	Units	Acres	Density DU/AC	FAR	Build. Height	Parking Spaces Per Unit
			Average Unit Size						
San Mateo	Kiku Crossing	Approved	Family up to 80% AMI	225	2.41	93	4.2	7 stories 74 ft.	.73
			Avg. Unit Size: 820 s.f.						



San Mateo	Peninsula Station	Complete 2010	Family Housing	68	1.0	68	1.95	4 stories 62 ft.	1.7
			Avg. Unit Size: 996 s.f.						



City	Project	Status	Type	Units	Acres	Density DU/AC	FAR	Build. Height	Parking Spaces Per Unit
			Average Unit Size						
Sunnyvale	1178 Sonora Court	Pending	Family up to 80% AMI	176	1.26	140	3.9	7 stories 75 ft. 5 in.	
			Not available						



Menlo Park	Sequoia Belle Haven	Complete 2017	Senior up to 50% AMI	90	2.3	40	.80	3 stories 44 ft.	.87
			Avg. Unit Size: 600 s.f.						



City	Project	Status	Type	Units	Acres	Density DU/AC	FAR	Build. Height	Parking Spaces Per Unit
			Average Unit Size						
Menlo Park	Crane Place	Complete 2015	Seniors (age 62+) and persons with mobility impairments	93				4 stories	

