



STAFF REPORT

City Council

Meeting Date:

3/4/2025

Staff Report Number:

25-036-CC

Study Session:

Review and discuss site selection criteria and previous evaluation of City-owned properties completed for the 2023-2031 Housing Element

Recommendation

Staff recommends that the City Council:

1. Review and discuss the site selection criteria and evaluation of City-owned properties previously undertaken for the 2023-2031 Housing Element (Attachment A); and
2. Provide direction to staff and identify if any alternative Housing Element sites should be considered.

Policy Issues

The Housing Element is one of the state-mandated elements of the City's General Plan. The State Housing and Community Development Department certified the City's Housing Element for the 2023-2031 planning period on March 20, 2024 following a robust two and one-half year process. The Housing Element is essential to Menlo Park's efforts to address housing needs across all income levels. Identifying housing opportunity sites to meet the City's Regional Housing Needs Allocation (RHNA) of approximately 3,000 residential units was a key component of the Housing Element process. Housing Element site selection criteria and evaluation of City-owned properties involved a number of key policy considerations including:

1. Complying with state Housing Element law regarding the suitability of sites to accommodate housing at various income levels;
2. Affirmatively furthering fair housing (AFFH) by taking meaningful actions to overcome patterns of segregation, addressing significant disparities in housing needs and access to opportunities, providing for integrated and balanced living patterns, and other proactive steps; and
3. Balancing preservation and access to parks, open space, and public facilities that serve community needs with the City's housing goals.

Background

City Council request

On Jan. 28, 2025, the City Council received a request from City Councilmember Schmidt to agendize a discussion regarding the site selection criteria utilized by the City in developing and finalizing the 2023-2031 Housing Element. On Feb. 11, the City Council discussed and directed staff to return with a staff report and agenda item providing an overview of the process that was utilized to identify housing opportunity sites in the Housing Element, including but not limited to whether and to what extent the Civic Center site was considered as a housing opportunity site. The majority of the City Council supported scheduling the topic for a future City Council meeting. The intent of this item is to provide an overview of the analysis utilized in selecting the housing opportunity sites for the Housing Element, with a focus on City-owned property. No new information or analysis was asked to be created for the meeting. Should the City Council wish to further explore the possibility of designating any City-owned properties as housing opportunity sites, the City Council should provide staff direction which sites should be considered and the desired level of analysis in

Table 2 of this staff report for a future study session.

Regional Housing Needs Allocation (RHNA)

The Housing Element identifies adequate sites to accommodate the City's RHNA. As part of RHNA, the California Department of Housing and Community Development (HCD) determined the total number of new homes the Bay Area needs to build and how affordable those homes must be in order to meet the housing needs of people at all income levels. The Association of Bay Area Governments (ABAG) then distributed a share of the region's housing need to each city, town and county in the region. Each local government updated the Housing Element of its general plan to show the locations where housing can be built and the policies and strategies necessary to meet the community's housing needs. The City's required RHNA for the 6th Cycle of the Housing Element is 2,946 units. This means that by the end of the eighth year of the 6th Cycle planning period (2031), the City must have planned for and issued building permits for 2,946 housing units to demonstrate progress toward building housing throughout the community. Of the City's 2,946 RHNA units, the City is required to accommodate a specific number of units within each income category as shown in Table 1, below. Additionally, the City's Housing Element accommodates and plans for a buffer of 30% additional units over the 2,946 RHNA units. A 30% buffer is recommended by HCD to ensure that additional locations to construct housing are available if all opportunity sites do not develop with housing during the eight-year planning period and to reduce the chances of the City falling short of meeting its RHNA.

Table 1: 2023-2031 RHNA by income category					
	Very low	Low	Moderate	Above moderate	Total RHNA
RHNA units	740	426	496	1,284	2,946
HCD-recommended buffer units	222	128	149	385	884
Total units	962	554	645	1,669	3,830

During the Housing Element development process, the City conducted extensive community outreach to identify suitable sites for housing. The Housing Element includes eight City-owned downtown parking lots as potential sites for affordable housing development. These lots were projected to provide capacity for at least 345 affordable housing units to lower income households and play a crucial role in meeting the City's RHNA affordable housing obligations.

Analysis

The purpose of identifying housing opportunity sites in the Housing Element is to demonstrate that a jurisdiction has adequate land suitable and available for residential development to meet its RHNA obligations (Government Code §§65583 and 65583.2). State Housing Element law requires cities to establish a sites inventory as a component of their housing element (Government Code §65583.2). The site inventory enables the City to demonstrate the existence of sufficient sites with appropriate zoning, development standards, and infrastructure capacity to accommodate housing needs across all income categories during the eight-year planning period ending in 2031. If an inventory demonstrates insufficient sites to accommodate the state mandated RHNA, a jurisdiction must adopt programs to make additional commitments, typically through rezoning to accommodate new residential uses and/or higher density residential uses, and other actions, early in the planning period.

In addition to the identification of housing opportunity sites, the City also implemented several land use strategies meant to incentivize development of the 2,946 units. These land use strategies plan for the possibility that all of the identified housing opportunity sites are not developed as planned for in the City's

Housing Element. Among the various strategies set forth in the Housing Element, the following key strategies were adopted:

- Reuse of opportunity sites identified in the previous 2015-2023 Housing Element that did not develop during the previous eight-year period but may be developed with housing during the current eight-year cycle;
- Inclusion of projects in the pipeline (meaning projects under review or approved but not yet under construction) or still under construction as of June 30, 2022;
- Modification of residential densities in and around the El Camino Real/Downtown Specific Plan area and the R-3-zoned properties around downtown to allow at least 30 dwelling units per acre;
- Changes to the City's retail- and commercial-only zoning districts to allow new residential and mixed-use developments; and
- Enhancements to the City's affordable housing overlay.

The General Plan amendments and zoning changes needed to implement these strategies were adopted by the City Council in December 2023 and became effective in January 2024, within one year of Housing Element adoption as required by state housing element law.

HCD site selection factors

HCD produced a Housing Element Site Inventory Guidebook (Attachment B), which provides guidance to local governments for identifying sites that can accommodate residential development to meet their RHNA at various income categories. Sites must be evaluated for appropriate zoning, development standards, infrastructure capacity, and environmental constraints before being identified on a city's housing element site inventory.

Housing opportunity sites must meet several basic criteria to be considered suitable for housing development, as described in Part A of the HCD Site Inventory Guidebook. The criteria include:

- Adequate land area to accommodate housing development;
- Appropriate zoning that allows residential uses, either as the primary use or as part of a mixed-use development;
- Access to sufficient infrastructure, such as water, sewer and electricity; and
- Lack of environmental constraints that would preclude development, such as floodplains or oak tree preserves.

For sites intended to accommodate a jurisdiction's lower-income RHNA, additional criteria apply, as described in Section B of the HCD Guidebook, including:

- A site area between 0.5 and 10 acres in size, or additional analysis, justification, and actionable programs to facilitate housing development on sites outside that range;
- Zoning that allows residential densities of at least 30 dwelling units per acre (applicable to jurisdictions located in metropolitan areas, such as Menlo Park); and
- A location that affirmatively furthers fair housing by providing housing opportunities in high-resource areas. Pursuant to AB 686, housing element sites must be identified throughout the community in a manner that affirmatively furthers fair housing opportunities. This means that sites identified to accommodate lower-income households are not concentrated in low-resourced areas (lack of access to high performing schools, reduced proximity to jobs, disproportionate exposure to pollution or other health impacts) or areas of segregation and concentrations of poverty.

As part of the site selection process, jurisdictions must also identify which RHNA income category each site

in the inventory is anticipated to accommodate. In other words, the City's housing opportunity sites inventory must include a list of specific sites/addresses/parcels and associated income categories (e.g., low income, very-low income, etc.) for each of these sites/addresses/parcels. The City's Housing Element must demonstrate the ability to meet the number of residential units in each income category shown in Table 1 above. Where sites are anticipated to cover multiple income categories, the site inventory must break down the units by income category. This requirement is important because of the No Net Loss Law, which requires that adequate sites be maintained to accommodate the remaining RHNA by income category. A map of all the opportunity sites included in the 2023-2031 Housing Element is included as Attachment C.

Evaluation of City-owned properties

The 2023-2031 Housing Element identifies City-owned land as particularly suitable to help achieve the City's affordable housing goals and requirements, and HCD encourages jurisdictions to evaluate publicly owned land suitable for affordable housing development in the Site Inventory Guidebook and other resources. City-owned sites can reduce development costs since land acquisition costs often present a significant barrier to affordable housing development in the Bay Area. This aligns with HCD guidance that high land costs and the scarcity of land with adequately zoned capacity are significant contributors to a lack of housing development, especially housing affordable to lower-income households. The City can help overcome certain market constraints while ensuring long-term affordability through agreements, deed restrictions, and other mechanisms for new affordable residential development on City-owned land.

As part of the Housing Element update, staff conducted a comprehensive review of all 49 City-owned parcels (combined into 43 mapped sites) to determine which locations could meet HCD's guidance and the City's goals and interests, as determined through more than 18 months of community outreach, public meetings, and direction from the City Council. The list of City-owned parcels is documented in Housing Element Appendix 7-6 (Attachment D), including information about potential constraints to development. Many City-owned parcels were eliminated from consideration due to existing uses and constraints, such as:

- Parks and open spaces (e.g., Nealon Park, Sharon Park),
- Active civic facilities (e.g., Fire Station 77, Civic Center),
- Infrastructure facilities (e.g., Sharon Heights Pump Station, Corporation Yard),
- Buildings with long-term leases beyond the eight-year planning period (e.g., 1000 El Camino Real),
- Sites in City Council District 1 (e.g., Belle Haven Child Development Center, 1283 Willow Rd. lot), because of AFFH considerations and the scale and volume of multi-family residential development in the district. In 2016, the City Council adopted ConnectMenlo, which focused on increased residential development in the Bayfront area,
- Parcels too small or irregularly shaped for development (e.g., narrow rights-of-way, lots less than 0.5 acres in size), and/or
- Environmentally-constrained parcels (e.g., sloping creekside lots).

Attachment E shows Appendix 7-6 sorted by parcel size, with the 28 City-owned sites between 0.5 and 10 acres identified in a box bounded by a black border beginning with site reference No. 41 and ending with reference No. 39. After removing from consideration parcels that include parks and recreation areas, civic and infrastructure facilities, buildings with long-term leases beyond 2031, sites in City Council District 1, and/or environmentally-constrained parcels, the remaining sites available are shown in bold text, which are the eight downtown parking lots.

The Burgess Park/Civic Center site is a single parcel with the eastern portion (closest to Ravenswood Avenue) serving as the Civic Center, including community facilities like the library, police station, City Hall and Arrillaga Family Recreation Center. The western portion of the site (bordering Burgess Drive) serves as Burgess Park and includes athletic fields, a playground and other recreational spaces. For the purposes of

this staff report, the Burgess Park/Civic Center site is considered the entire 29-acre parcel bounded by Ravenswood Avenue, Alma Street, Burgess Drive and Laurel Avenue. The site has been suggested by community members as an alternative to the downtown parking lots for affordable housing development, but was not included as an opportunity site due to its active uses providing essential government services, athletic fields and green space, and community facilities. At various times during preparation of the Housing Element, the Housing Commission, Planning Commission, and City Council discussed the potential for housing on the Civic Center site, including:

- On Sept. 21, 2021, the City Council considered whether an ordinance should be drafted to protect City park land from being developed for other uses, but the motion to proceed did not pass;
- On Oct. 4, 2021, the Housing Commission and Planning Commission held a joint meeting where the option of housing on the Burgess campus was briefly discussed;
- Oct. 21, 2021, the City Council reviewed the Housing Element land use strategies and affirmed previous guidance not to use parks as sites for potential housing;
- On June 6, 2022, the City Council reaffirmed guidance not to include the Civic Center as a housing opportunity site; and
- On Aug. 9, 2022, the City Council discussed a draft ordinance for preserving park land, including parcels zoned PF, which is the zoning of the Burgess Park/Civic Center site.

This determination was documented in Chapter 7 of the Housing Element.

Downtown parking lots

From the evaluation of the 49 City-owned parcels according to HCD criteria and community input received during the Housing Element update process, the downtown parking lots emerged as the most suitable City-owned properties to help meet the City's RHNA. This is because the downtown parking lots do not include parks and recreation areas, civic and infrastructure facilities, or buildings with long-term leases beyond 2031. Additionally, the downtown parking lots are not located in District 1, and are not environmentally-constrained parcels. It was also believed that potential development on the parking lots could be additive, allowing for structured public parking to maintain the existing parking uses, while also integrating new residential and other non-residential uses on the sites.

Further, the downtown parking lots meet the following HCD requirements for affordable housing opportunity sites:

- Location in a high-resource area near transit, jobs and amenities,
- Adequate parcel sizes to support affordable housing development,
- Zoning that would allow residential uses,
- Limited environmental constraints, and
- Access to infrastructure.

Written correspondence and public comments from community members during the process of preparing and finalizing the Housing Element indicated support for including the downtown parking lots as opportunity sites and interest in prioritizing development on the lots during the first few years of the eight-year Housing Element cycle. The Housing Element housing opportunity sites inventory sheets for the eight downtown parking lots are included as Attachment F.

Next steps

If the City Council wishes to discuss adding or modifying the existing Housing Element's housing opportunity sites, staff recommends the City Council provide guidance to staff on the requested sites (including specific parcels, geographic areas, and/or land uses, as examples) from Attachment D and the

level of analysis desired. An overview of the likely tasks and estimated timing to complete different levels of analysis is provided below in Table 2 for reference. The estimated timing could vary based on the number of sites selected for evaluation.

Level of analysis	Potential components	Estimated timing
Basic screening	<ul style="list-style-type: none"> • General Plan and zoning consistency review • Overview of legal considerations • Draft Housing Element site sheet 	2-3 months
Moderate analysis	Basic screening plus: <ul style="list-style-type: none"> • Title reports • High-level feasibility assessment 	4-6 months
Comprehensive study	Moderate analysis plus: <ul style="list-style-type: none"> • Complete feasibility study • Legal analysis of individual site restrictions • Environmental assessment • Community engagement events 	12 months

In addition to the above described timelines, the City would need to engage HCD if any modifications to the Housing Element are to be proposed or adopted. Changes to housing opportunity sites would also require potential General Plan and Zoning Ordinance amendments and other potential discretionary actions, as well as potential additional environmental review.

If additional sites are identified, staff would schedule a study session for a future City Council meeting following completion of tasks at the desired level of analysis. The evaluation and selection of any alternative opportunity sites would need to consider the HCD criteria outlined in this report. For certain types of City-owned sites, other site-specific criteria may apply. For example, use of dedicated park land could require a special election to modify the uses allowed on the site(s). Adding alternative sites would require an amendment to the Housing Element, which could involve at least one round of public comment for seven days, followed by a 60-day review period by HCD to provide comments back to the City. Each round of additional revisions requested by HCD would extend the potential timeline for adoption of a revised Housing Element. The time needed to complete the amendment process with HCD and any corresponding evaluation under the California Environmental Quality Act (CEQA) would be in addition to the time necessary to prepare the information outlined in Table 2 above.

Impact on City Resources

This report was prepared using existing staff resources. Any additional analysis of alternative opportunity sites would require staff time that could delay implementation of other Housing Element and/or Environmental Justice Element programs, and Housing and Planning-related projects that were previously identified. These include but are not limited to study and development of objective residential design standards, modifications to the approval process for single-family dwellings on substandard lots, and an accessory dwelling unit (ADU) amnesty program. Analysis of alternative sites may also require additional consultant services depending on the scope of work.

Environmental Review

The review and discussion of site selection criteria and the previous evaluation of City-owned properties completed for the 2023-2031 Housing Element is not considered a project under CEQA.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. In addition, information was included in the City's Weekly Digest and email notifications were sent to subscribers interested in downtown development and Housing Element updates.

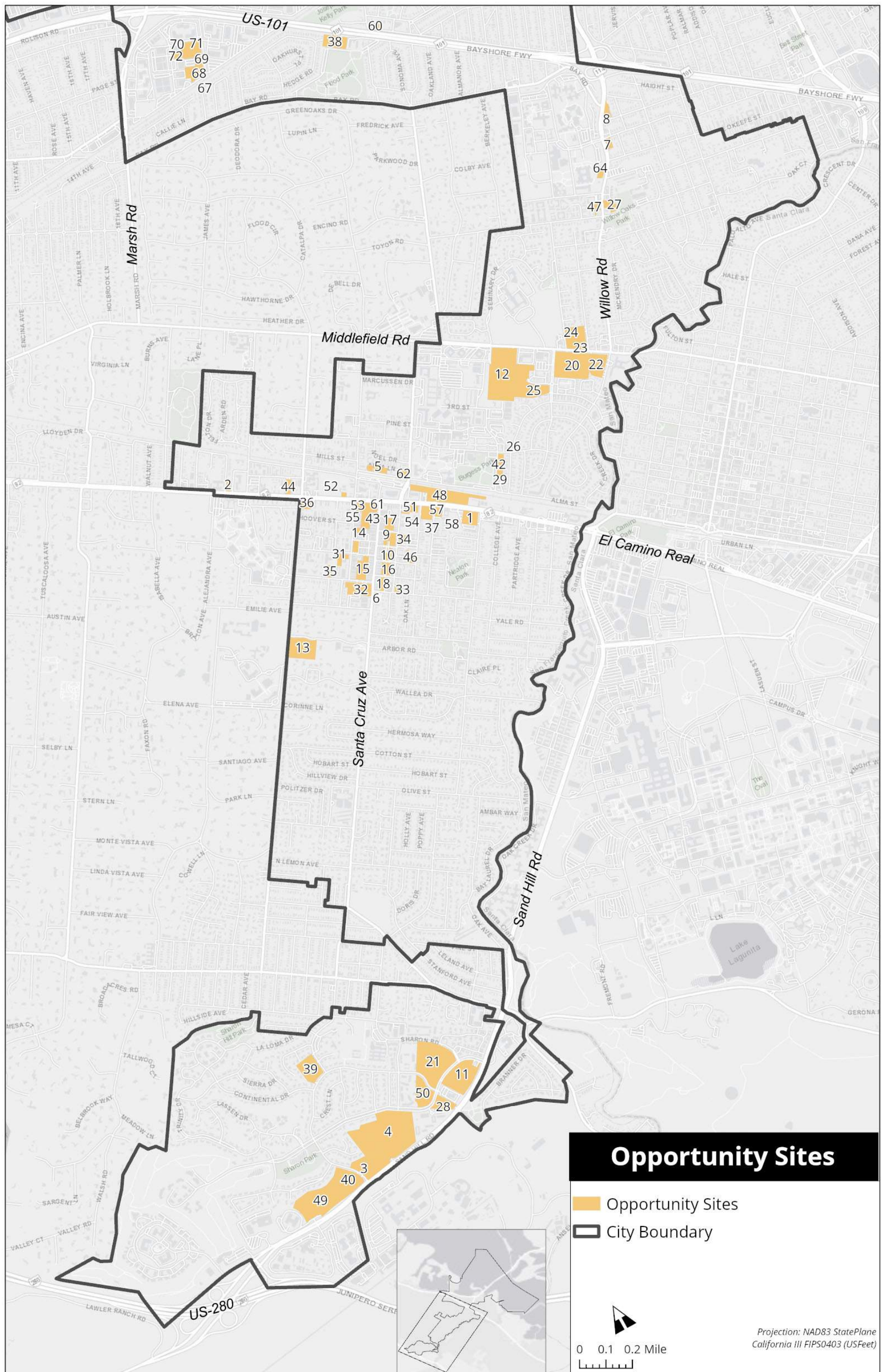
Attachments

- A. Hyperlink – 2023-2031 Housing Element: menlopark.gov/files/sharedassets/public/v/3/community-development/documents/projects/housing-element-update/2023-2031-city-of-menlo-park-housing-element-clean_010324.pdf
- B. Hyperlink – HCD Housing Element Site Inventory Guidebook: hcd.ca.gov/community-development/housing-element/docs/sites_inventory_memo_final06102020.pdf
- C. Housing Element opportunity sites map
- D. Housing Element Appendix 7-6: City-Owned Parcels in Menlo Park
- E. Housing Element Appendix 7-6, sorted by size and constraints
- F. Downtown parking lots Housing Element site sheets (excerpted)

Report prepared by:
Tom Smith, Principal Planner

Report reviewed by:
Deanna Chow, Community Development Director
Nira Doherty, City Attorney

Figure 7-1: Map of Sites



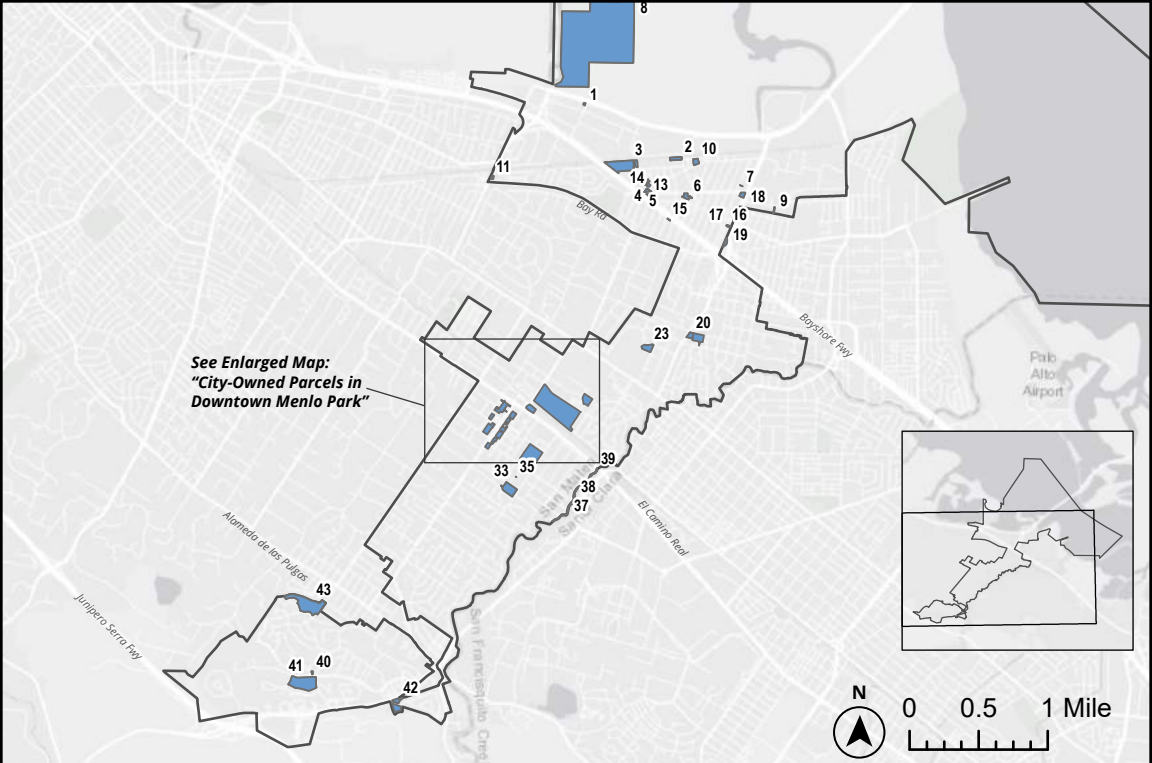
Appendix 7-6

City-Owned Parcels in Menlo Park



Map Reference Number	Assessor Parcel Number (APN)	Size (Acres)	Address	Description	Site Characteristics	Constraints
1	55234010	0.12	1221 Chrysler Dr	Chrysler Pump Station	Used for pump station	In Use
2	55260240	1.02	1467 Chilco St	Menlo Park Fire District - Station 77	Fire Station	In Use
3	55280040	7.80	100 Terminal Ave	Menlo Park Community Campus and Kelly Park	Community Center and Park	In Use
3	55280050	0.57	100 Terminal Ave	Parking Lot adjacent to Kelly Park	Parking Lot	Used for adjacent park (including pool and community center)
4	55325140	0.12	Market Pl	Karl E. Clark Park	Park	In Use
4	55325220	0.19	Market Pl	Karl E. Clark Park	Park	In Use
4	55325230	0.35	Market Pl	Karl E. Clark Park	Park	In Use
5	55351080	0.18	Hill Ave	Belle Haven Community Garden	Garden	In Use
6	55363330	0.92	410 Ivy Dr	Belle Haven Child Development Center	Child Care Center	In Use
7	55383520	0.01	1318 Carlton Ave	Right-of-Way between Soleska Market and Carlton Ave	2ft-wide Right-of-Way	Right-of-Way too slender to build
8	55400490	164.22	1600 Marsh Rd	Bedwell Bayfront Park	Park	In Use - adjacent to marshland
9	55434030	0.11	1080 O'Brien Dr	Menalto Rd Right-of-Way	20ft-wide Right-of-Way	Right-of-Way too slender to build
10	55480480	0.92	550 Hamilton Ave	Hamilton Park	Park	In Use
11	61011010	0.20	2 Bay Rd	Marsh and Bay Park	Park	In Use
12	61443010	1.51	1000 El Camino Real	Office building at corner of El Camino Real and Ravenswood Ave	Office building next to two arterials	Office building with long term lease
13	62015040	0.12	401 Pierce Rd	Parking Lot for Boys + Girls Club of Peninsula	Small site used for parking	In Use - part of lease
14	62015050	0.41	410 Ivy Dr	Boys and Girls Club of the Peninsula	Community Center run by non-profit	In Use
15	62052320	0.03	1052 Almanor Ave	Right-of-Way at Almanor Ave and Van Buren Rd	10ft-wide Right-of-Way	Right-of-Way too slender to build
16	62093240	0.07	1177 Willow Rd	Narrow Lot on Willow near Newbridge St	Used as housing	In Use
17	62093250	0.07	1175 Willow Rd	Narrow Lot on Willow near Newbridge St	Used as housing	In Use
18	62103640	0.66	1283 Willow Rd	Vacant Lot at Willow and Ivy Dr	Vacant	None apparent
19	62120010	0.52	NW corner of Willow Rd and Bayshore Rd	Vacant lot at Willow and Bayshore Rd	Vacant	Located in City of East Palo Alto
20	62320250	0.88	490 Willow Rd	Willow Oaks Park	Park	In Use
20	62320320	2.62	490 Willow Rd	Willow Oaks Park	Park	In Use
21	62390560	2.35	333 Burgess Dr	Corporation Yard	Corporation Yard for equipment	In Use
22	62390600	29.40	701 Laurel St	Burgess Center (Civic Center, Park, etc.)	Civic Center with Library, Children's Center, City Hall, Police Station, and Burgess Park	In Use
23	62460050	1.89	299 Santa Monica Ave	Seminary Oaks Park	Park	In Use
24	71092290	1.99	University Dr at Oak Grove Ave	Parking Lot P3	Parking Lot	In use as surface parking; overhead utility lines
25	71094180	0.56	Oak Grove Ave at Crane St	Parking Lot P2	Parking Lot	In use as surface parking
26	71102400	2.28	Oak Grove Ave south of El Camino Real	Parking Lot P1	Parking Lot	In use as surface parking; overhead utility lines
27	71272590	0.63	Santa Cruz Ave at University Dr	Fremont Park	Park	In use
28	71273160	0.62	Santa Cruz Ave at Evelyn St	Parking Lot P4	Parking Lot	In use as surface parking; portion of plaza is privately owned; overhead utility lines
29	71281160	1.00	Santa Cruz Ave at Crane St	Parking Lot P5	Parking Lot	In use as surface parking; overhead utility lines
30	71283140	0.76	Santa Cruz Ave at Chestnut St	Parking Lot P6	Parking Lot	In use as surface parking; portion of plaza is privately owned; overhead utility lines
31	71284080	0.10	Santa Cruz Ave at Chestnut St	SE Corner of Parking Lot P7	Parking Lot	In use as surface parking; overhead utility lines
31	71284100	0.59	Santa Cruz Ave at Curtis St	Parking Lot P7	Parking Lot	In use as surface parking; overhead utility lines
32	71285160	1.00	Santa Cruz Ave	Parking Lot P8	Parking Lot	In use as surface parking; overhead utility lines
33	71291320	3.75	640 Fremont St	Jack W. Lyle Park	Park and Adult Care Center	In Use
34	71301190	0.00	End of Roble Ave	Sliver of Right-of-Way at end of Roble Ave	0ft Right-of-Way	Right-of-Way too slender to build
35	71302160	0.00	End of Alice Ln	Sliver of Right-of-Way at end of Alice Ln	0ft Right-of-Way	Right-of-Way too slender to build
36	71312230	9.00	800 Middle Ave	Nealon Park	Park, Senior Center, and Pre-School	In Use
37	71426010	0.47	Creek Dr at Arbor Rd	Southernmost end of San Francisquito Creek	Creek in a ravine	Too slender and steep to build
38	71427010	0.57	Creek Dr at Yale Rd	Middle section of San Francisquito Creek	Creek in a ravine	Too slender and steep to build
39	71435010	0.52	Creek Dr at El Camino Real	Northernmost section of San Francisquito Creek before El Camino Real	Creek in a ravine	Too slender and steep to build
40	74230420	0.09	920 Sharon Park Dr	Sharon Heights Pump Station	Water pump station	In Use
41	74262190	9.99	1100 Monte Rosa Dr	Sharon Park	Park	In Use
42	74321120	0.81	2400 Branner Dr	Stanford Hills Park	Park	In Use
42	74324010	1.55	2400 Branner Dr	Stanford Hills Park	Park	In Use
43	74560999	11.83	Altschul Ave at Valparaiso Ave	Sharon Hills Park	Park	In Use

Source: City of Menlo Park Open Data (Updated October 14, 2021)

Notes: Alma Street Park is located on a portion of public right-of-way continuing off of Alma Street and is not technically a parcel; as such, it does not appear in this list. Tinker Park is part of Hillview School owned by the Menlo Park City School District; as such, it does not appear on this list. Acreages are approximations. There are a total of 49 City-owned parcels in Menlo Park. Where parcel descriptions are similar, map reference numbering for six parcels has been combined for ease of map navigation, resulting in 43 map reference numbers.



City-Owned Parcels in Menlo Park

-  City Boundary
-  City-Owned Parcel

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



City-Owned Parcels in Downtown Menlo Park

- City Boundary
- City-Owned Parcel

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

Map Reference Number	Assessor Parcel Number Size (APN)	Size (Acres)	Address	Description	Site Characteristics	Constraints	Existing Zoning	City Council District
8	55400490	164.22	1600 Marsh Rd	Bedwell Bayfront Park	Park	In Use - adjacent to marshland	Flood Plain (FP)	1
22	62390600	29.40	701 Laurel St	Burgess Center (Civic Center, Park, etc.)	Civic Center with Library, Children's Center, City Hall, Police Station, and Burgess Park	In Use	Public Facilities (P-F)	3
43	74560999	11.83	Altschul Ave at Valpraiso Ave	Sharon Hills Park	Park	In Use	Residential Estate Suburban, Conditional (R-E-S(X))	5
41	74262190	9.99	1100 Monte Rose Dr	Sharon Park	Park	In Use	Open Space and Conservation (OSC)	5
36	71312230	9.00	800 Middle Ave	Nealon Park	Park, Senior Center, and Pre-School	In Use	Open Space and Conservation (OSC)	4
3	55280040	7.80	100 Terminal Ave	Menlo Park Community Campus and Kelly Park ^a	Community Center and Park	In Use	Public Facilities (P-F)	1
33	71291320	3.75	640 Fremont St	Jack W. Lyle Park	Park and Adult Care Center	In Use	Public Facilities (P-F)	4
20	62320320	2.62	490 Willow Rd	Willow Oaks Park ^b	Park	In Use	Open Space and Conservation (OSC)	2
21	62390560	2.35	333 Burgess Dr	Corporation Yard	Corporation Yard for equipment	In Use	Public Facilities (P-F)	3
26	71102400	2.28	Oak Grove Ave south of El Camino Real	Parking Lot P1	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
24	71092290	1.99	University Dr at Oak Grove Ave	Parking Lot P3	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
23	62460050	1.89	299 Santa Monica Ave	Seminary Oaks Park	Park	In Use	Single-Family Suburban Residential (R-1-S)	3
42	74324010	1.55	2400 Branner Dr	Stanford Hills Park ^c	Park	In Use	Open Space and Conservation (OSC)	5
12	61443010	1.51	1000 El Camino Real	Office building at corner of El Camino Real and Ravenswood Ave	Office building next to two arterials	Office building with long term lease	Specific Plan, El Camino Real Southeast (SP-ECR-D (ECR SE))	4
2	55260240	1.02	1467 Chilco St	Menlo Park Fire District - Station 77	Fire Station	In Use	Public Facilities (P-F)	1
29	71281160	1.00	Santa Cruz Ave at Crane St	Parking Lot P5	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
32	71285160	1.00	Santa Cruz Ave	Parking Lot P8	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
6	55363330	0.92	410 Ivy Dr	Belle Haven Child Development Center	Child Care Center	In Use	Public Facilities (P-F)	1
10	55480480	0.92	550 Hamilton Ave	Hamilton Park	Park	In Use	Open Space and Conservation (OSC)	1
20	62320250	0.88	490 Willow Rd	Willow Oaks Park ^b	Park	In Use	Open Space and Conservation (OSC)	2
42	74321120	0.81	2400 Branner Dr	Stanford Hills Park ^c	Park	In Use	Open Space and Conservation (OSC)	5
30	71283140	0.76	Santa Cruz Ave at Chestnut St	Parking Lot P6	Parking Lot	In use as surface parking; portion of plaza is privately owned; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
18	62103640	0.66	1283 Willow Rd	Vacant Lot at Willow and Ivy Dr	Vacant	None Apparent	Neighborhood Commercial (C-MU)	1
27	71272590	0.63	Santa Cruz Ave at University Dr	Fremont Park	Park	In Use	Open Space and Conservation (OSC)	4
28	71273160	0.62	Santa Cruz Ave at Evelyn St	Parking Lot P4	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
31	71284100	0.59	Santa Cruz Ave at Curtis St	Parking Lot P7 ^d	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
3	55280050	0.57	100 Terminal Ave	Parking Lot adjacent to Kelly Park ^a	Parking Lot	Used for adjacent park (including pool and community center)	Public Facilities (P-F)	1
38	71427010	0.57	Creek Dr at Yale Rd	Middle section of San Francisquito Creek	Creek in a ravine	Too slender and steep to build	Unclassified (U)	4
25	71094180	0.56	Oak Grove Ave at Crane St	Parking Lot P2	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
19	62120010	0.52	NW corner of Willow Rd and Bayshore Rd	Vacant lot at Willow and Bayshore Rd	Vacant	Located in City of East Palo Alto	Public Institutional (PI)	Adjacent to District 1
39	71435010	0.52	Creek Dr at El Camino Real	Northernmost section of San Francisquito Creek before El Camino Real	Creek in a ravine	Too slender and steep to build	Unclassified (U)	4
37	71426010	0.47	Creek Dr at Arbor Rd	Southernmost end of San Francisquito Creek	Creek in a ravine	Too slender and steep to build	Unclassified (U)	4
14	62015050	0.41	410 Ivy Dr	Boys and Girls Club of the Peninsula	Community Center run by non-profit	In Use	Apartment, Conditional (R-3(X))	1
4	55325230	0.35	Market Pl	Karl E. Clark Park ^e	Park	In Use	Open Space and Conservation (OSC)	1
11	61011010	0.20	2 Bay Rd	Marsh and Bay Park	Park	In Use	Open Space and Conservation (OSC)	2
4	55325220	0.19	Market Pl	Karl E. Clark Park ^e	Park	In Use	Open Space and Conservation (OSC)	1
5	55351080	0.18	Hill Ave	Belle Haven Community Garden	Garden	In Use	Single-Family Urban Residential (R-1-U)	1
1	55234010	0.12	1221 Chrysler Dr	Chrysler Pump Station	Used for pump station	In Use	Public Facilities (P-F)	1
4	55325140	0.12	Market Pl	Karl E. Clark Park ^e	Park	In Use	Open Space and Conservation (OSC)	1
13	62015040	0.12	401 Pierce Rd	Parking Lot for Boys + Girls Club of Peninsula	Small site used for parking	In Use - part of lease	Apartment, Conditional (R-3(X))	1
9	55434030	0.11	1080 O'Brien Dr	Menalto Rd Right-of-Way	20ft-wide Right-of-Way	Right-of-Way too slender to build	Life Sciences (LS)	1
31	71284080	0.10	Santa Cruz Ave at Chestnut St	SE Corner of Parking Lot P7 ^d	Parking Lot	In use as surface parking; overhead utility lines	Specific Plan, Downtown (SP-ECR-D (D))	4
40	74230420	0.09	920 Sharon Park Dr	Sharon Heighs Pump Station	Water pump station	In Use	Single-Family Suburban Residential (R-1-S)	5
16	62093240	0.07	1177 Willow Rd	Narrow Lot on Willow near Newbridge St	Used as housing	In Use	Apartment (R-3)	1
17	62093250	0.07	1175 Willow Rd	Narrow Lot on Willow near Newbridge St	Used as housing	In Use	Apartment (R-3)	1
15	62052320	0.03	1052 Almanor Ave	Right-of-Way at Almanor Ave and Van Buren Rd	10ft-wide Right-of-Way	Right-of-Way too slender to build	Single-Family Urban Residential (R-1-U)	2
7	55383520	0.01	1318 Carlton Ave	Right-of-Way between Soleska Market and Carlton Ave	2ft-wide Right-of-Way	Right-of-Way too slender to build	Single-Family Urban Residential (R-1-U)	1
34	71301190	0.00	End of Roble Ave	Sliver of Right-of-Way at end of Roble Ave	0ft Right-of-Way	Right-of-Way too slender to build	Apartment (R-3)	4
35	71302160	0.00	End of Alice Ln	Sliver of Right-of-Way at end of Alice Ln	0ft Right-of-Way	Right-of-Way too slender to build	Apartment (R-3)	4

Source: City of Menlo Park Open Data (Updated October 14, 2021)

Notes: Alma Street Park is located on a portion of public right-of-way continuing off of Alma Street and is not technically a parcel; as such, it does not appear in this list. Tinker Park is part of Hillview School owned by the Menlo Park City School District; as such, it does not appear on this list. Acreages are approximations. There are a total of 49 City-owned parcels in Menlo Park. Where parcel descriptions are similar, map reference numbering has been combined for ease of map navigation, resulting in 43 map reference numbers. Sites made up of multiple parcels are grouped by superscript letter notations in the Description column.

SITE SHEETS

Each of the 68 sites in Menlo Park’s Site Inventory are described in a Site Sheet that includes general planning information, categorical data, and details on the realistic capacity of the site for the purposes of the 6th Cycle Housing Element.

The sites included here have been through a filtering process that began with Planning Commission and Housing Commission meetings on land use strategies beginning August 4, 2021 and continued through direction received from City Council at the June 6, 2022, Draft Housing Element Study Session and from HCD consultation. This filtering process analyzed Menlo Park sites on a parcel-by-parcel basis and determined that these 68 sites were the ones most feasible for housing development that would count towards the city’s Regional Housing Needs Allocation (RHNA). Housing could be built on other parcels in the city, but the analysis described in Chapter 7 has determined that other parcels are less feasible for development. Pipeline projects, accessory dwelling units, SB 9 lot splits, and SB 10 overlays are not included in this analysis, and may provide additional opportunities for affordable housing development above and beyond this analysis.

How to Use the Site Sheets

Each Site Sheet consists of two pages. The first page provides the data that determines the realistic capacity of the site, the second page describes the quantitative approach to findings based on substantial evidence that the existing use is likely to be discontinued during the planning period.

The first page is broken into six sections:

The top of each site sheet includes its name, site number, a locator map and street view, as well as basic site data (such as zoning, APN, and total area).

“**Assessor Data**” includes data from the San Mateo County Assessor (2020).

Land Value: The actual value of the land on which a property sits. This does not include the value of the structure. A value of \$0 means that the property is not taxed, such as if it is owned by a public entity.

Improvement Value: The value of structures on the land. A value of \$0 means that the property is not taxed, such as if it is owned by a public entity, or vacant.

Improvement-to-Total Value: The ratio of the Improvement Value to the sum of Land Value and Improvement Value. A ratio of .00 is given if the property is not taxed.

Year Built: The year of construction of improvements. The County Assessor is missing data on year of construction for approximately 25% of all parcels in Menlo Park. If “None Given” is in this field, it is because the Assessor did not give year of construction for this parcel.

Ownership: The ownership on the site sheet is categorical. Sites are either listed as “Privately Owned” or noted that they are owned by the City, a federal body, or a school district.

“Development Typology Data” describes the way housing could be built on the site.

Within ½ Mile of Major Transit Stop: Indicates that all or a portion of a site is within a ½-mile radius of a Major Transit Stop, defined in California Public Resource Code, Section 21064.3 as a site containing 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.

AFFH Score: The Affirmatively Furthering Fair Housing (AFFH) Score reflects the requirement to plan for housing near amenities and resources. Each site was rewarded 1 point if it falls within a 15-minute walk of the following amenities: a public school, grocery store, bus stop, Caltrain station, major employer, open space, or commercial area. The maximum “AFFH score” is seven (7). This also serves as an estimate for the location scoring done for affordable housing applications to the California Tax Credit Allocation Committee (TCAC), a program of the California State Treasurer that administers Low Income Housing Tax Credits. All potential sites are in High or Highest Opportunity Areas, which is a crucial part of TCAC scoring. More information on TCAC can be found at <https://www.treasurer.ca.gov/ctcac/index.asp>.

Redevelopment Category: This serves to help define development potential. The Redevelopment Categories are as follows:

- El Camino Real/Downtown Specific Plan
 - Downtown: 13 sites
 - El Camino Real: 13 sites
- Parking Lot: 8 sites
- Non-Residential Parcels with Complete Redevelopment
 - Further than a Half-Mile from Major Transit Stop: 12 sites
 - Half-Mile from Major Transit Stop: 7 sites
- Religious Facility: 3 sites
- Site with Residential Carveout: 7 sites

- Underutilized Residential: 5 sites
- Vacant Land: 1 site

Reuse Site: Reuse sites are sites that were previously included within the Site Inventory of a prior Housing Element planning period but have not yet been developed with housing.

Carveout: This is where housing, ideally affordable housing, is adjacent to other uses on the same parcel on a vacant or underutilized portion of a site. This is a concept mentioned in several individual interviews and focus group discussions with affordable housing developers and advocates, where horizontal mixed use was suggested as a potential way to develop housing by utilizing sites that would otherwise not be appropriate for affordable housing. This concept is further supported by the statewide land use changes allowed by the Affordable Housing and High Road Jobs Act (AB 2011, Wicks) currently working its way through California legislature. The intention of this planning tool is to allow for additional residential capacity in the Carveout areas of a parcel.

“AB 1851” is used for Religious Facilities to indicate that they are eligible for AB 1851 development, which allows for the development of housing on up to half of the parking spaces of a church or other religious institution.

Developable Area: The maximum amount of developable area on the site. This is either the Total Area of the Site or a Carveout portion. This figure goes into the Realistic Capacity calculation.

“**Maximum Density Data**” describes the units that could potentially be built.

Base Zoning Density: The maximum allowed density on the site. Residential parcels with an existing density lower than 30 du/ac will have their density allowances raised to at least 30 du/ac. Certain Specific Plan area parcels with an existing residential density of 30 du/ac or greater will have their density allowances increased. Commercial parcels that don't have a residential allowance will gain a residential allowance of at least 30 du/ac that is limited to at most 5 acres of the site.

Base Zoning Units: All housing opportunity sites could develop at the allowable density. HCD allows these units to be allocated to income categories, which is described in the “HCD Credit” section.

AHO Overlay Density: This calculation shows the proposed City program that would allow 100 du/ac for developments that are 100% affordable (consisting entirely of units for very low, low and moderate income households). This goes

beyond the State density bonus for 100% affordable projects of 80% for projects ½-mile or more from major transit stops. (AB 1763). This State law, AB 1763, also exempts projects that are ½-mile or less from a major transit stop from maximum density controls. This overlay is used as a consideration for the Affordability Adjustment, one of the Realistic Capacity factors. The Affordable Housing Overlay would apply to every site in the Site Inventory except for Site #38, as a way to incentivize affordable housing development in the city.

Assigned Max. Density: The Maximum Density used for Realistic Capacity Calculations. This is the same as Base Zoning Density.

The Base Zoning Density is used in the site sheets, not the AHO Overlay Density, because the California Department of Housing and Community Development (HCD) assumes that the State density bonus can be applied on top of Base Zoning Density, which is a requirement in order to be defined as “Maximum Density.” The 100 du/ac overlay is not used in Realistic Capacity determinations because this local AHO is designed as an alternative to the State density bonus, which would disqualify it from applying as “Maximum Density.” See page 15 of HCD’s June 10, 2020 memo: “Housing Element Site Inventory Guidebook Government Code Section 65583.2.”¹

Units at Assigned Max. Density: Assigned Max. Density X Developable Area, rounded to the nearest unit.

“**Realistic Capacity Adjustment Factors**” are calculations required by the California Department of Housing and Community Development (HCD) to calculate the projected residential development capacity of the sites in the Site Inventory that can realistically be achieved. The Menlo Park Housing Element determines this methodology through the following formula:



¹ Available at https://www.hcd.ca.gov/community-development/housing-element/docs/sites_inventory_memo_final06102020.pdf

The Housing Element identifies and defines five adjustment factors, which are multiplied together to determine the Total Adjustment:

- **Land Use Controls**
- **Realistic Capacity**
- **Typical Densities**
- **Infrastructure Availability**
- **Environmental Constraints**

The methodology for defining the total adjustment is described in the “Adjustment Factors for Realistic Capacity” section of Chapter 7: Site Inventory and Analysis. The table of factors is below:

Geography	Land Use Controls	Realistic Capacity	Typical Densities	Infra. Availability	Enviro. Constraints	Total
Specific Plan Area	0.95	0.8	0.9	1	1	0.684
Elsewhere in City	0.95	0.9	0.95	1	1	0.812

“**HCD Credit**” displays the credit received for each site based on the Realistic Capacity of residential units and the income allocation determined based on HCD methodology.

Although HCD only requires reporting of sites by Lower, Moderate, or Above Moderate Income categories, Menlo Park is required to describe how its Housing Element meets two sub-categories of Lower Income households, Very Low and Low:

- **Very Low Income Units** are allocated in 24 sites that are within the El Camino Real/Downtown Specific Plan Area as well as Sites #11 (Sharon Heights Shopping Center), #12 (USGS Site), and #64 (VA Site). This strategy distributes very low income units throughout Council Districts 2-5 of the city.
- **Low Income Units** are allocated in the 16 other sites that have capacity for lower income units.

The second page describes Key Findings:

- **“Redevelopment Analysis”** provides an overview of likelihood of residential redevelopment.
- **“Jurisdiction’s Past Experience Converting Uses”** describes recent residential redevelopment in Menlo Park (or if no relevant developments in Menlo Park’s recent history, then in San Mateo and/or Santa Clara County) of similar existing uses.

- **“Region-Wide Market Trends and Conditions”** describes market trends for the existing use and developer appetite for residential redevelopment in the San Mateo and Santa Clara County region.
- **“Regulatory or Other Incentives”** provides a bulleted list of relevant incentives provided in the Housing Element for residential redevelopment.
- **“Findings for Council”** includes potential findings, based on substantial evidence, that the use will likely be discontinued during the planning period.

Name: Parking Plaza 7 (adjacent to Trader Joe's)	Site #: 9
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Zoning: SP-ECR-D (Subarea: D)	APN: 071284100; 071284080
Housing Currently Allowed: Yes	Address: Between Chestnut and Curtis
Existing Use: Parking Lot	Total Area: .69 ac.
Council District: 4	School District: Menlo Park City School District

Assessor Data	Development Typology Data	
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes	
Improvement Value: \$ 0	AFFH Score: 6	
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot	
Year Built: None Given	Reuse Site: No	
Ownership: Public (City)	Carveout: No	Developable Area: (A) .69 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	38

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit				
Unit Allocation (A x B x C x D x E x F x G)	Lower: Very Low: 26 Low: 0	Moderate: 0	Above Moderate: 0	Total Units: 26

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #9, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated or leased to an affordable-housing developer.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 6 (behind Wells Fargo)	Site #: 10
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Zoning: SP-ECR-D (Subarea: D)	APN: 071283140
Housing Currently Allowed: Yes	Address: Between Crane and Chestnut
Existing Use: Parking Lot	Total Area: 1.00 ac.
Council District: 4	School District: Menlo Park City School District

Assessor Data	Development Typology Data
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes
Improvement Value: \$ 0	AFFH Score: 6
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot
Year Built: None Given	Reuse Site: No
Ownership: Public (City)	Carveout: No
	Developable Area: (A) 1.00 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	55

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit				
Unit Allocation (A x B x C x D x E x F x G)	Lower: Very Low: 38 Low: 0	Moderate: 0	Above Moderate: 0	Total Units: 38

Key Findings

Redevelopment Category: Parking Lot

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #9, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated or leased to an affordable-housing developer.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 1 (between El Camino Real and Chestnut)	Site #: 14
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Zoning: SP-ECR-D (Subarea: D)	APN: 071102400
Housing Currently Allowed: Yes	Address: Lot between El Camino Real and Chestnut on west side of Santa Cruz
Existing Use: Parking Lot	Total Area: 2.28 ac.
Council District: 3	School District: Menlo Park City School District

Assessor Data	Development Typology Data
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes
Improvement Value: \$ 0	AFFH Score: 6
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot
Year Built: None Given	Reuse Site: No
Ownership: Public (City)	Carveout: No
	Developable Area: (A) 2.28 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	126

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit				
Unit Allocation (A x B x C x D x E x F x G)	Lower: Very Low: Low:	Moderate:	Above Moderate:	Total Units:
	86 0	0	0	86

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #14, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated to an affordable-housing developer for a long-term lease that allows for residential development.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 3 (between University and Crane)	Site #: 15
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Zoning: SP-ECR-D (Subarea: D)	APN: 071092290
Housing Currently Allowed: Yes	Address: Lot between University and Crane on west side of Santa Cruz
Existing Use: Parking Lot	Total Area: 1.99 ac.
Council District: 4	School District: Menlo Park City School District

Assessor Data	Development Typology Data	
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes	
Improvement Value: \$ 0	AFFH Score: 5	
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot	
Year Built: None Given	Reuse Site: No	
Ownership: Public (City)	Carveout: No	Developable Area: (A) 1.99 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	109

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit					
Unit Allocation (A x B x C x D x E x F x G)	Lower: Very Low: 75	Low: 0	Moderate: 0	Above Moderate: 0	Total Units: 75

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #15, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated to an affordable-housing developer for a long-term lease that allows for residential development.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 5 (between Evelyn and Crane)	Site #: 16
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Zoning: SP-ECR-D (Subarea: D)	APN: 071281160
Housing Currently Allowed: Yes	Address: Lot between Evelyn and Crane
Existing Use: Parking Lot	Total Area: 1.00 ac.
Council District: 4	School District: Menlo Park City School District
Assessor Data	Development Typology Data
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes
Improvement Value: \$ 0	AFFH Score: 6
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot
Year Built: None Given	Reuse Site: No
Ownership: Public (City)	Carveout: No
	Developable Area: (A) 1.00 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	55

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit				
Unit Allocation (A x B x C x D x E x F x G)	Lower:		Above Moderate:	
	Very Low: 38	Low: 0	Moderate: 0	Total Units: 38

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #16, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated or leased to an affordable-housing developer.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 8 (between Curtis and Doyle)	Site #: 17
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Zoning: SP-ECR-D (Subarea: D)	APN: 071285160
Housing Currently Allowed: Yes	Address: Lot between Curtis and Doyle
Existing Use: Parking Lot	Total Area: 1.00 ac.
Council District: 4	School District: Menlo Park City School District
Assessor Data	Development Typology Data
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes
Improvement Value: \$ 0	AFFH Score: 6
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot
Year Built: None Given	Reuse Site: No
Ownership: Public (City)	Carveout: No
	Developable Area: (A) 1.00 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	55

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit				
Unit Allocation (A x B x C x D x E x F x G)	Lower:	Moderate:	Above Moderate:	Total Units:
	Very Low: 38 Low: 0	0	0	38

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #17, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated or leased to an affordable-housing developer.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a physical substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 4 (behind Draeger's)

Site #: 18

Locator Map:



Street View:



Zoning: SP-ECR-D (Subarea: D)

APN: 071273160

Housing Currently Allowed: Yes

Address: Lot behind Draegers

Existing Use: Parking Lot

Total Area: .62 ac.

Council District: 4

School District: Menlo Park City School District

Assessor Data

Development Typology Data

Land Value: \$ 0

Within ½ Mile of Major Transit Stop: Yes

Improvement Value: \$ 0

AFFH Score: 6

Improvement-to-Total Value: .00

Redevelopment Category: Parking Lot

Year Built: None Given

Reuse Site: No

Ownership: Public (City)

Carveout: No

Developable Area: (A) .62 ac.

HCD Density Data

AHO Applied: Yes

Assigned AHO Density: (B)

55 du/ac

Units at Assigned AHO Density: (A x B)

34

Adjustment Factors

Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit

Unit Allocation (A x B x C x D x E x F x G)	Lower: Very Low: Low:	Moderate:	Above Moderate:	Total Units:
	23 0	0	0	23

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #18, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated or leased to an affordable-housing developer.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest

Name: Parking Plaza 2 (off Oak Grove)	Site #: 19
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Zoning: SP-ECR-D (Subarea: D)	APN: 071094180
Housing Currently Allowed: Yes	Address: Lot off Oak Grove
Existing Use: Parking Lot	Total Area: .56 ac.
Council District: 3	School District: Menlo Park City School District

Assessor Data	Development Typology Data
Land Value: \$ 0	Within ½ Mile of Major Transit Stop: Yes
Improvement Value: \$ 0	AFFH Score: 6
Improvement-to-Total Value: .00	Redevelopment Category: Parking Lot
Year Built: None Given	Reuse Site: No
Ownership: Public (City)	Carveout: No
	Developable Area: (A) .56 ac.

HCD Density Data		
AHO Applied: Yes	Assigned AHO Density: (B)	55 du/ac
	Units at Assigned AHO Density: (A x B)	31

Adjustment Factors					
Land Use Controls: (C)	Realistic Capacity: (D)	Infrastructure: (E)	Environmental: (F)	Typical Densities: (G)	Total Adjustment: (C x D x E x F x G)
95%	80%	100%	100%	90%	68%

HCD Credit				
Unit Allocation (A x B x C x D x E x F x G)	Lower: Very Low: 21 Low: 0	Moderate: 0	Above Moderate: 0	Total Units: 21

Key Findings

Redevelopment Analysis:

Utilizing City-owned parking lots for affordable housing development, as proposed on Site #19, is a demonstrated method of leveraging assets to produce residential units. Once the city clears title to the parking lots (there may be underlying easements), the land can be donated or leased to an affordable-housing developer.

Specific Plan Area modifications and the Affordable Housing Overlay Zone allow for increased density in this area and remove the existing unit cap. The landowner (the City of Menlo Park) has a strong interest to redevelop this site for housing. This, combined with the limited improvement value of the parking lot, demonstrates that there is not a substantial physical impediment to redevelopment into residential use.

Jurisdiction's Past Experience Converting Uses:

There have been no recent conversions from City-owned parking lots into residential uses in Menlo Park's history.

Region-wide Market Trends and Conditions:

Several jurisdictions in San Mateo and western Santa Clara County have redeveloped downtown parking lots into affordable housing, notably Redwood City and the City of San Mateo. Eliminating land cost significantly increases the financial viability of affordable housing. In focus group discussions, affordable housing developers stated they are concentrating their efforts on properties that are near transit and amenities and in areas rated as High Resource or above by the Tax Credit Allocation Committee such as this one.

Site Conditions

- Located near Caltrain station and downtown Menlo Park
- Site is in area that has seen residential developer interest in recent years
- Owned by City of Menlo Park

Regulatory or Other Incentives:

- Affordable Housing Overlay Zone (AHOZ)
 - *increased density for 100% affordable housing*
 - *ministerial review*
 - *CEQA exemption*
 - *fee waivers*
- Possible Land Trust/Long-Term Lease
- Specific Plan Area modifications
 - *The specific unit cap is eliminated, which eases reaching the site's maximum density*

Findings for Council:

- Landowner (City of Menlo Park) has strong interest in redevelopment
- AHOZ increases viability of 100-percent affordable housing
- Ministerial review allows for streamlined approval
- Removal of Specific Plan Area cap allows site to reach higher capacity
- Location is in area with large amounts of recent residential developer interest