

Appendix C: Sites Inventory 1

- C.1. Credits towards RHNA 1
- C.2. Opportunities for New Housing 4
- C.3. Conclusion 13



Appendix C: Sites Inventory

One of the key components of a Housing Element is the site inventory which demonstrates that the City has adequate capacity to meet the prescribed RHNA. The site inventory is a parcel-specific identification demonstrating that current land use designation and associated zoning are in place to allow residential development to meet not only the 1,910 units over the next eight years but also in each of the required income categories as identified in the Housing Element.

As part of the requirement to ensure that there is enough land with appropriate zoning to accommodate its RHNA allocation, HCD recommends including a 15-30% buffer of very low- and low-income units. Further, the City is required to maintain capacity for all units at each affordability identified under RHNA or permit the development of the assigned units. If the City has no buffer and a site identified as including affordable housing is developed with less affordable housing than anticipated the City would be required to immediately rezone other parcels. This rezoning is mandatory to comply with housing regulations and requirements for no net loss of capacity for the affordable housing development required under RHNA. Consistent with its focus on preparing a conservative sites inventory that identifies adequate capacity for feasible future housing development, the draft site inventory aimed for a 46% buffer in the very low and low income categories.

C.1. Credits towards RHNA

Since the RHNA uses June 30, 2022 as the baseline for growth projections for the Housing Element planning period, jurisdictions may count the number of new units issued building permits or certificates of occupancy since June 30, 2022 toward their RHNA. This section describes the applicability of the credits, while latter sections discuss the availability of land to address the remaining RHNA.

With the anticipated ADUs and approved projects, the City can accommodate 1,772 units (Table C-1). The City must accommodate the remaining RHNA of 572 units (in the lower and moderate income categories) with vacant and nonvacant sites that are appropriately zoned and have near-term development potential and sites that can be rezoned to allow residential uses, or allow greater residential densities.

Table C-1: Credits and Remaining RHNA

Credits	Units by Income Group				Total
	Very Low	Low	Moderate	Above Moderate	
Potential ADUs	43	43	43	14	144
Pipeline Projects	198	143	58	1,229	1,628
Total Credits	241	186	101	1,243	1,772
Remaining RHNA	258	102	212	(433)	572

C.1.1. Accessory Dwelling Units (ADUs)

Pursuant to State law, the City may credit potential ADUs to the RHNA requirements by using the trends in ADU construction to estimate new production. Between 2019 and 2021, the City issued 84 ADU building permits with an average of 18 ADUs per year over this period (Table C-2). Specifically, ADU permit activities

accelerated significantly within the last two years. Assuming this trend continues, the City expects to produce around 18 ADUs per year or 144 ADUs over the eight-year planning period.

ABAG has issued guidance on the anticipated affordability of ADUs in order to determine which RHNA income categories they could be counted toward. Based on the ADU rent survey conducted by ABAG, the affordability distribution of ADUs in the region is: 30 percent very low income; 30 percent low income; 30 percent moderate income; and 10 percent above moderate income.

Table C-2: ADU Trend

Year	Permits Issued
2019	16
2020	10
2021	30
Average	18.5

C.1.2. Pipeline Projects

While the 6th cycle Housing Element planning period covers from January 31, 2023 through January 31, 2031, the RHNA projection period begins June 30, 2022. Housing units that have been approved or entitled for construction but are not anticipated to issue building permits until after the start of the projection period can be credited against the 6th cycle RHNA. Units that are under construction but are not expected to be finalized before June 30, 2022 can also be credited toward the RHNA.

In total, the City has entitled 1,628 units across 25 projects (198 very low, 143 low, 58 moderate, and 1,229 above moderate), that are expected to be constructed during the 6th cycle planning period. The affordability of the units was determined based on the affordability specified on the project proposal as approved by the City.

Table C0-3: Pipeline Projects

Project	Status	VLI	LI	MI	AMI	Total Units	Zone	Type
Meridian at Corona Station	Approved	33	48	49	1	131	MU1B	Apartments
Creekwood TPM & SPAR A and B	In Planning Process	0	5	4	50	59	R4	Condos
Casa Grande	Approved	0	3	2	31	36	R4	SF Homes
Riverview Apartments	Approved	0	0	0	264	264	R5	Apartments
Foley-Omahony Mixed Use Building	In Plan Check	0	0	0	10	10	MU2	Townhomes

PUBLIC REVIEW DRAFT
Appendix C Draft Sites Inventory

Project	Status	VLI	LI	MI	AMI	Total Units	Zone	Type
Omahoney Work/Live	Approved	0	0	0	3	3	MU2	Work/Live
Sepaheer Residential Building	In Plan Check	0	0	0	4	4	MU1A	Townhomes
107 6th Street	In Planning Process	0	0	1	0	1	R3	ADU
PEP Housing Senior Housing	Under Construction	26	27	0	1	54	T5	Apartments
Burbank Affordable Housing	Approved	32	17	0	1	50	MU1A	Apartments
Quarry Heights	Under Construction	0	0	0	91	91	MUIA	Townhomes
Riverfront LLC	Under Construction	0	0	0	228	228	T5/T6	SF Homes Townhomes Apartments
Nobmann Residence	Under Construction	0	0	0	1	1	RL	SF Home
Sunnyslope II	Under Construction	0	0	0	7	7	PUD	SF Homes
Scott Ranch A	In Planning Process	0	0	0	28	28	R1	SF Homes
890 PBN Co-op Cooperative Housing	Approved	0	1	0	6	7	MU1A	Apartments
MidPen Affordable Housing (SB-35)	Approved	22	22	0	0	44	T5	Apartments
North River Apartments	Under Construction	0	0	0	184	184	T5	Apartments
Riverbend PUD	Approved	0	2	2	23	27	MU1A	SF Homes
Borsian Residence HSPAR	In Planning Process	0	0	0	1	1	R3	SF Home
Sid Commons	In Planning Process	0	18	0	162	180	R4	Apartments
Deer Creek Residential	Approved	0	0	0	129	129	MU	Apartments
Cherry Suites	In Planning Process	0	0	0	3	3	MU	Apartments
Homekey	In Planning Process	60	0	0	1	61	MU	Apartments

Project	Status	VLI	LI	MI	AMI	Total Units	Zone	Type
People's Village	Under Construction	25	0	0	0	25	MU	Apartments
Total		198	143	58	1,229	1,628		

With the anticipated ADUs and approved projects, the City can accommodate 1,772 units across all income categories. On subtracting the anticipated ADUs and pipeline projects from the required RHNA, Petaluma needs to identify opportunity sites to accommodate the remaining RHNA of 572 units across all income categories. Between the anticipated ADU and Pipeline Projects the City is already meeting the RHNA requirements for above moderate income units, so the remaining process focused on completing the site inventory prioritized meeting targets for affordable housing for lower income levels.

C.2. Opportunities for New Housing

C.2.1. Overview

For the remaining RHNA, Government Code Section 65583.2(c) requires that local jurisdictions determine their realistic capacity for new housing growth by means of a parcel-level analysis of land resources with the potential to accommodate residential uses. The analysis of potential sites to accommodate new housing growth considered physical and regulatory constraints, including lot area and configuration, environmental factors (e.g., slope, sensitive habitat, flood risk), allowable density, existing density, building age, improvement to land ratio, and alignment to community goals of reducing Vehicle Miles Travelled (VMT) among others.

Based on the current General Plan and objective criteria and local knowledge used to identify available sites with near-term development potential pursuant to State adequate sites standards, the City's additional opportunity sites offer capacity for 2,045 units (442 lower income, 370 moderate income, and 1,233 above moderate income). This capacity can fully accommodate the City's remaining RHNA of 572 units for the 6th cycle without rezoning along with an additional buffer for low and moderate income. Prepared with the Infill-First strategy in mind, the housing sites inventory for the 2023-2031 planning period demonstrates that new housing growth in the City of Petaluma over this eight-year period will largely conform to these patterns.

Table C-4: Summary of Sites Capacity

	Units by Income Group				Total
	Very Low	Low	Moderate	Above Moderate	
Remaining RHNA	258	102	212	(433)	572
Opportunity Sites	260	262	444	666	1,632
Surplus/Deficit	+2	+160	+232	+1,099	+1,493
	+162		+232	+1,097	
Buffer ¹	+45%		+109%	N/A ²	+261%
1. Buffer percentage was calculated by dividing the surplus/deficit by the remaining need. 2 There is no remaining need for Above Moderate units (RHNA was met with pipeline projects and potential ADUs).					

C.2.2. Methodology and Guiding Assumptions for Selection of Sites

C.2.2.1. Methodology

To identify additional capacity for residential development, the City underwent a thorough review and analysis of the City’s vacant and underutilized sites zoned for housing. The site selection process adopted an objective approach by establishing a selection criterion determined by realistic parcel sizes, improvement to land ratio, age of building structure on the site, and existing density with respect to potential for redevelopment for different zoning designations. These assumptions were derived looking at city-specific trends for existing developments and projects in the pipeline in each zoning designation that allowed residential development. The selection was conducted using GIS and information from the County Assessor’s database to determine all sites that fulfilled the established criteria. The selection criterion was revised and refined at different stages to arrive at a realistic selection of potential sites.

This first step in the process resulted in a long list of eligible sites that were then further scrutinized parcel by parcel using aerial photography, site visits, and local knowledge of the neighborhoods. Each parcel was either included or excluded depending on its desirability given the feedback received from the community and decision-makers on the General Plan and Housing Element to date, and viability concerning the surrounding context and on-ground conditions like street access, existing land use, and lot dimensions.

C.2.2.2.1 General Plan Guiding Principles and Supporting Concepts

1. Achieve carbon neutrality by 2030 and equitably foster a sustainable and resilient community in which today’s needs do not compromise the ability of the community to meet its future needs.
 - c. Recognize that urban development and nature must coexist and mutually support each other.
 - f. Recognize that infill development helps to achieve sustainability outcomes.
 - j. Make the city more resilient to natural and man-made disasters including sea level rise, fires, earthquakes, and flooding.
2. Preserve and enhance Petaluma’s natural environment and surrounding open spaces.

PUBLIC REVIEW DRAFT
Appendix C Draft Sites Inventory

- a. Protect the natural environment, including wildlife corridors, as the foundation of ecological and human health.
3. Protect and restore the natural function of the Petaluma River and its tributaries while expanding complementary recreational, entertainment, and civic opportunities.
- f. Maintain and expand setbacks from the river to enhance its natural function and provide wildlife corridors.
4. Promote social and economic justice to address structural social and economic inequities and racism.
- g. Ensure equitable access to educational opportunities and city resources and services.
7. Create a welcoming, affordable, accessible, and age- and family-friendly city.
- f. Establish a balanced mix of housing types and uses that allow all residents and businesses to prosper.
8. Promote more affordable housing and a diversity of housing options.
- d. Increase housing affordability for residents at all income levels throughout the City.
9. Prioritize infill development in appropriate locations throughout the City.
- a. Avoid locating new development in environmentally sensitive and high-hazard locations.
- c. Support a diverse mix of uses and intensification around the existing and proposed SMART rail stations.
- e. Prioritize development that creates full-service neighborhoods that generate relatively fewer vehicle miles traveled per resident.
10. Enhance Petaluma's historic downtown by preserving its historic character, expanding pedestrian and bicycle access and safety, providing public gathering spaces, and promoting a diverse mix of uses.
 - a. Reinforce Downtown's identity and role as the physical and symbolic center of the City.
 - b. Preserve Downtown's historic buildings and features while allowing for infill development that harmoniously coexists with the historic character and expands the diversity of uses.

At multiple stages of the process, City staff reviewed and verified the selected sites through an interactive online web mapping platform, annotating existing use and providing additional justification for consideration which was integrated into the list of feasible sites that could be counted towards meeting the RHNA goals. Additional engagement with the community also reiterated the importance of reducing the City's VMT, which resulted in various sites being eliminated from the inventory.

This iterative process was repeated until the City arrived at a satisfactory final list of potential opportunity sites reflective of the ground reality and zoned to allow residential development. A full list of the Potential Opportunity Sites is listed as an appendix at the end of this section.

C.2.2.2. Selection Criteria

While sites not included in the sites inventory can also be developed for housing to meet RHNA targets, those sites identified in the inventory are considered optimal and most likely to develop and contribute to housing production in the 6th cycle.

Many sites included in the 6th cycle land inventory are recycled 5th cycle sites. These re-used sites were scrutinized in the same fashion as other sites, and only the sites likely to redevelop in the 6th cycle were

included. It is important to note that many of the sites in the existing 5th cycle housing element that have not been developed over the past eight years are not proposed on the 6th cycle site inventory based on community feedback and current city priorities. This is particularly focused on parcels along the upper reach of the Petaluma River, sites in the floodplain, greenfield sites at the edge of town away from services and transit, and hillside properties. The following considerations were evaluated:

C.2.2.2.1 Infrastructure Availability

As much of Petaluma already has readily available infrastructure, sites located close to transit stations were prioritized to reduce dependence on private modes of transport and create higher density, compact, and mixed-use neighborhoods.

C.2.2.2.2 Environmental Constraints

All parcels were screened for environmental constraints and parcels located in the floodplain, on hill sides, and on the outskirts of the city were not included as part of the sites. Where siting housing on parcels with environmental constraints may be unavoidable to accommodate the City's housing need, risks would be mitigated through building codes and other measures.

C.2.2.2.3 Site Status and Capacity

All residentially zoned sites, whether vacant or underutilized, were considered as potential buildable residential sites and were evaluated for site adequacy and capacity.

Parcel-level data on existing conditions (such as building age, existing square footage, and existing use) that is available to the public was incomplete in some cases. Therefore, each parcel was evaluated based on multiple factors. A site evaluation was conducted on every parcel via Google Earth and in conversation with staff to confirm existing uses and conditions, underutilization status, and potential for redevelopment based on similar characteristics to areas nearby that have undergone redevelopment. Sites that did not initially allow residential uses, are occupied by historic resources, that support community-serving uses (parks, utilities, transportation, schools, hospitals), are occupied with structures that were recently built or modified, and sites generally built out to their allowed density were removed from the inventory.

Broadly, sites were reviewed and excluded from potential reuse if:

- Sites included community-serving uses,
- Sites were recently improved/ developed,
- Sites were developed with condos and large apartments

Sites were considered for reuse if:

- Parcel is vacant or with minimal improvements **(1)**
OR
- Parcel is non-vacant and meets any of the following criteria:

2a. Applications for development or developer/owner interest: The City has received a recent application for residential development on the parcel or is aware of potential interest by owner or developer to redevelop the site.

2b. Parking lots: Some underutilized shopping centers in the City are zoned to allow residential and have large surface parking lots that can accommodate new housing. Only a portion of these

sites (25 percent or 1/4th) was included in the capacity calculation to allow the City to retain the existing commercial uses in shopping centers. No existing uses would need to be displaced to accommodate residential units on site.

2c. Parcel is underutilized based on existing Floor Area Ratio (FAR): Parcels with FAR lower than 0.2.

2d. Buildings on the parcel are older: The team used a threshold of buildings older than 40 years for residential and non-residential properties. Buildings older than 40 years typically require significant systems upgrades and often do not meet ADA requirements. Any significant improvements would require these buildings to become ADA-compliant, which could be cost and/or physically prohibitive.

2e. Parcel has a low improvement-to-land assessed value ratio (ILR): Low improvement to land ratio indicates improvements on site is worth less than the land, an indicator of underutilized land and lack of significant improvements in recent years. Projects developed or proposed between 2013 and 2021 (when data on pre-existing conditions is available) indicate that properties have with ILR of much higher (over 1.0) have been recycled in Petaluma. Buildings with declining uses may still be assessed at high ILR for property tax purposes. Such properties become a financial liability to owners when declining uses do not generate adequate revenues or incomes. An old building with a low base value would also show an ILR that appears artificially high.

2f. Parcels with common owners can be consolidated: Parcels with common owners can be consolidated to achieve the 0.5-acre minimum threshold and accommodate lower income units.

1= vacant

2a= Application for development or interest

2b= Parking lots

2c= Existing FAR \leq 0.2

2d= Building age \geq 40 years (built before 1982)

2e= Improvement to Land Ratio (ILR) \leq 1

2f = Lot Consolidation with common owners

(See Table C-9 for site criteria for each individual parcel selected.)

C.2.2.2.4 Site Size

Per State law, sites smaller than half an acre or larger than 10 acres are not considered adequate to accommodate lower income housing needs unless it can be demonstrated that sites of equivalent size were successfully developed during prior planning periods, or other evidence is provided that the site can be developed as lower income housing.

- Large Sites (>10 acres)

Three sites are greater than 10 acres. However, two of those sites are underutilized shopping centers and only a quarter of the total area is considered for redevelopment. Thus, only one site is greater than 10 acres in the sites inventory.

- Small Sites

Parcels less than 0.5 acre were only counted towards above moderate income units and not counted towards lower income units. Some parcels smaller than 0.5 acre are also considered for lot consolidation if they have the same owner.

C.2.2.2.5 Alignment with VMT Reduction Efforts

Pursuant to Senate Bill 743 the City of Petaluma has transitioned to a VMT metric to assess environmental impacts for projects in accordance with the California Environmental Quality Act (CEQA). This shift to VMT focuses on regional traffic patterns and reducing greenhouse gas (GHG) emissions, rather than vehicle delays on local roadway networks.

On June 21, 2021, the Petaluma City Council approved the VMT Guidelines, identifying methods and modeling protocol, establishing VMT as the metric to evaluate transportation impacts, thresholds of significance, and procedures to follow when conducting transportation analyses for CEQA review.

Therefore, sites identified in the Sites Inventory were also review with the lens of VMT.

C.2.3. Development Trends and Realistic Capacity

C.2.3.1. Density Assumptions

As stated above, the City expects to augment its housing stock primarily through infill and redevelopment along major corridors/streets and where zoning allows for high-density housing in conjunction with mixed-use development. Government Code Section 65583.2 (c) requires the calculation of projected residential development capacity of the sites identified in the housing element that can realistically be achieved. Generally, capacity was calculated as 70% of maximum allowed density across all zones, except the T-5/T-6 zone that allows unlimited density. The density for T-5/T-6 zone was assumed by calculating the average density achieved for recently approved, under construction, or completed mixed-use and residential projects in the zoning district.

Table C-5: Density Assumption

Zone	Max density (DU/ac)	Capacity	Actual Density (DU/ac)
R2	8	70%	5.6
R4	18	70%	12.6
R5	30	70%	21.0
MU1A	30	70%	21.0
MU1B	30	70%	21.0
MU2	30	70%	21.0
C2	20	70%	14.0
PUD	18	70%	12.6
T5/T6	45	70%	31.5

Table C-6: T5/T6 Density Trend

APN	Address	Name	Status	Zone	5th Cycle	Total units	Parcel Size (acres)	Density (DU/ac)
6163049	414 Petaluma Blvd. N	MidPen Affordable Housing (SB-35)	Approved	T5		44	0.88	50
007143003 007143004 007143007 007143008 007143014 007143015	215 Weller Street	Haystack Pacifica	Approved	T5/T6	30	182	4.06	45
006163040 006163041	368 and 402 Petaluma Blvd. N	North River Apartments	Under Construction	T5	27	184	3.85	48
008530007	951 Petaluma Blvd S	PEP Housing Senior Housing	Under Construction	T5	33	54	1.31	41
136010025 136010027		Riverfront LLC A	Under Construction	T4/T5	26	284	35.68	8
007131003	315 D Street	Hines Downtown Station SMART	Inactive	T5/T6	31	402	4.71	85
007121009		River Apartments	Built	T6		81	1.85	44
	265 1st Street	Waterfront Apartment	Built	T6		90	2.66	34
Average:								46

C.2.3.2. Lot Consolidation

Recently there have been several projects that utilized lot consolidation for residential and mixed-use housing. For the Opportunity Sites, the site selection and review process took into consideration ownership information and only assumed lot consolidation where adjacent parcels belong to the same owner. This was done while filtering and while reviewing the sites using ownership data from the accessors parcel database, aerial photography, site visits, and local knowledge of the areas. Overall, 6 sites considered feasible for lot consolidation to form larger parcels were included in the final sites inventory and annotated with a letter (A, B, C, and so forth) for identification purposes. The full list of annotated sites considered for lot consolidation is listed at the end of this appendix.

C.2.3.3 Reuse 5th Cycle Sites

Ten sites included in the 6th cycle land inventory are “recycled” 5th cycle sites. Note that recent legislation (AB 1397) sets forth additional criteria for selecting sites that can accommodate the lower income RHNA category, defined as less than 80% of the Area Median Income (AMI). AB 1397 changed the conditions in which sites from previous Housing Element cycles can be re-used for lower income housing. Specifically, on sites that include low-income units in the site inventory, any project that includes 20% of the new housing units as affordable units must be approved ministerially (i.e., without discretionary review) and rely on Objective Design Standards to specify building and site design elements the City requires.

In the current draft of the Petaluma site inventory, this means that eligible projects would receive ministerial approval on the following sites:

Site Number	Site Capacity
O-3	230
O-5	400
O-6	132
O-7	54
O-8	54
O-9	37
O-10	92
O-12	75
O-18	147
O-20	106
TOTAL	1,327

While the City and community have historically depended on discretionary review to ensure that housing projects were appropriate for Petaluma, the advantage of identifying sites that could potentially be approved under ministerial review is that it significantly increases the feasibility of affordable housing projects because of increased certainty in the review process and shortened review timelines. The City and community are dedicated to supporting the development of affordable housing.

To ensure that proposed projects are desirable, the City will rely on Objective Design Standards, in addition to the Zoning and Building codes. The portion of the city inside the Central Petaluma Specific Plan area is currently subject to detailed standards included in the SmartCode. For parcels outside the Central Petaluma Specific Plan, the City will rely on the IZO and is in the process of drafting extensive Objective Design Standards for all housing denser than single-family homes. These Objective Design Standards are expected to be completed in 2022. The State of California is requiring increased reliance on Objective Design Standards through bills like SB 35, SB 330, and AB 2162, all housing bills that require the City to rely on objective standards during project review.

C.2.3.4. Density and Affordability Assumptions

State law (Assembly Bill 2342/Government Code 65583.2) uses density as a proxy for income/ affordability for the sites inventory. Table C-7 shows the site conditions used to determine affordability for the sites inventory. Generally, lower density zones are presumed to be affordable to moderate and above moderate income households. Under State law, the “default density” to facilitate lower income housing for cities similar to Petaluma in urban counties is 20 units/acre.

The sites inventory assumes that sites with densities of at least 20 du/acre are affordable to lower income households, as explained below (Table C-7). However, to present a more realistic scenario, an additional site capacity factor is considered. Sites that can accommodate between 50 and 80 units are assumed to

be feasible for 100 percent affordable housing based on the typical size of an affordable housing project funded by Low Income Housing Tax Credits (LIHTC). Sites with capacity below or above this optimum range are assigned only 15 percent of affordable units. This approach results in the inclusion of more market rate housing in the sites inventory, but it recognizes that the development of some affordable units will be financed by the development of above moderate, market rate units and identifies capacity for those above moderate units. Hence, it is a more realistic forecast of the actual affordable housing production in Petaluma.

Table C-7: Affordability by Density, Size, and Site Capacity

Income Level	Site Characteristics
Low	Density assumed is at least 20 du/ac AND 15% lower income units if site capacity is between 20-49 units or >80 units OR 100% lower income units if site capacity is 50-80 units
Moderate	Density assumed is at least 18 du/ac
Above Moderate	Density assumed is less than 20 du/ac OR Site capacity is less than 20 units OR 85% units if site capacity is between 20-49 units or >80 units

C.2.3.5. Vacant and Underutilized Sites to Accommodate Lower Income RHNA

Table C-8 summarizes the inventory of vacant and underutilized sites for lower income units. Approximately 26 percent of lower income units (101 units out of 383) are sited on vacant land. A parcel-specific listing of sites is provided at the end of this appendix.

Table C-8 Sites Inventory Summary to Accommodate RHNA with Buffers

	Units by Income Group				Total
	Very Low	Low	Moderate	Above Moderate	
RHNA	499	288	313	810	1,910
Likely Sites	241	186	101	1,243	1,772
Potential ADUs	43	43	43	14	144
Pipeline Projects	198	143	58	1,229	1,628
Remaining RHNA	258	102	212	(433)	572
Opportunity Sites	260	262	444	666	1,632
Vacant Sites	50	51	44	238	383
Parking Lots of Shopping Centers	10	11	-	221	242
Underutilized sites	200	200	400	207	1,007
Total Capacity	501	448	545	1,909	3,404
Surplus (+) / Deficit (-) (Opportunity Sites vs. Remaining RHNA)	+2	+160	+232	+1,097	+1,493
Buffer (Remaining RHNA)	+45%		+109%	N/A ²	+261%
1. Buffer percentage was calculated by dividing the surplus/deficit by the remaining need. 2 There is no remaining need for Above Moderate units (RHNA was met with pipeline projects and potential ADUs).					

C.3. Conclusion

Overall, the City has the ability to accommodate at least 1,632 units on vacant and underutilized sites across the City under the current General Plan and development regulations. Combined with the applications pending approval and the credits towards RHNA, the City can meet its RHNA needs. Detailed sites inventory is provided below.

Table C-9: Detailed Sites Inventory

Site Criteria

- 1. Vacant
- 2a. Application or interest
- 2b. Parking lot
- 2c. FAR < 0.2
- 2d. Age > 40yrs
- 2e. I/L <1
- 2f. Lot Consolidation

No.	Existing use	APN	GP	ZO	Max du/ac	5th Cycle Site?	Lot Consolidation	St Address	Area (acres)	Total Units	Low	Mod	Above Mod	I/L Ratio	Year built	Extg FAR	Site Criteria	Additional Description
O-1	Single-Family Detached	149413025	RL	R4	8	Y	B	557 SONOMA MOUNTAIN PKWY	1.92	11			11	3.19	1958	0.03	2c, 2d	Zoning in place, reasonably sized parcel, surrounded with residential development.
O-2*	Commercial Centers	007142026	MU	T-6	45	Y	C	2 E WASHINGTON ST	7.31	230	92	69	69	0.86	1974	0.22	2d, 2e	Zoning in place, unlimited density, central location near transit and services
O-3	Vacant	007153002	MU	T-5	45	Y	D	310 D ST	0.24	8			8	-	0	-	1	
O-4*	Transportation	007131003	MU	T-6	45	Y	E	315 E D ST	4.72	400	200	200		-	0	-	2a	Based on recent application
O-5*	Vacant	007700005	MU	T-5	45	Y	F	6 COPELAND ST	1.60	35	5		30	-	0	-	1,2a, 2f	Part of Oyster Cove Project submitted in April 2022 for entitlement. Total units= 132; 15% affordable split between Low and Mod. Portion of this parcel is proposed for rezoning to T-5 to facilitate the proposed residential development project. Development review is underway.
	Light Industrial	007700003	MU	T-5	45	Y	F		0.50	11	2		9	-	0	-		
	Light Industrial	007700006	RDI	D-3/T-5	0/45	Y	F	100 E D ST	3.91	86	13		73	-	0	-		
O-6*	Light Industrial	006163005	MU	T-5	45	Y	J	300 WATER ST	1.27	40	6		34	0.08	0	-	1, 2a, 2e, 2f	

PUBLIC REVIEW DRAFT
Appendix C Draft Sites Inventory

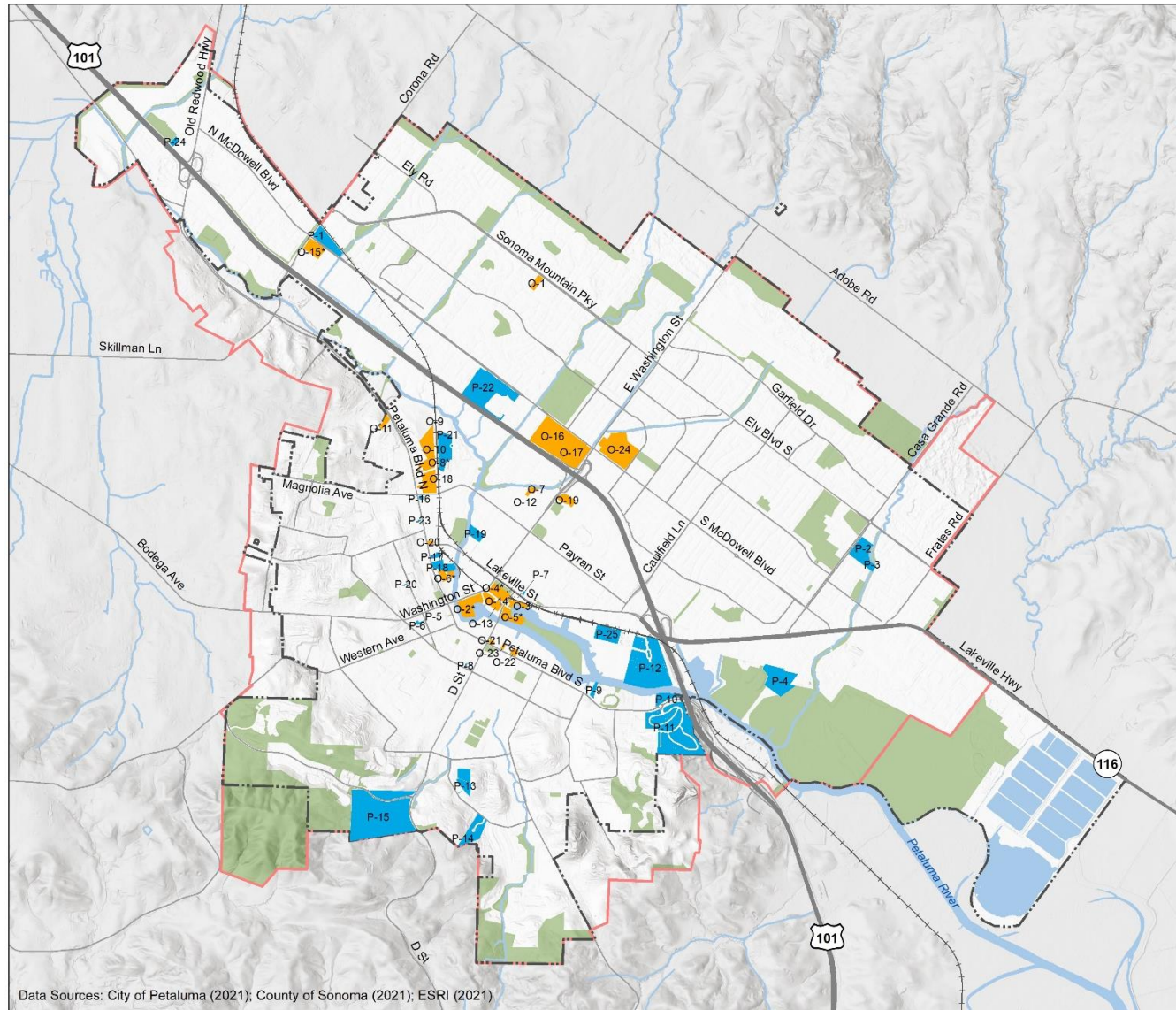
No.	Existing use	APN	GP	ZO	Max du/ac	5th Cycle Site?	Lot Consolida-tion	St Address	Area (acres)	Total Units	Low	Mod	Above Mod	I/L Ratio	Year built	Extg FAR	Site Criteria	Additional Description
	Vacant	006163058	MU	T-5	45	Y	J		0.72	23	3		20	-	0	-		Applicant in regular contact with City about potential timing for residential project submittal
	Vacant	006163052	MU	T-5	45	Y	J		0.68	22	3		19	-	0	-		
	Vacant	006163025	MU	T-5	45	Y	J	294 PETALUMA BLVD N	0.25	8	1		7	-	0	-		
O-7	vacant	007361031	RH	R5	30	Y	K	901 MARTIN CIR	0.44	9			9	-	0	-	1, 2a	Potential interest recently from prospective buyer
O-8*	Single-Family Detached	019030008	MU	MU1 A	30	Y	L	49 SHASTA AVE	0.13	3	3			2.15	1936	0.14	1, 2d, 2f	Zoning in place, reasonably sized parcel, surrounded with residential development. Some vacant parcels, proximate to other sites for potential parcel assembly
	Vacant	019030011	MU	MU1 A	30	Y	L	64 SHASTA AVE	0.33	7	7			-	0	-		
	Vacant	019030009	MU	MU1 A	30	Y	L	53 SHASTA AVE	0.83	17	17			-	0	-		
	Single-Family Detached	019030014	MU	MU1 A	30	Y	L	31 SHASTA AVE	0.13	3	3			2.57	1936	0.25		
	Single-Family Detached	019030007	MU	MU1 A	30	Y	L	45 SHASTA AVE	0.15	3	3			5.01	1937	0.46		
	Single-Family Detached	019030010	MU	MU1 A	30	Y	L	55 SHASTA AVE	1.24	26	26			1.25	1920	0.05		
	Wholesale Warehousing	019030012	MU	MU1 A	30	Y	L	68 SHASTA AVE	0.75	16	16			1.02	0	0.17		
O-9	Single-Family Detached	019020004	RM	R4	18	Y	M	195 CINNABAR AVE	4.32	54		54		0.06	1890	0.00	2c, 2d, 2e	Proximate to other sites for potential parcel assembly
O-10	Single-Family Detached	019020014	RM	R4	18	Y	N	1250 PETALUMA BLVD N	2.54	32		32		1.42	1930	0.03	2c, 2d	Proximate to other sites for potential parcel assembly
O-11	Single-Family Detached	006491001	RL	R2	8	Y	O	1825 PETALUMA BLVD N	1.47	8			8	0.78	1922	0.05	2c, 2d, 2e	At least four units already on property. Hillside may be challenge.
O-12	Single-Family Detached	007361003	RM	R4	18		Q	109 ELLIS ST	0.70	13		13		1.50	1932	0.12	2a, 2c, 2d	Project was approved as 13 units
O-13*	Vacant	007143004	MU	T-6	45	Y	R	219 WELLER ST	0.24	9	4	3	3	-	0	-	1,2a, 2f	
	Vacant	007143003	MU	T-5	45	Y	R	15 COPELAND ST	0.48	19	8	6	6	-	0	-		

PUBLIC REVIEW DRAFT
Appendix C Draft Sites Inventory

No.	Existing use	APN	GP	ZO	Max du/ac	5th Cycle Site?	Lot Consolida-tion	St Address	Area (acres)	Total Units	Low	Mod	Above Mod	I/L Ratio	Year built	Extg FAR	Site Criteria	Additional Description
	Vacant	007143014	MU	T-6	45	Y	R	217 WELLER ST	0.02	1	0	0	0	-	0	-		
	Vacant	007143015	MU	T-6	45	Y	R	215 WELLER ST	3.00	118	47	35	35	-	0			
O-14	Wholesale Warehousing	007143008	MU	T-6	45	Y	S	15 COPELAND ST	0.15	5			5	2.14	1949	0.59	2d	Existing FAR vs. allowable FAR and type of uses are conducive to redevelopment
O-15*	Commercial Centers	048080036	MU	MU1 B	30	Y	T	276 CORONA RD	5.04	106	42	32	32	0.01	1937	0.03	2c, 2d, 2e	Existing FAR vs. allowable FAR, existing lot coverage, and type of uses are conducive to redevelopment
O-16	Commercial Centers	007350008	CC	C2	20	N	U		8.81	31			31	2.65	0	-	2b	Site is currently zoned for housing, large parking lots provide opportunity for increasing site utilization
	Commercial Centers	007350009	CC	C2	20	N	U											
O-17	Commercial Centers	007340007	CC	C2	20	N	V	151 N MCDOWELL BLVD	6.40	22			22	3.04	2009	0.21	2b	Site is currently zoned for housing, large parking lots provide opportunity for increasing site utilization
	Commercial Centers	007340006	CC	C2	20	N	V											
	Commercial Centers	007340008	CC	C2	20	N	V											
O-18	Commercial Centers	150011019	NC	C1	20	N	X	1026 PETALUMA BLVD N	5.40	19			19	3.71	1970	0.08	2b, 2c, 2d	Existing FAR vs. allowable FAR and existing lot coverage are conducive to redevelopment
	Commercial Centers	150011014	NC	C1														
O-19	Commercial Centers	007031001	MU	MU1 B	30	N	Y	401 KENILWORTH DR STE 310	2.90	140	21		119	0.59	2013	0.14	2a, 2b, 2c, 2e	Recent concept review of potential 140 unit proposal to add residential in unused portion of existing shopping center.
O-20	Vacant	006051032	MU	MU2	30	N	Z	600 PETALUMA BLVD N	0.39	8			8	-	0	-	1	Added during 4/28 call
O-21	Vacant	008123015	MU	T-6	45	N	AA	201 PETALUMA BLVD S	0.47	15			15	-	0	-	1	
O-22	Vacant	008127008	MU	T-5	45	N	AB	409 PETALUMA BLVD S	0.96	30			30	1.58	1922	0.46	1, 2d	
O-23	Vacant	008125005	MU	T-5	45	N		307 PETALUMA BLVD S	0.46	14			14					

No.	Existing use	APN	GP	ZO	Max du/ac	5th Cycle Site?	Lot Consolidation	St Address	Area (acres)	Total Units	Low	Mod	Above Mod	I/L Ratio	Year built	Extg FAR	Site Criteria	Additional Description	
O-24	Commercial Centers	007280082	CC	C2	20	N			8.60	30			30						
	Commercial Centers	007280069	CC	C2	20	N													
	Commercial Centers	007280072	CC	C2	20	N													
	Commercial Centers	007280081	CC	C2	20	N													
	Commercial Centers	007280046	CC	C2	20	N													
	Commercial Centers	007280052	CC	C2	20	N													
	Commercial Centers	007280071	CC	C2	20	N													
	Commercial Centers	007280055	CC	C2	20	N													
	Commercial Centers	007280083	CC	C2	20	N													

Figure C1: Sites Inventory



Draft Housing Element Sites Inventory

As of August 10, 2022

- 1 Pipeline Projects
- 2 Opportunity Sites
- City Limit
- Urban Growth Boundary / Sphere of Influence
- Water
- Parks / Open Space
- Railway
- Freeway
- Major Streets

