

Existing Conditions Report

Land Use and Community Character

Updated September 2022

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Land Use Analysis

This report is an Existing Conditions Report composed to inform the Petaluma General Plan Update process. The report provides an in-depth overview of existing land use, community character, and sub-areas in the City of Petaluma, including current land uses, zoning and General Plan designations, the existing planning and policy framework, growth patterns, potential opportunity sites, key design characteristics of the built environment, and sub-area descriptions.

Summary of Key Land Use Considerations

- The City's recent planning efforts have primarily been aimed at promoting infill of underused sites to create denser and more walkable mixed-use development, especially in the city center and near existing and future SMART stations. Infill development will continue to play a major role in Petaluma given the land use constraints surrounding the City (growth boundary, agricultural uses, watersheds, natural conservation areas, and urban/community separators).
- As a built-out City with an Urban Growth Boundary, Petaluma has prioritized infill over expansion into undeveloped areas. Looking to the future, certain key corridors are candidates for land use change and intensification (greater diversity of uses / higher utilization of land) and character enhancements (streetscape / frontage improvements). In particular, attention should be focused on East Washington, Petaluma Blvd North, Petaluma Blvd South, North McDowell, and Downtown corridors. Other areas for mixed-use redevelopment include Downtown, along the riverfront, and around current/future SMART stations.
- Four potential expansions to the current Urban Growth Boundary are identified in the City's Housing Element (and were originally identified in a 2010 ballot ordinance). These areas may be absorbed into the UGB by Council action, based on certain findings. However, portions of these areas have flooding, sea level rise, or other constraints. Additionally, building housing far from existing services and jobs could increase Vehicle Miles Traveled (VMT) and threaten active farmlands.
- Many existing non-residential properties – primarily in Central Petaluma and the edge industrial/business park areas – are built at densities/intensities substantially lower than the maximum allowed by the current General Plan/zoning. These properties could see redevelopment and intensification with little to no regulatory changes.
- Recently constructed and entitled housing and mixed-use projects are typically occurring at lower densities than the maximum allowed by zoning or General Plan. This could be due to a number of regulatory and financial challenges such as requirements for ground-floor retail or the cost of structured podium parking in midrise construction. The city could explore policies to encourage higher-density vertical mixed-use projects and promote shared parking strategies.
- The form-based SmartCode regulates development throughout most of Downtown not by density or intensity but by stories (though it lacks specificity regarding maximum height in feet). Four stories has generally been the maximum height for buildings built in the city to date. However, the maximum height that is appropriate for new development remains an open question for the General Plan Update.
- The previous General Plan update (completed in 2008) estimated that the population in 2025 would be 72,707 residents, far more than the current total of 61,104, illustrating how difficult it is to accurately predict growth far into the future. A primary goal of this General Plan Update will be to accommodate needed residential development while also preserving the quality of life that Petaluma residents cherish.

Regional Location

The City of Petaluma is located in the southernmost part of Sonoma County, flanking both sides of the namesake Petaluma River, and is surrounded by a combination of undeveloped open space, farmland, and unincorporated communities (specifically to the west and to the north). It is approximately 17 miles south of the City of Santa Rosa – the County seat and largest city in the County – and about 35 miles north of San Francisco, the regional metropolis. This unique arrangement affords Petaluma residents a semi-rural experience near urban amenities and job opportunities.

Figure 1. Form Givers



Form Givers

Form-givers are elements that define and bound the physical environment of a city, including the physical topography of the landscape, roadway and transportation patterns, built form patterns, and the distribution of land uses. As Figure 1 shows, several key features, both manmade and natural, distinguish the City of Petaluma, including:

- **Petaluma River and River Valley:** Petaluma first sprouted from the banks of the Petaluma River, eventually spreading outward over the floor of the Petaluma River Valley. The Petaluma River bisects the city from the northwest to the southeast. The Valley itself is defined by Sonoma Mountain on the northeast and by the hills extending northward from Burdell Mountain on the west.
- **Highway 101:** U.S. Highway 101 bisects the city from the northwest to the southeast. It is the primary automotive artery connecting Petaluma to Sonoma County to the north and Marin County

to the south. Because there are only a handful of crossings and it is adjacent to the Petaluma River in some areas, Highway 101 effectively segments the town in two.

- **Railroad Tracks:** Situated along the SMART regional transit corridor, Petaluma hosts a bidirectional set of railroad tracks that service the Petaluma Downtown station en route to either Novato to the south or Cotati to the north. An additional SMART station is planned on Corona Road. Like the River and Highway 101, the SMART tracks bisect the city from the northwest to the southeast, though these three major form givers follow slightly different paths.
- **Shollenberger Park.** Near the eastern edge of the city, north of the river, lies a vast 165-acre wetlands park. Over 150,000 visitors a year come to Shollenberger Park. Including the adjacent Alman Marsh and Ellis Creek areas, a total of 505 acres are accessible to the public. This expansive open space includes trails and a dog park, and serves as a major natural buffer.
- **Helen Putnam Regional Park:** Southwest of the City Limits lies the Helen Putnam Regional Park – a County-owned facility spanning 216 acres of undeveloped open space, featuring several hiking trails and a fishpond. The park is directly accessible to residents via a trailhead on Oxford Court, located on the southwest edge of town.
- **Rural and Agricultural Lands:** Around nearly the entire town, Petaluma is surrounded by a landscape of rolling hills peppered with trees, diverse plant life, and agricultural uses.

Planning Area

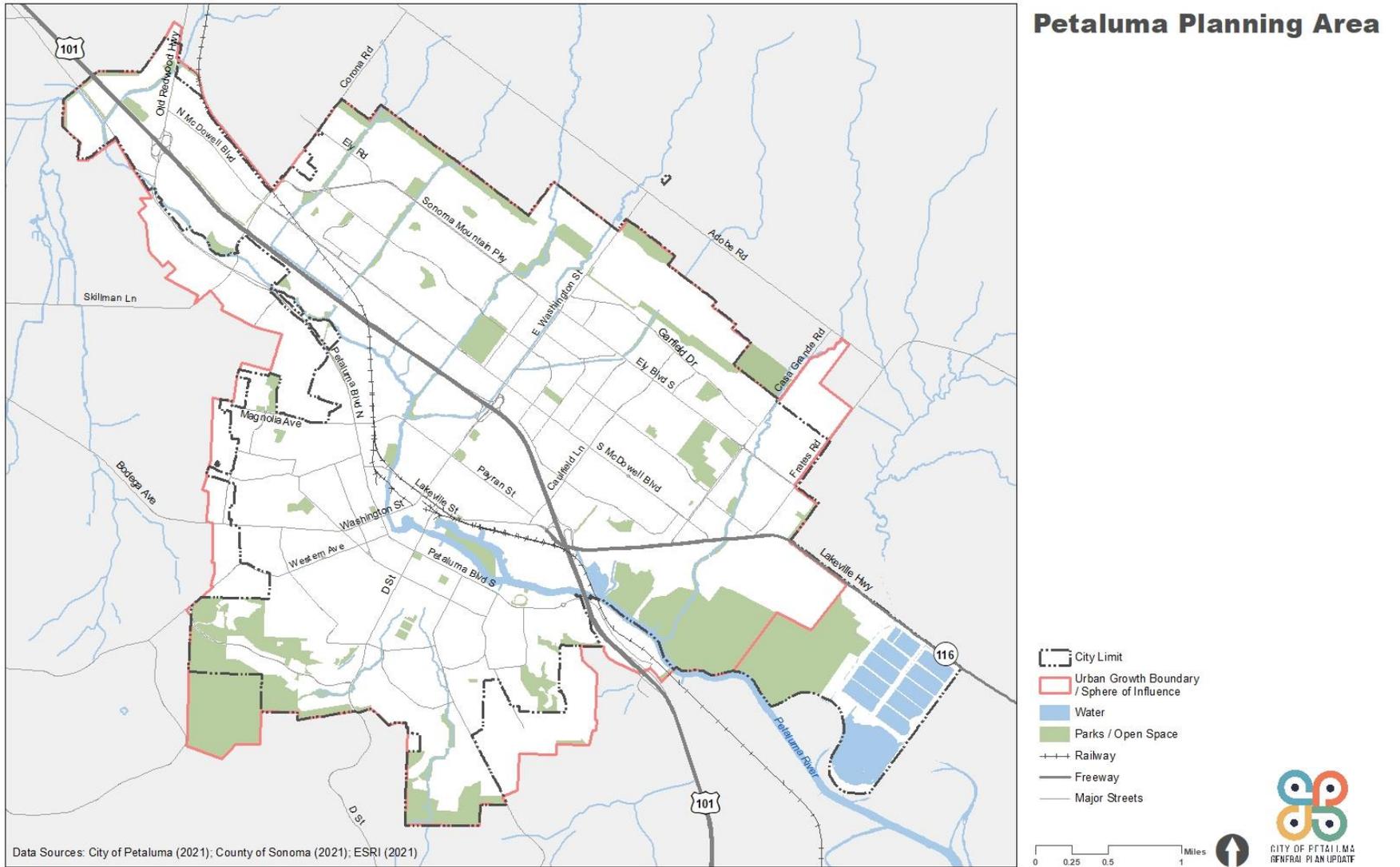
Shown in Figure 2 below, the Planning Area for this General Plan Update includes the land within the City Limits and Sphere of Influence (SOI)/Urban Growth Boundary. The UGB, which was enacted in 1998 and extended in 2010, establishes firm boundaries to contain urban development and provision of City services through December 31, 2025. The SOI/UGB extends beyond the City Limits in many places, except on the City’s southeastern edge where the reverse is true; Ellis Creek and the Wastewater Treatment Plant are outside of the growth boundary but inside of the City Limits.

Petaluma has experienced ongoing growth through the course of its history, most notably during the era of postwar suburbanization (1950-70s) as neighborhoods and business parks expanded onto the flatlands east of Highway 101. Today, the Planning Area covers a total of 8,872 parcel acres, of which 7,710 are within the City Limits. The Petaluma SOI accounts for another 1,162 acres. The UGB is estimated at approximately 9,900 total gross acres, including the 101 Freeway, the Petaluma River, and other rights-of-way.

The City’s Planning Area can be divided further into its sub-areas, which are mapped in Figure 35 and explored in more detail at the end of this document. For reference in this section, a list of the sub-areas is as follows:

- Central Petaluma (Specific Plan)
- Downtown district
- East Washington corridor
- Lakeville Highway district
- North East neighborhood
- North MacDowell corridor
- Payran McKinley neighborhood
- Petaluma Blvd North corridor
- Petaluma Blvd South corridor
- South East neighborhood
- South Hills neighborhood
- Washington Core neighborhood
- West neighborhood
- West Hills neighborhood

Figure 2. Planning Area



Regional Growth Framework

The City of Petaluma is a member jurisdiction of the Association of Bay Area Governments (ABAG), the regional planning agency for the nine-county Bay Area Region. As part of its efforts to promote sustainable development, ABAG works with local jurisdictions to designate Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) as a means of influencing local and regional growth patterns. PDAs represent infill sites near existing or future transit infrastructure that are deemed suitable for higher-intensity development. All PDAs are nominated by a local land use authority and are classified according to the following designations:

- **Transit-Rich PDAs**, which have high-quality transportation infrastructure, and
- **Connected Community PDAs**, which offer basic transit services and are anticipated to increase non-automotive mobility options.

Meanwhile, PCAs are undeveloped open spaces of regional importance whose conservation is has been deemed a priority. ABAG classifies each PCA in one of four categories:

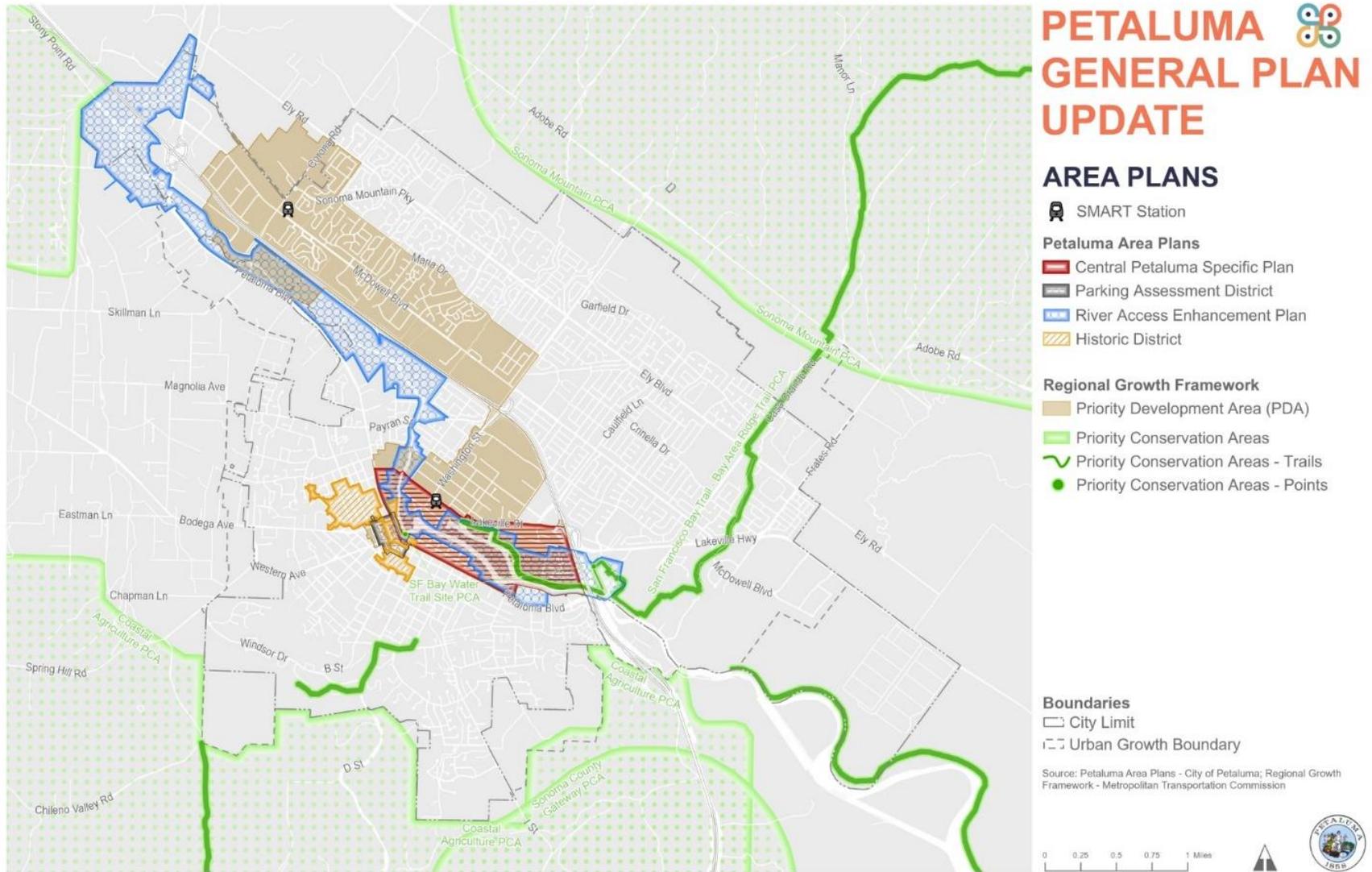
- Natural Landscapes
- Agricultural Lands
- Urban Greening
- Regional Recreation

PDAs and PCAs, though very different, do complement each other. Emphasizing compact development in established urban areas (PDAs) reduces development pressures that might otherwise be placed on significant open spaces and agricultural lands (PCAs). Regionally, there are nearly 200 PDAs and more than 100 PCAs.

Petaluma hosts two of Sonoma County's 12 locally nominated PDAs. A PDA designation ensures City eligibility for ABAG/MTC infrastructure funding in these areas, as well as potential funding for area planning. The Central Petaluma PDA aims to revitalize parts of the historic downtown by directing development to underutilized land in the city's historic downtown, allowing for a greater diversity and intensity of uses. In 2009, this PDA was expanded to encompass the entire Central Petaluma Specific Plan Area and the ¼-mile radius surrounding the Petaluma Downtown SMART station. Corona Station, the City's second PDA, was adopted more recently, and is focused on a planned SMART Station and other potential nearby sites along North MacDowell Blvd. This PDA is intended to enable transit-oriented development and other corridor improvements, as fifty percent of the PDA is within a ½ mile radius of the future station.

Petaluma also borders two PCAs: Sonoma County Gateway to the southwest and Sonoma Mountain to the east. These areas limit the potential for future outward expansion or annexations.

Figure 3. Bay Area PDAs and PCAs



Planning Background & Context

Growth History

The human history of Petaluma stretches back centuries, as nearby hills and lakesides were once home to the Coastal Miwok and Southern Pomo Tribes. Founded in 1858, it is the oldest city between San Francisco and Eureka, and after incorporation was briefly one of the State's largest cities. Figure 4 presents historic Sanborn maps which visualize how Petaluma's downtown initially grew from the southwest bank of the Petaluma River, occupying what is now Downtown and Petaluma Boulevard North, and then expanded over to the northeast riverbank with commercial and industrial development. As agricultural activity – particularly dairy and poultry farming – flourished in the early 1900s, the riverbank was transformed into a dynamic commercial hub with piers, boat landings, and an array of manufacturing businesses.

As in many parts of the country, Petaluma experienced significant growth via suburbanization in the years following World War II. Government programs helped facilitate the acquisition and development of farmland east of town into new suburban neighborhoods, commercial buildings, and business parks. This process, coupled with the construction of Highway 101, resulted in a population boom that ultimately strained the City's infrastructure (described more in the following section).

The turn of the millennium saw brief but explosive growth of the telecommunications industry in the area, with millions of square feet of office and industrial space built during the first tech boom. Today, we find a Petaluma defined by a thriving economy, rich culture, historic architecture, and access to nature.

Figure 4. Sanborn Maps of the City of Petaluma from 1888 (left) and 1906 (right)



History of Land Use Control

The City has a notable history of active, locally-focused planning. Petaluma became a trend-setter in growth management in the early 1970s in response to rapid growth that overwhelmed public services. Memorably, schools went to extra sessions, and the wastewater treatment system failed. In response to this growth, the City Council enacted a Residential Growth Management System that limited residential development to no more than 500 units per year through the turn of the millennium. Petaluma has experienced very stable growth in the decades following the establishment of this annual cap, allowing for long-term planning for improvements needed in various public services, facilities, and infrastructure.

Indeed, the City has made notable commitments to maintaining a high-quality community and to enhancing its one-of-a-kind ‘country meets small-town’ feel. To further protect natural open space and agriculture, in 1998 Petaluma voters approved the aforementioned Urban Growth Boundary, which has effectively protected the local vineyards, pastures, and open space surrounding town.

Key related documents, plans, and ordinances include:

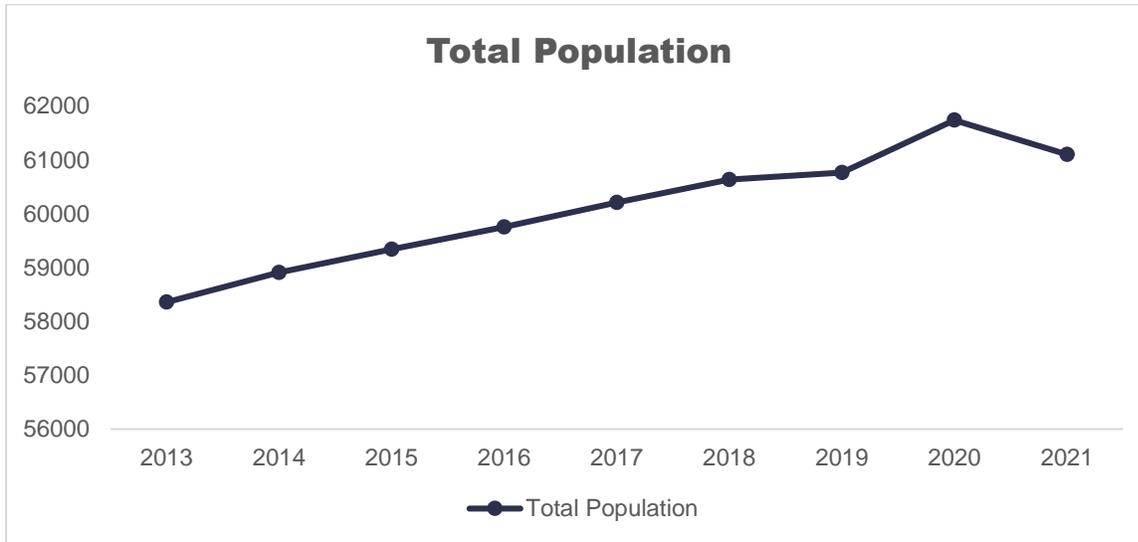
- The 1961 General Plan, which first recognized the importance of compact development patterns and the cost-effective provision of public services and infrastructure.
- Environmental Design Plan of 1972, which established the 500 units per year cap and a greenbelt or “urban separator” concept
- Environmental Design Plan of 1978, which reaffirmed the growth boundary and identified an optimum population of 70,000– 80,000 residents.
- The 1987 General Plan Urban Limit Line (ULL), which again extended the timeframe of the growth boundary, and projected a buildout of between 60,000 and 67,000 residents to be reached by 2008.
- The Urban Growth Boundary (UGB) that was officially ratified by voters for the first time in 1998, with an initial sunset date of 2018. Through a City Ballot Measure in 2010, voters extended the UGB to 2025. The measure also identified four possible expansion areas and criteria for expansion.

Urban Growth Boundary

The Urban Growth Boundary contains a total of 9,900 gross acres (including streets, the Petaluma River, and other rights-of-way). The voter-approved boundary will expire in 2025 unless it is extended again by a vote of the public. The current UGB includes four expansion areas, which were included in the 2010 Measure. These areas total approximately 330 acres and can be annexed into the City by the City Council (without a vote of the public). To annex these areas, the City Council must find that infill acreage is limited, infrastructure capacity is sufficient to serve these outlying areas, and that proposed housing in the areas would be affordable and/or for farmworkers. The General Plan update will evaluate potential boundary expansions (beyond these four identified areas) for City Council’s consideration if a UGB extension item is placed on the public ballot.

According to the California Department of Finance, Petaluma’s population in 2021 reached 61,104 – a one percent decrease from the previous year. As such, Petaluma hosts 13 percent of Sonoma County’s total population. Apart from the decrease in 2020, the City’s population has risen steadily for the past decade.

Figure 5. Total Population



Existing Land Use

Overall Land Use Pattern

This section describes existing land use based on its current function within the City of Petaluma. Land use in the city is shaped by major transportation facilities, namely the river, the freeway, and the railroad. Overall, Petaluma is organized around a mixed-use core along the central waterfront, featuring a historic downtown district on the west bank and light industrial uses on the east bank. The core is flanked both to the east and west by an expansive network of low-density, suburban neighborhoods that generally extend nearly to the urban periphery. Highway 101, which bisects the town from northwest to southeast, borders a combination of shopping centers, commercial/warehouse operations, mobile homes, single-family neighborhoods, and open spaces along its length. Two clusters of business parks are located on the southern and northern ends of town, and include a mix of offices, light industrial uses, and other commercial services.

As Table 1 highlights, within both the City Limits and the Sphere of Influence (SOI), residential land occupies the greatest share of land by a significant margin, covering 44 percent of land both in the City Limits and the SOI. The vast majority of this residential use is detached single-family homes. Parks/recreation uses are the next most common use, covering 22 percent of land in the City Limits and 37 percent in the SOI. No other land use type comprises more than 20 percent of land. Currently, about five percent of parcels in the City Limits are vacant (virtually no land is classified as vacant in the SOI).

Existing land uses in the City Limits are illustrated in Figure 6. Existing Land Uses, and the distribution of uses is listed in Table 1. The following pages provide more detailed descriptions of each major land use type in the city.

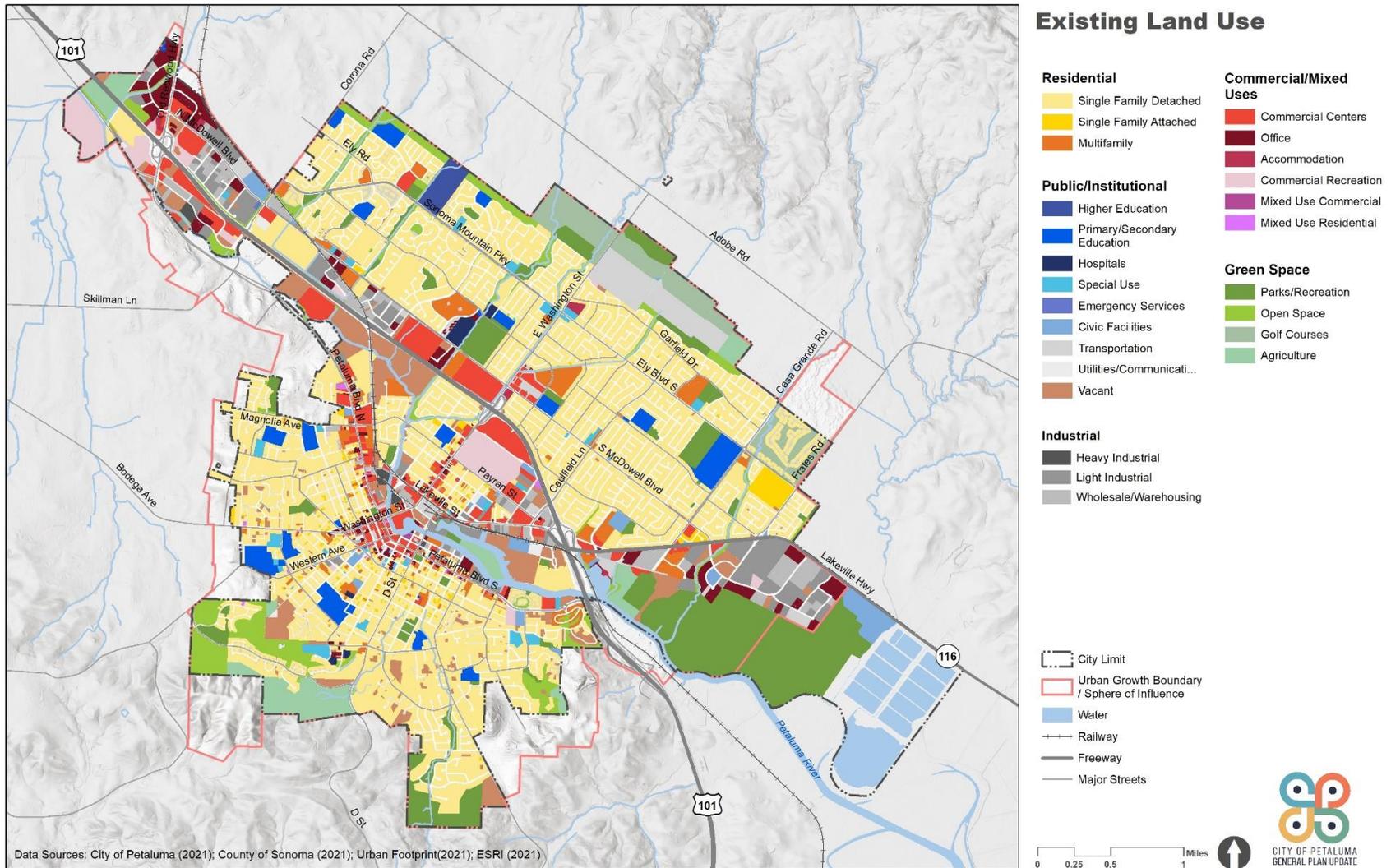
Table 1. Existing Land Uses

Type	Acres (City Limits)	% (City Limits)		Acres (SOI)	% (SOI)
<i>Residential</i>					
Single Family Detached	3073.9	39.7%		483.7	42.6%
Single Family Attached	81.5	1.1%		11.1	1.0%
Multifamily	205.2	2.6%		9.0	0.8%
<i>SUBTOTAL</i>	3,360.6	43.4%		503.9	44.40%
<i>Commercial/Mixed Use</i>					
Commercial Centers	366.3	4.7%		69.9	6.2%
Office	187.1	2.4%		1.7	0.1%
Accommodation	15.5	0.2%		1.1	0.1%
Commercial Recreation	169.6	2.2%		2.0	0.2%
Mixed Use Commercial	1.1	0.0%		7.1	0.6%
Mixed Use Residential	5.7	0.1%		0.0	0.0%
<i>SUBTOTAL</i>	745.3	9.6%		81.81	7.2%
<i>Public/Institutional</i>					
Higher Education	40.1	0.5%		0.0	0.0%
Primary/Secondary Education	196.7	2.5%		10.4	0.9%
Hospitals	23.3	0.3%		0.0	0.0%
Special Use	69.0	0.9%		3.0	0.3%
Cemeteries	1.0	0.0%		53.8	4.7%
Civic Facilities	101.3	1.3%		1.3	0.1%
Transportation	262.5	3.4%		6.9	0.6%
Utilities/Communications	411.5	5.3%		1.0	0.1%
Vacant	430.7	5.6%		10.7	0.9%
Water	4.0	0.1%		0.0	0.0%
<i>SUBTOTAL</i>	1,540.1	19.9%		87.17	7.7%
<i>Industrial</i>					
Heavy Industrial	13.8	0.2%		0.0	0.0%

Land Use and Community Character

Light Industrial	258.3	3.3%		29.7	2.6%
Wholesale/Warehousing	159.1	2.1%		7.7	0.7%
<i>SUBTOTAL</i>	431.2	5.6%		37.34	3.3%
<i>Green Space</i>					
Parks/Recreation	836.2	10.8%		168.7	14.9%
Open Space	399.7	5.2%		56.3	5.0%
Golf Courses	213.9	2.8%		182.3	16.1%
Agriculture	217.8	2.8%		17.5	1.5%
<i>SUBTOTAL</i>	1,667.6	21.6%		424.76	37.4%
	7,744.6	100%		1,134.9	100%

Figure 6. Existing Land Uses



Residential

Residential uses occupy the largest share of land in the City Limits (43.4 percent) and are generally represented in the form of low-density neighborhoods. These areas are distributed across the entire city, except along the far eastern waterfront. Single-family homes comprise the predominant housing type and span virtually all parts of Petaluma, while a mix of both low- and higher-density housing (e.g., multiplexes and apartments) is generally clustered in the downtown area, organized on a walkable street grid. A smattering of larger master planned apartment communities is also found east of Highway 101, and some middle-density buildings (e.g., duplexes, triplexes, quadplexes) are found on the north end of the city near Sonoma Mountain Parkway.

There are approximately six mobile home parks in the city, totaling more than 120 acres and 660 dwelling units, as Figure 7 shows. These are primarily located in the north end of the city near Highway 101.

Commercial/Mixed Uses

Figure 8 illustrates commercial uses, which account for 10 percent of land in Petaluma. The predominant types of commercial use are retail services, business parks, auto shops, and other professional services. The city's major commercial areas include Downtown and four corridors: Petaluma Boulevard, Lakeville Highway, East Washington Street, and North McDowell Boulevard. Most retail activity is clustered in Downtown – including a variety of boutique shops (e.g., restaurants, cafes, bars, clothing stores, and antique shops) on a walkable street grid – and along the Washington Street and Petaluma Boulevard corridors, which mostly support a mix of strip malls, auto-oriented shopping centers, and some freestanding retail. Both ends of North MacDowell Blvd feature a notable concentration of both small and large commercial uses as well as accommodation/lodging. Most offices and business parks are sited along the Old Redwood Highway and Lakeville Highway corridors, and to a lesser extent along the Highway 101 corridor.

Industrial

Industrial uses comprise just over 5 percent of land in the City Limits and mostly include a mix of warehouse, wholesale, and light manufacturing operations. There is a limited amount of industrial uses related to heavy manufacturing or processing. Some of Petaluma's industrial base centers on food and agriculture, including breweries and distilleries, feed suppliers, wholesalers, and food distributors. Other industrial activities include biotechnology, equipment and furniture manufacturing, computer hardware, medical suppliers, and auto shops, among others.

Figure 9 highlights that almost all of the City's heavier industrial uses are clustered along the Petaluma River corridor – specifically near the McNear Channel and Turning Basin – just as they have been since the mid-twentieth century, when proximity to water transport and shipping was of high importance. Warehousing uses are found near the railroad and exits/entrances to 101. Light industrial activity is clustered in two nodes on the southern and northern ends of town, respectively, near Highways 101 and 116. These areas host several business parks housing a mix of professional offices, technology park clusters, research and development (R&D) facilities, and other light industrial and manufacturing operations.

Figure 7. Existing Residential Uses

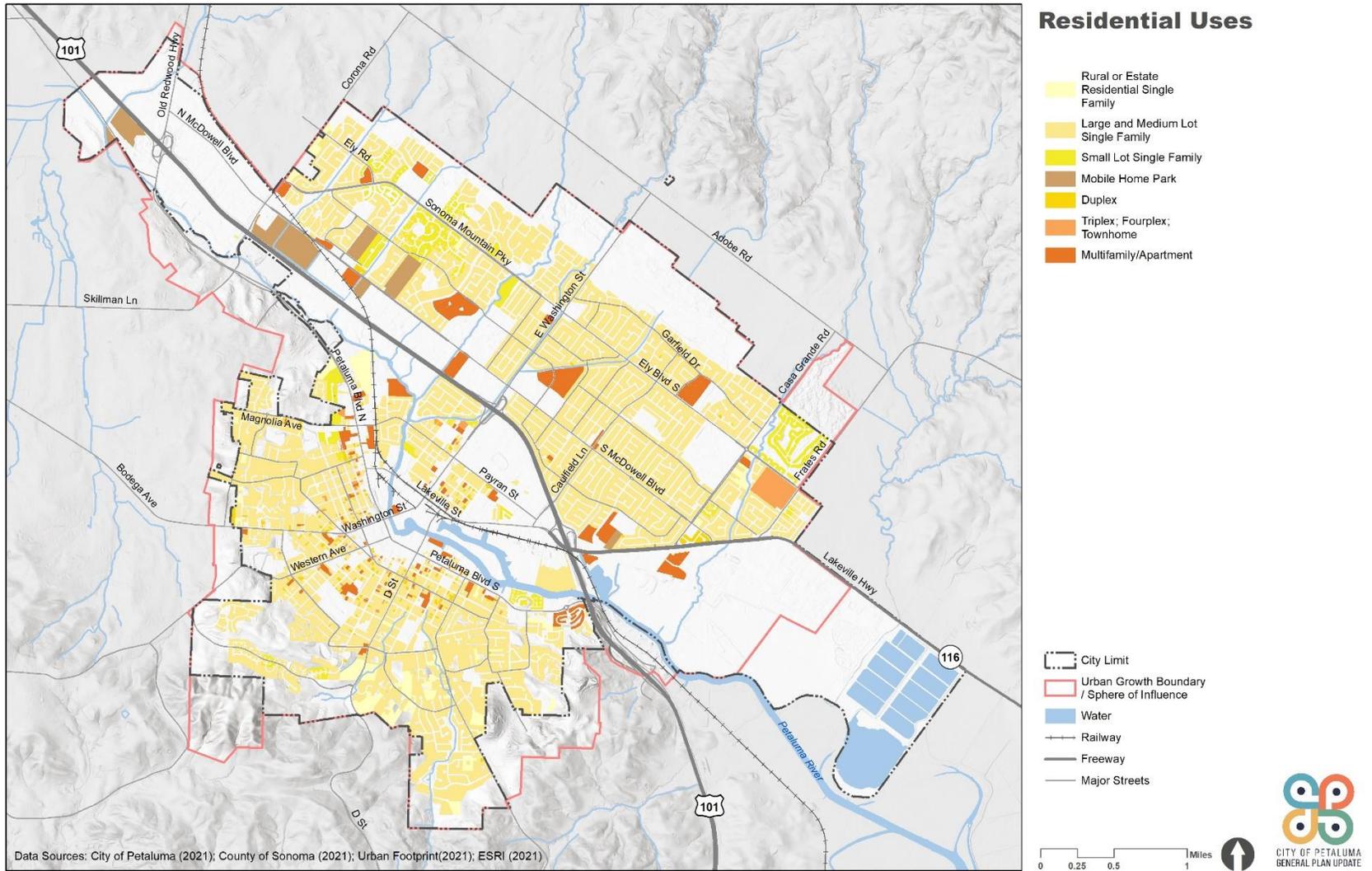


Figure 8. Existing Commercial/Mixed Uses

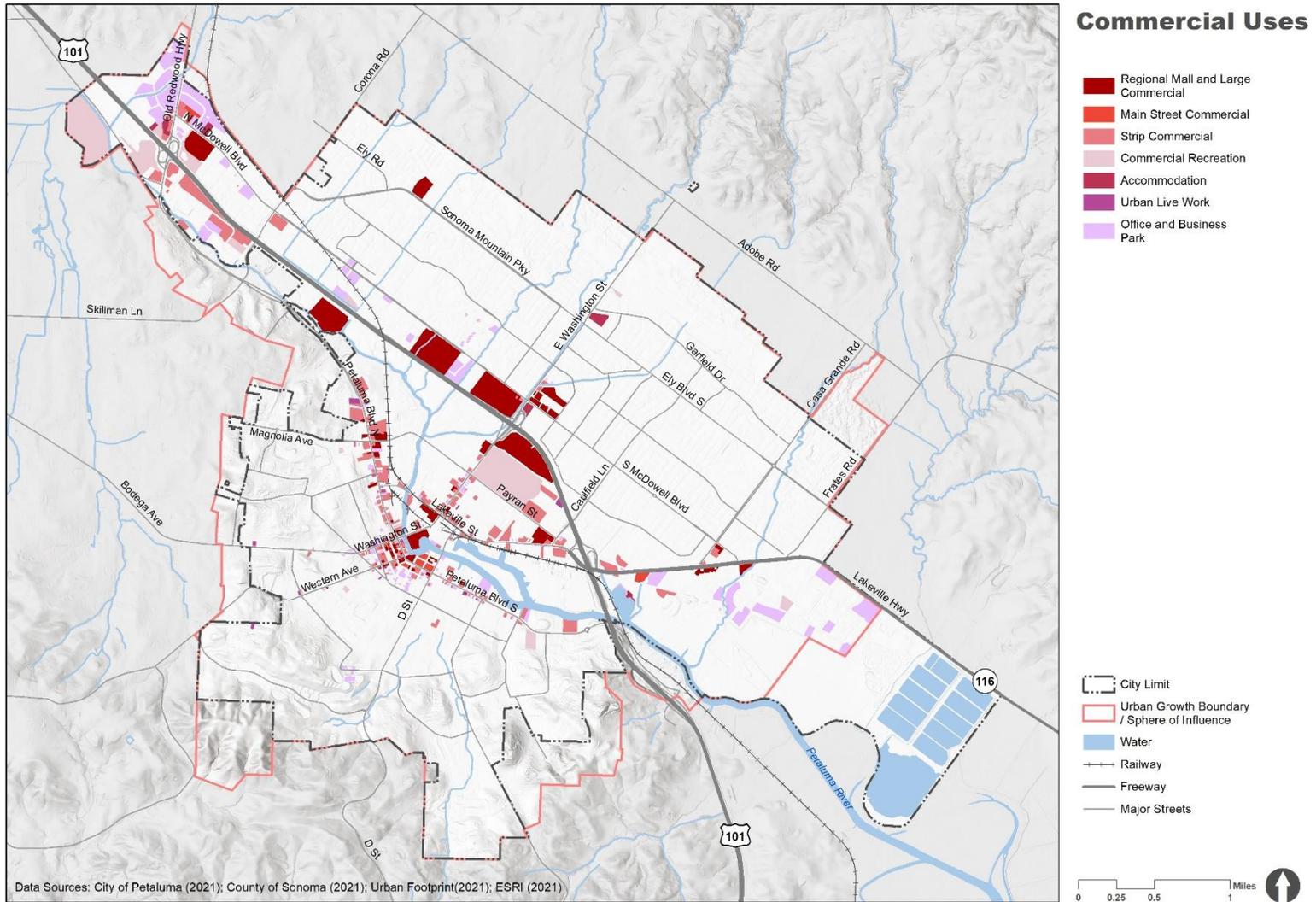
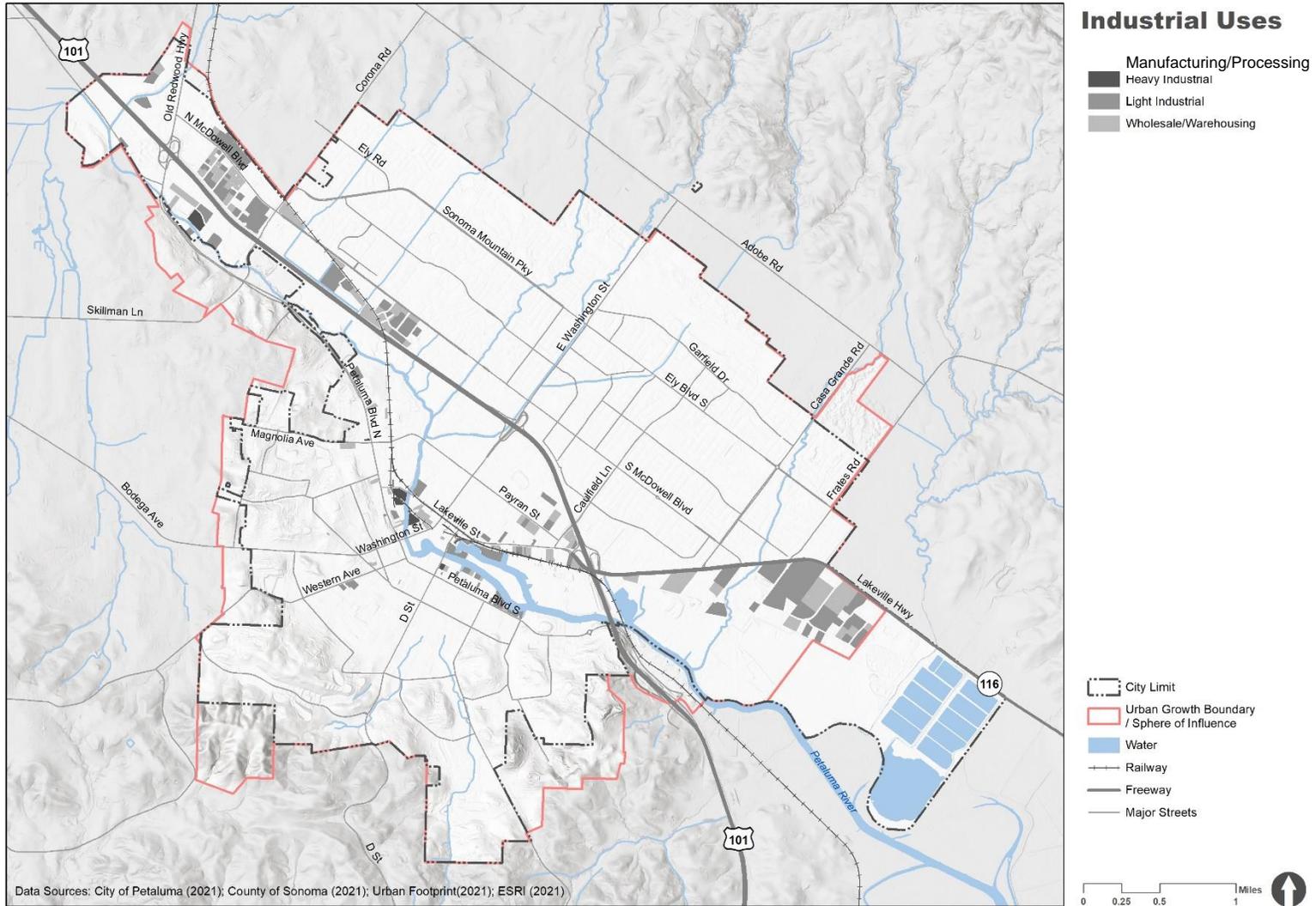


Figure 9. Existing Industrial Uses



Open Space / Green Space

Green space - including parks and recreational facilities, undeveloped open spaces, agricultural land, and golf courses - occupies the second-greatest share of land in Petaluma (22 percent) as is shown in Figure 10. Parks vary in size and are mostly dispersed throughout Petaluma's many residential neighborhoods. However, major recreational attractions are typically located on the peripheries of the City Limits. Shollenberger Park, featuring 165 acres of wetlands with walking and cycling paths, is located on the southeast end of the city near unincorporated Haystack; Helen Putnam Regional Park, a major open space preserve, is partially located within the City Limits at Petaluma's southwestern periphery; and several parks/greenbelts are found along the City's northern extent, including Prince Park, Wiseman Park, and the Petaluma Sports Complex. Several golf courses are also located on the City's edge; Rooster Run Golf Club, a private 18-hole course, is adjacent to the Petaluma Municipal Airport. Located within the Sphere of Influence, the Adobe Creek Golf Course is no longer in operation.

Public/Institutional Uses and Vacant Sites

Public/institutional uses are the third-largest land use category in Petaluma, covering 20 percent of land in the City Limits. This category includes a broad range of community-serving uses, including schools, hospitals, and healthcare facilities, civic buildings, religious centers, parking and transportation facilities, utilities, and airports, among others. Like public parks, most schools are dispersed across Petaluma's many residential neighborhoods to serve the local population. Other notable institutions include the Petaluma Valley Hospital, Petaluma Municipal Airport, Santa Rosa Junior College, and Northern California University.

Figure 12 illustrates that vacant sites occupy a sizable share of the land in the City Limits (5.6 percent). Most vacant land is located along or near either Highway 101 or the railroad tracks, though many smaller sites are also found across the southern half of the city. Another way to identify potential redevelopment parcels is to compare the ratio of the improvement value to the land value (I/L). Parcels with a low I/L ratio are more likely to be redeveloped since the total value of the improvements and buildings on the site is lower than the value of the land on its own. All parcels with a ratio of less than 0.5 are shown in Figure 12, indicating that a relatively low amount of investment/improvement has been made on the property compared to the assessed value of the land itself. These parcels are generally located along Petaluma Blvd North, sparsely developed parcels near the City's UGB, and many smaller parcels within the West neighborhood sub-area.

Figure 10. Existing Green Space

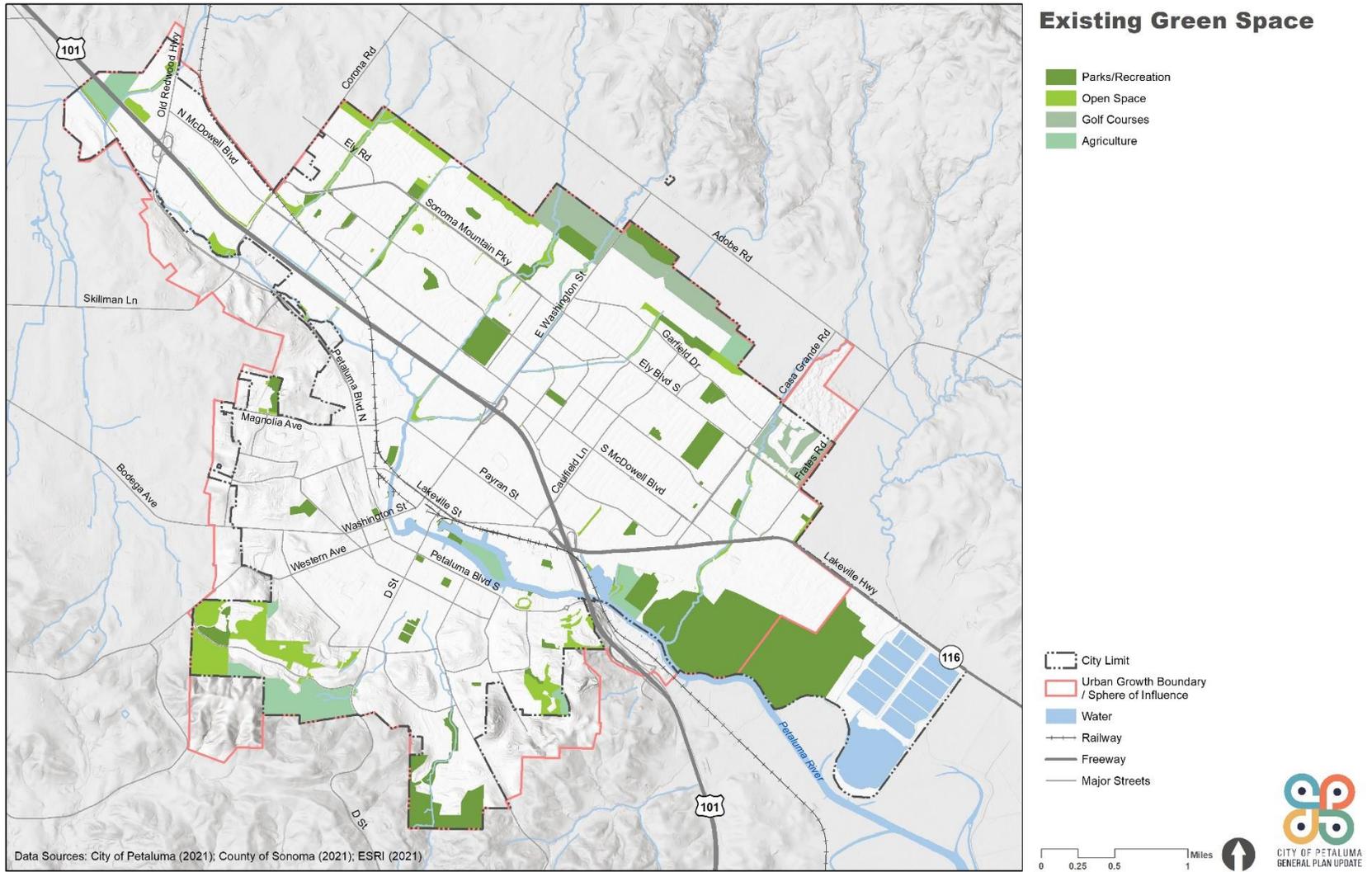


Figure 11. Existing Public/Institutional Uses

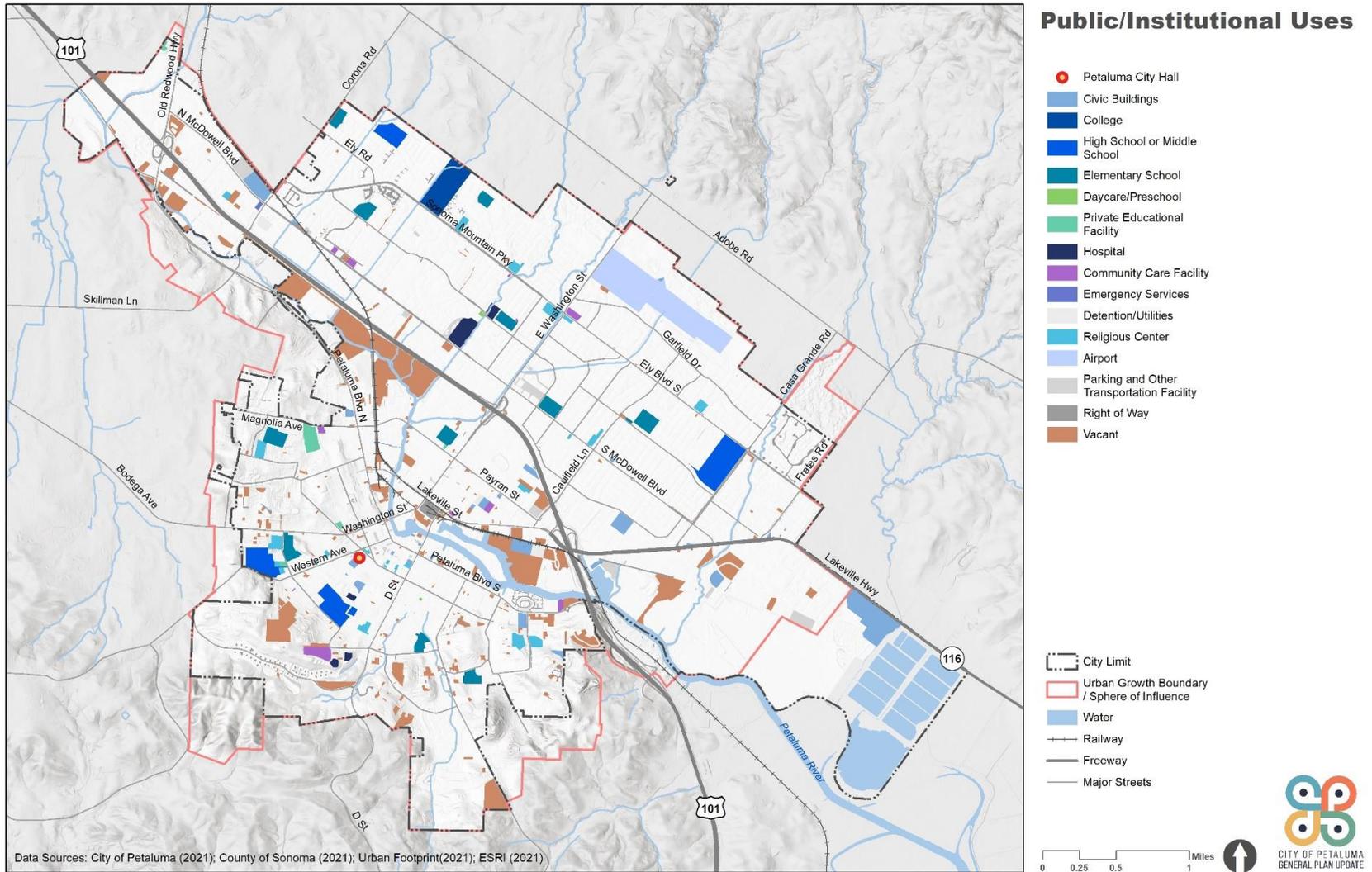
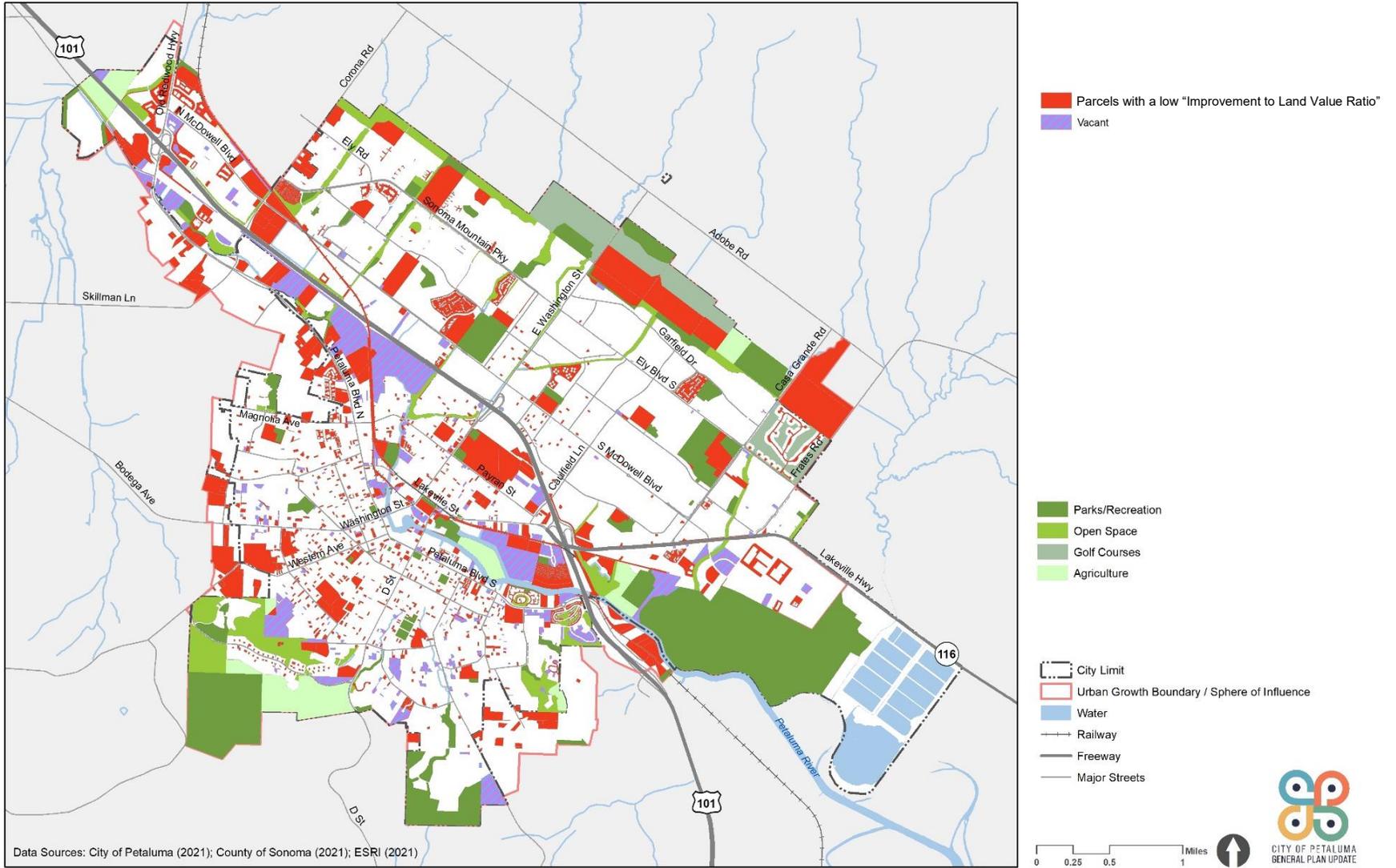


Figure 12. Vacant and Underimproved Parcels



City Land Use Regulations

Existing General Plan

The City of Petaluma last conducted a comprehensive General Plan Update in 2008. As the City’s roadmap for the future, the document was intended to establish a basis for future plans and implementing programs – such as the Municipal Code and Capital Improvement Program (CIP) – and a framework for determining whether project proposals align with the community’s vision for the future. Through extensive community planning, six major themes emerged as priorities to address:

1. Economic Health
2. Infill/Residential Growth Projection
3. Water Resources
4. Mobility
5. Public Facilities and Parks
6. Sustainability

Consequently, these themes and considerations helped inform the development of policies throughout the General Plan.

Vision and Themes

As a comprehensive document, the 2008 General Plan proposed numerous goals, strategies, policies, and actions across a range of topic areas. The table below summarizes the major goals related to land use and community design:

Table 2. General Plan Goals

Title	Description
Goal 1-G-1: Land Use	Maintain a balanced land use program that meets the long-term residential, employment, retail, institutional, education, recreation, and open space needs of the community.
Goal 1-G-2: Hillsides/Ridgelines	Preserve the essential scenic and natural resources of the open ridgelines and hillsides that help define the unique character of Petaluma.
Goal 1-G-3: Land Use	Maintain a well-defined boundary at the edge of urban development.
Goal 1-G-4: Urban Growth Boundary	Maintain a parcel-specific Urban Growth Boundary.
Goal 1-G-5: Petaluma River	Develop land uses in proximity to the Petaluma River that ensure the restoration of the natural River corridor, provide for adequate storm flow capacities, and enable public access and stewardship.
Goal 1-G-6: Growth Management	Maintain a residential growth management system to ensure public infrastructure keeps pace with growth.
Goal 1-G-7: Trees and the Built Environment	Recognize that trees are a community asset, an essential element in the interface between the natural and built environment, and part of the urban infrastructure.

Goal 2-G-1: City Form and Identity	Preserve Petaluma’s setting as an urban place surrounded largely by rural land uses and densities, agriculture, and open space.
Goal 2-G-2: City Form and Identity	Maintain and enhance Petaluma’s unique identity and sense of community, history, and place.
Goal 2-G-3: Downtown	Advance Downtown Petaluma as a focus of civic and cultural activity in the community, retain a strong pedestrian orientation and scale, preserve and enhance buildings of historic and architectural importance.
Goal 2-G-4: Washington Corridor	Encourage the evolution of land uses to create a corridor of mixed-use development.
Goal 2-G-5: Lakeville Highway	Enhance the connectivity across and between all land uses along the Lakeville Highway to minimize the barrier it creates by presence, design, and vehicular speed.
Goal 2-G-6: Payran McKinley	Maintain and develop the area with a diverse range of residential densities appropriate to the character of this central urban neighborhood while enhancing the creek corridors.
Goal 2-G-7: Petaluma Boulevard South	Create a strong sense of entry into the community and provide a transition from the highway to the Central Petaluma Specific Plan area.
Goal 2-G-8: North of Cinnabar Avenue	Maintain the rural character of the entry roadway with large median trees and significant building setbacks along Petaluma Boulevard North.
Goal 2-G-9: South of Cinnabar Avenue	Create a transition from the northern rural gateway to Downtown
Goal 2-G-10: Petaluma River	Incorporate the River as a focal point for development along the Boulevard.
Goal 2-G-11: West Hills	Reinforce the existing rural character and densities of the hillside neighborhoods.
Goal 2-G-12: South Hills	Reinforce the existing natural character of the hillside neighborhoods, preserving topography and ridgelines.
Goal 2-G-13: Washington Core	Strengthen the connection between Downtown and the Washington Core sub-area
Goal 2-G-14: North McDowell Boulevard	Recognize the complex demands upon the Boulevard and enhance the function and aesthetic value it could provide to the community.
Goal 2-G-15: North East	Maintain the rich mix of residential densities, commercial opportunities, educational facilities, and natural and public amenities.
Goal 2-G-16: South East	Encourage the enhancement of older neighborhoods through the development of improved streetscapes, trail connections, and the introduction of new neighborhood compatible uses.
Goal 2-G-17: West	Preserve the density, scale, architectural quality, and character of existing neighborhoods while allowing intensification of Downtown’s unique mix of uses.
Goal 2-G-18: Green Building	Provide leadership and guidance to ensure the application of sustainable site planning and green building practices.

Land Use Designations

The authority of Petaluma’s General Plan is primarily exercised through the Land Use Element. In this chapter, each parcel is assigned a Land Use Designation that expresses the City’s intended use and character for a given area. These designations define the general parameters and characteristics that are implemented through zoning. Petaluma’s current General Plan outlines 23 Land Use Designations and three Overlay Zones, which are defined and described in Table 3.

As the only Element requiring State certification, the Housing Element is also closely related to zoning and land use decisions. Per state law, the Housing Element is required to develop not only an inventory of suitable housing sites, but also a plan to rezone these sites in accordance with State production mandates and other desired community outcomes.

Table 3. Description of Land Use Designations

Land Use Designation		Allowed Density/FAR
Rural Residential	Single-family residential development located primarily at the western perimeter of the city, along the Urban Growth Boundary	0.1 – 0.5 du/ac
Very Low Density Residential	Single-family residential development applied primarily to the southern hillsides	0.6 – 2.0 du/ac
Low Density Residential	Single-family residential development. This classification represents the majority of the existing stock of detached single-family dwellings	2.1 – 8.0 du/ac
Diverse Low Density Residential	Encompasses the diversity of housing types and densities in the older neighborhoods surrounding downtown Petaluma	6.1 – 12.0 du/ac
Medium Density Residential	Provides for a variety of dwelling types, including single-family and multi-family housing	8.1 – 18.0 du/ac
High Density Residential	Permits the full range of housing types but is intended for multi-family housing in specific areas where higher density is considered appropriate.	18.1 – 30.0 du/ac
Mobile Homes	Mobile or manufactured homes are the only allowed housing type	8.0 – 18.0 du/ac
Neighborhood Commercial	Provides for shopping centers, typically 10 acres or less in size, with off-street parking, or clusters of street-front stores that serve the surrounding neighborhood	0.8 FAR
Community Commercial	Includes shopping centers and commercial districts, including regionally oriented centers	1.2 FAR
Mixed Use	Requires a robust combination of uses, including retail, residential, service commercial, and/or offices. Development is oriented toward the pedestrian, with	30 du/ac; 2.5 FAR (except

	parking provided, to the extent possible, in larger common areas or garages	within CPSP/SAMP)
Business Park	Intended for business and professional offices, technology park clusters, research and development, light industrial operations, and visitor service establishments, with retail only as a secondary use	1.5 – 3.0 FAR
Public/Semi-Public	Includes proposed gateways, public utility facilities, government offices, and community service uses (e.g., churches) and lands	-
Education	Contains lands owned and operated by the elementary, secondary, or community college districts, as well as private and/or parochial schools	-
Industrial	Provide and protect industrial lands for the full range of manufacturing, industrial, and/or food processing/preparation, general service, warehousing, storage, and distribution operations	0.6 FAR
Agriculture Support Industrial (CPSP)	Allows for food processing, feed mills, and related industrial uses which provide direct support to agricultural uses located in the Petaluma area	-
River Dependent Industrial (CPSP)	Heavy industrial manufacturing, raw material processing, and related uses that require river access as an integral part of daily operations for the purpose of regularly shipping or receiving raw materials and finished products by water transport	-
Agriculture	Lands that are actively and primarily used for grazing, or the production or sale of food and fiber	-
City Park	City-owned lands whose primary purpose is recreation	-
Proposed City Park	Proposed City Park	-
Open Space	Includes unimproved sites devoted to the preservation of natural and cultural resources, outdoor recreation, or public health and safety	-
Regional Park	Delineates Sonoma County’s Helen Putnam Regional Park, located along the southwestern edge of Petaluma’s urban growth boundary	-
Urban Separator	Includes open space lands within and/or directly adjacent to the Urban Growth Boundary that are intended to serve as the outer boundary of urban development	-
Urban Separator Path	Identifies locations where the fee title dedication of an Urban Separator may not be feasible but	-

	provision of an improved pathway for connectivity is desired and/or appropriate	
River Plan Corridor	Areas determined to be needed for the implementation of the adopted Petaluma River Access and Enhancement Plan (1996) and to provide for future floodplain management projects	-
Floodway	Delineates the channel of the Petaluma River or other watercourse and the adjacent land areas.	-

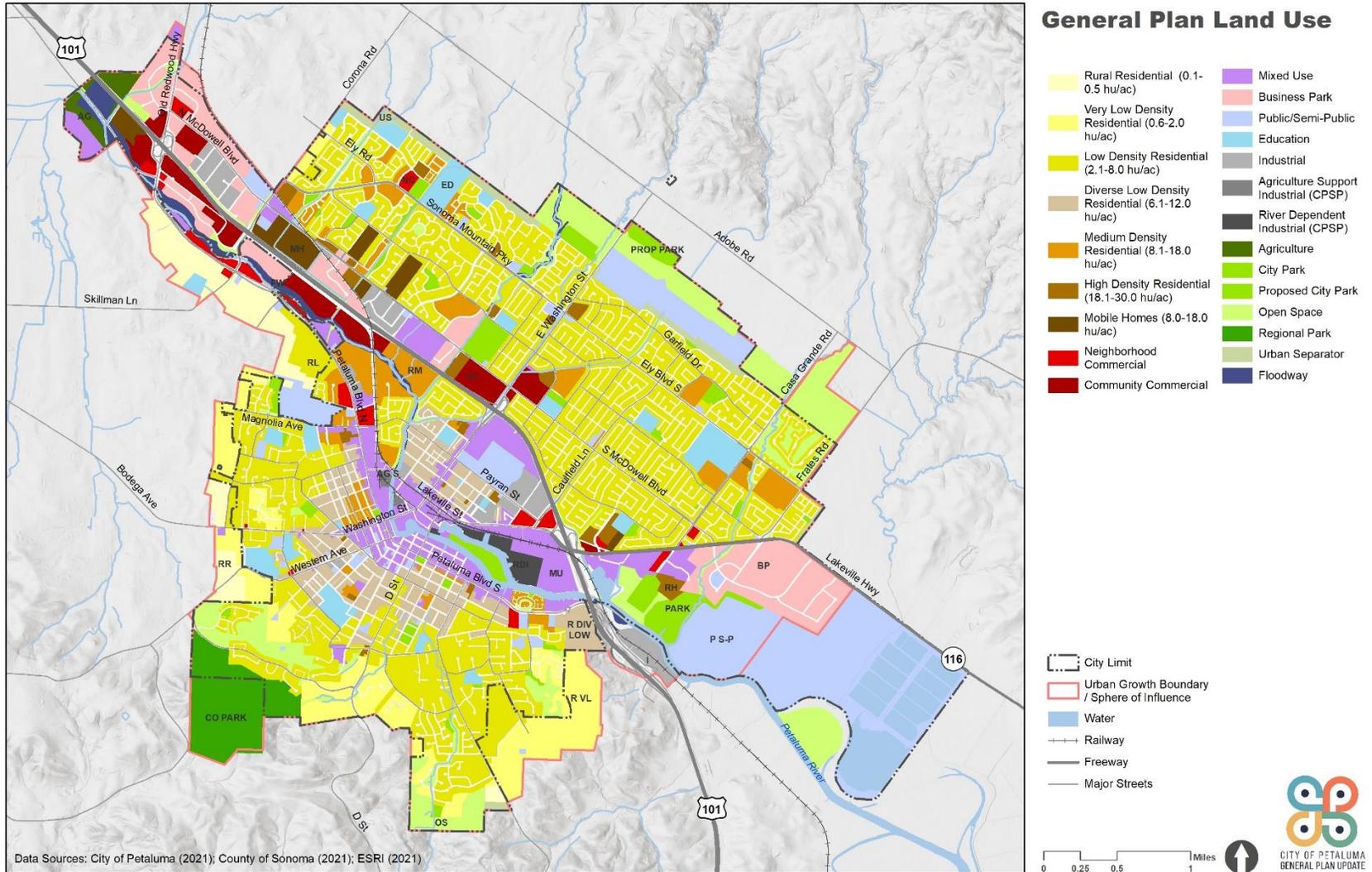
Table 4 lists the acreage and percent share for each land use designation in the City Limits and SOI.

Table 4. General Plan Land Use Designations

Title	Acres <small>(City Limits)</small>	% <small>(City Limits)</small>	Acres <small>(SOI)</small>	% <small>(SOI)</small>
<i>Residential</i>				
Rural	15.5	0.2%	252.7	21.7%
Very Low Density	258.6	3.3%	295.1	25.4%
Low Density	2398.9	31.0%	112.0	9.6%
Diverse Low	363.0	4.7%	0.0	0.0%
Medium Density	355.4	4.6%	0.0	0.0%
High Density	94.2	1.2%	0.0	0.0%
Mobile Homes	117.7	1.5%	0.0	0.0%
<i>SUBTOTAL</i>	3,603.3	46.5%	659.8	56.8%
<i>Commercial/Mixed Use</i>				
Neighborhood Commercial	78.1	1.0%	19.8	1.7%
Community Commercial	213.3	2.8%	0.0	0.0%
Mixed Use	454.2	5.9%	23.5	2.0%
Business Park	471.7	6.1%	39.0	3.4%
<i>SUBTOTAL</i>	1,217.3	15.8%	82.3	7.1%
<i>Public/Institutional</i>				
Public/Semi-Public	1208.5	15.6%	57.0	4.9%
Education	268.8	3.5%	15.0	1.3%
Right-of-Way	37.0	0.5%	0.6	0.0%
<i>SUBTOTAL</i>	1,514.4	19.6%	72.6	6.2%
<i>Industrial</i>				

Industrial	143.2	1.8%	48.5	4.2%
Agricultural Support Industry	8.2	0.1%	0.0	0.0%
River Dependent Industrial	50.2	0.6%	0.0	0.0%
<i>SUBTOTAL</i>	201.6	2.5%	48.5	4.2%
<i>Green Space</i>				
Agriculture	78.5	1.0%	0.0	0.0%
City Park	190.0	2.5%	0.0	0.0%
County/Regional Park	84.9	1.1%	171.0	14.7%
Proposed City Park	49.2	0.6%	0.0	0.0%
Open Space	603.5	7.8%	99.9	8.6%
Urban Separator	87.6	1.1%	28.1	2.4%
Floodway	79.6	1.0%	0.0	0.0%
<i>SUBTOTAL</i>	1,173.3	15.1%	299.0	25.7%
<i>Total</i>	7,710.0	100%	1,162.1	100%

Figure 13. General Plan Land Use Designations



Zoning

The Zoning Ordinance is the primary regulatory mechanism for implementing the General Plan Land Use Element, specifying the type, intensity, and standards of development legally allowed on a given parcel. Per state law, the Zoning Ordinance must align precisely with the land use and development policies articulated in the General Plan.

Existing zoning in Petaluma is generally consistent with the planned distribution of uses articulated in the General Plan. While only 27.6 percent of land is zoned residential, Planned Unit Developments – most of which represent master-planned single-family housing communities, such as those on the north end of town – comprise an additional 24.7 percent of land. Thus, the total amount of land that allows single family housing is approximately 52 percent. Many Planned Unit Developments also include community-serving facilities, like parks and/or schools; this accounts in part for the lower amount of land zoned for green space (12.6 percent) and public/institutional uses (6.4 percent).

Parcels zoned for revenue-generating uses – such as office, commercial, industrial/manufacturing, and mixed-use – account for less than 12 percent of land area in the City Limits. Table 5 lists the names and percent distribution of Zoning Districts within Petaluma’s City Limits, and Figure 14 maps the City’s zones.

Table 5. Zoning Districts

Title	Acres (City Limits)	% (City Limits)
Residential		
R1 (Residential 1)	97.4	1.3%
R2 (Residential 2)	1400.0	18.1%
R3 (Residential 3)	317.7	4.1%
R4 (Residential 4)	145.8	1.9%
R5 (Residential 5)	53.1	0.7%
MH (Mobile Home)	117.7	1.5%
SUBTOTAL	2131.7	27.60%
Commercial/Mixed Use		
C1 (Commercial 1)	63.3	0.8%
C2 (Commercial 2)	98.2	1.3%
MU1A (Mixed Use 1A)	64.7	0.8%
MU1B (Mixed Use 1B)	101.5	1.3%
MU1C (Mixed Use 1C)	9.3	0.1%
MU2 (Mixed Use 2)	54.2	0.7%
T-4 (Urban General)	0.9	0.0%
T-5 (Urban Center)	88.1	1.1%

T-6 (Urban Core)	41.8	0.5%
BP (Business Park)	255.7	3.3%
SUBTOTAL	777.7	9.90%
Public/Institutional		
CF (Civic Facility)	498.6	6.4%
SUBTOTAL	498.6	6.4%
Industrial		
I (Industrial)	137.1	1.8%
SUBTOTAL	137.1	1.8%
Green Space		
OSP (Open Space-Park)	770.7	10.0%
CS (Civic Space)	36.4	0.5%
AG (Agriculture)	107.4	1.4%
FW (Floodway)	56.2	0.7%
SUBTOTAL	970.7	12.6%
Districts		
D-1 (H.A.S. District)	8.2	0.1%
D-2 (Railroad District)	6.0	0.1%
D-3 (R.D.I. District)	49.5	0.6%
D-4 (Thoroughfare District)	16.2	0.2%
SUBTOTAL	79.9	1.00%
Planned Developments		
PCD (Planned Community Development)	1189.7	15.4%
PUD (Planned Unit District)	1912.3	24.7%
SUBTOTAL	3102	40.10%
TOTAL	7,744.6	100%

SmartCode

While most districts are subject to specific standards and regulations outlined in the City’s Implementing Zoning Ordinance, districts T-4 through T-6 are instead governed by unique regulations articulated in the SmartCode. Developed in conformance with the Central Petaluma Specific Plan (CPSP), the SmartCode regulates development along the central riverfront based on design-related criteria – such as building type, frontage type, and streetscape standards – rather than traditional “Euclidean” criteria – such as parameters like height, setbacks, density (du/ac), and Floor-Area Ratio (FAR) – in keeping with the area’s

unique character. While such an approach can facilitate a predictable form of development that emphasizes community character and walkability, it can make it more difficult to predict the intensity or density of development that will occur. Petaluma’s Transect Zones are defined below in Table 6.

Table 6. Transect Zones

Transect Zone	Description
T-4 (Urban General)	Mixed use but primarily residential urban fabric. It may have a wide range of building types: single, side yard, and rowhouses.
T-5 (Urban Center)	Higher density mixed use building that accommodates retail, offices, rowhouses and apartments.
T-6 (Urban Core)	Highest density and height, with the greatest variety of uses, and civic buildings of regional importance.

Other Planning Initiatives

The City has undertaken focused planning efforts in recent years. These include:

- Central Petaluma Specific Plan (2003). The goal is to encourage revitalization and mixed-use intensification of Central Petaluma, including office, residential, and ground-floor retail. The Plan led to the creation of the SmartCode, which was later amended by the TOD Master Plan.
- Petaluma SMART Rail Station Areas: TOD Master Plan (2013). Intended to guide future development and redevelopment within the Station Areas toward uses that will support transit ridership, this document recognized some shortcomings of the existing SmartCode and included key amendments to improve redevelopment feasibility.

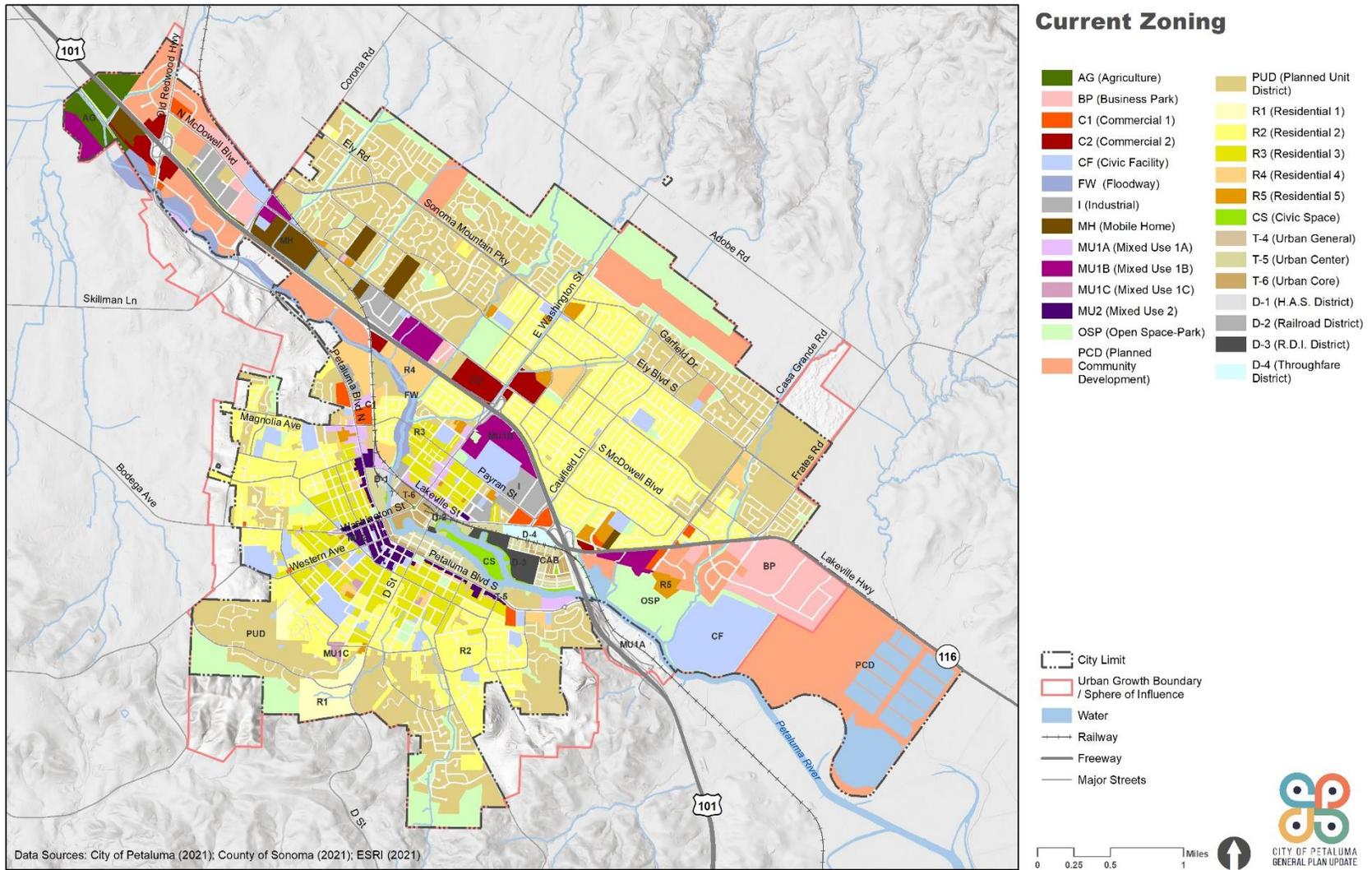
Overlay Zones

The City has also developed three Overlay Zones, which prescribe additional land use regulations in areas that merit special consideration and/or protection. For example, the Historic District Overlay Zone applies to various cultural landmarks in the historic core of downtown to protect such structures from destruction and ensure that adjacent uses are compatible with the established character of these areas. Petaluma’s Overlay Zones are described below in Table 7.

Table 7. Overlay Zones

Overlay Zone	Description
Flood Plain Overlay Zone	Intended to protect life, health, property, and public facilities and utilities from damage resulting from floodwaters.
Theater District Overlay Zone	Intended to promote the development of movie theaters featuring “first-run”, independent, and foreign films.
Historic District Overlay Zone	Intended to protect the character and integrity of areas, buildings, or other features with special historic and/or cultural aesthetic value.

Figure 14. Existing Zoning



Growth and Development

Growth Projections

According to projections completed in 2018 by ABAG, the City of Petaluma is forecasted to experience moderate growth in population, households/housing units, and jobs between now and the year 2040, the most distant year that regional projections are currently available for (see Table 8 below).

Table 8. ABAG Projections

Category	2020	2025	2030	2035	2040	Total Growth	Annual Growth
Population	60,830	63,455	64,795	65,970	67,390	10.8%	0.5%
Households	22,740	23,735	24,080	24,275	24,490	7.7%	0.4%
Jobs	33,440	34,330	35,460	36,795	39,840	19.1%	0.9%

Sources: ABAG, 2018

In their last round of growth projections, the regional planning agency estimated Petaluma would see 11% population growth (+6,500 residents and +1,750 households) and 19% job growth (+6,400 jobs) through the year 2040, which would bring the City’s population up to 67,390.

However, since the last regional projections in 2018, ABAG released the 6th RHNA cycle numbers which have the potential to greatly increase the next round of regional growth projections. Petaluma’s draft RHNA allocation for the 6th Cycle (2023-2031) is 1,910 housing units – two RHNA cycles would represent 3,920 additional units (the 7th Cycle would run from 2031 to 2039), while three RHNA cycles at this same rate would require 5,730 units by roughly 2050, which is the time horizon of the General Plan. At a minimum, the updated General Plan must account for this amount of growth in both the Housing and Land Use Elements.

Furthermore, the 2018 ABAG projection may underestimate actual growth, as it was completed before a recent market cycle that has seen almost 3,000 units enter the City’s development and planning pipeline (including proposed and entitled projects). Since 2015, approximately 250 housing units have been built per year in the City, and if housing continues to be built at this same pace, Petaluma would exceed the 2018 ABAG projections, resulting in a total of 5,000 additional units built by 2040.

Finally, the existing General Plan estimated that the population in 2025 would be 72,707 residents, far more than the current total of 61,104, illustrating how difficult it is to accurately predict growth many years into the future.

Jobs-Housing Balance

The ratio of jobs to housing units is a metric commonly used to evaluate the relationship between a community’s economy and its population. While there are various methods by which to calculate this metric, one of the most common is assessing the total number of jobs relative to the number of employed residents. This ratio is instructive in terms of both transportation behavior and housing market dynamics; a relatively high ratio (>1.5) suggests that a community relies on outside workers to fill its employment

needs, facilitating commuting patterns that may increase greenhouse gas emissions. Such a scenario could arise due to numerous factors, of which one of the most prominent is a lack of housing affordable to the local workforce. Meanwhile, a low ratio (<1.0) suggests that a community exports most of its employed residents to other localities, which may also increase greenhouse gas emissions.

Per 2019 estimates, Petaluma has 1.25 jobs available per employed resident and 1.35 jobs per housing unit. Based on this metric, the City should continue to build housing to bring the ratio into balance.

Growth Constraints

While Petaluma must plan for future growth and development, there are existing regulations and controls that dictate where the new development could occur. This section briefly summarizes potential topics related to growth constraints.

Regulatory Restrictions

Urban Growth Boundary

In 1997, Petaluma constituents voted to adopt an Urban Growth Boundary (UGB) that limited the City's ability to annex and expand into surrounding rural areas to the year 2018. Effectively, Petaluma's potential for outward expansion is constrained by this regulation. The purpose of this initiative was to promote efficient infill development while also conserving rural areas for productive farming and agriculture. In 2010, constituents voted to extend the life of the UGB to 2025 while also considering four "expansion areas" that could eventually be converted to urban/developed uses. However, development of these areas would require Council approval and evidence that both a) infill capacity is inadequate to meet growth demands, and b) infrastructure capacity is sufficient in the annexed areas. The UGB totals 9,900 gross acres and the four expansion areas total 330 acres.

Community and Urban Separators

Urban Separators are land within the Urban Growth Boundary controlled by the city. The city has obtained title to over 175 acres of urban separator lands adjacent to the Urban Growth Boundary, which represents only a portion of the total adjacent space. These urban separators serve as open space areas designed to buffer agricultural lands from urban lands as well as providing recreational opportunities.

Community separators are intended to maintain separate, identifiable cities and prevent urbanization between existing cities by preserving rural lands between developed areas. The Sonoma County General Plan identifies two community separators adjacent to Petaluma: Petaluma/Novato and Petaluma/Rohnert Park:

- Petaluma/Novato Separator. Approximately 2,755 acres of foothills south of Petaluma, along the Highway 101 corridor. These open hillsides and ridgelines serve as a gateway between Marin and Sonoma Counties.
- Petaluma/Rohnert Park Separator. Approximately 3,360 acres of farmland and foothills north of Petaluma, along the Highway 101 corridor. These open grassy areas provide a visual buffer between Petaluma and Cotati/Rohnert Park. Small foothills north of Petaluma, between Old Redwood Highway and Corona Road. These rolling hills divide Petaluma's urban development from the small, unincorporated Penngrove community.

Petaluma Municipal Airport

In accordance with federal law, specific height and construction regulations apply to parts of Petaluma. The Federal Aviation Administration (FAA) is authorized to review and discretionarily approve any project exceeding 200 feet above-ground – whether through building height or construction – in areas surrounding an airport. This regulation may therefore reduce the potential for intensification in the vicinity of the Petaluma Municipal Airport. Shown in Figure 15, the airport referral area for the Petaluma Municipal Airport is generally Mountain Parkway South on the southwest, Frates Road and a parcel boundary on the southeast, a series of parcel lines 3,300 feet northeast of Adobe Road and Sonoma Mountain Road, Old Adobe Road, and a series of parcel lines on the northwest side.

Environmental Hazards

Environmental conditions are also a force that shapes growth and development. The Petaluma River floodplain overlays portions of the northwestern and southeastern parts of the city, as well as parts of central Petaluma and the western suburban neighborhoods. Furthermore, limited parts of southern Petaluma – as well as the southernmost parts of the UGB – are at moderate risk of wildfire, which brings future development of these areas into question.

Pipeline Development Projects

Petaluma is already experiencing considerable development activity; however, certain recent development applications failed to advance due to market/feasibility challenges. The City’s current development pipeline lists several proposed projects that, if approved, would result in more than 3,050 new housing units and over one million new non-residential square feet including a mix of retail, industrial, hotel, and office space. While most development is occurring along the waterfront, and in Central Petaluma in particular, some projects are also slated for the southern suburban periphery, within Midtown/Payran, and in the Lakeville industrial area on Petaluma’s eastern end. Very few development projects are proposed in the North East, South East, or West sub-areas.

A comprehensive list of these projects can be found in the Appendix in Table 12 and is shown in Figure 17 (this list is current as of May 2021).

Figure 15: Airport Safety Zones

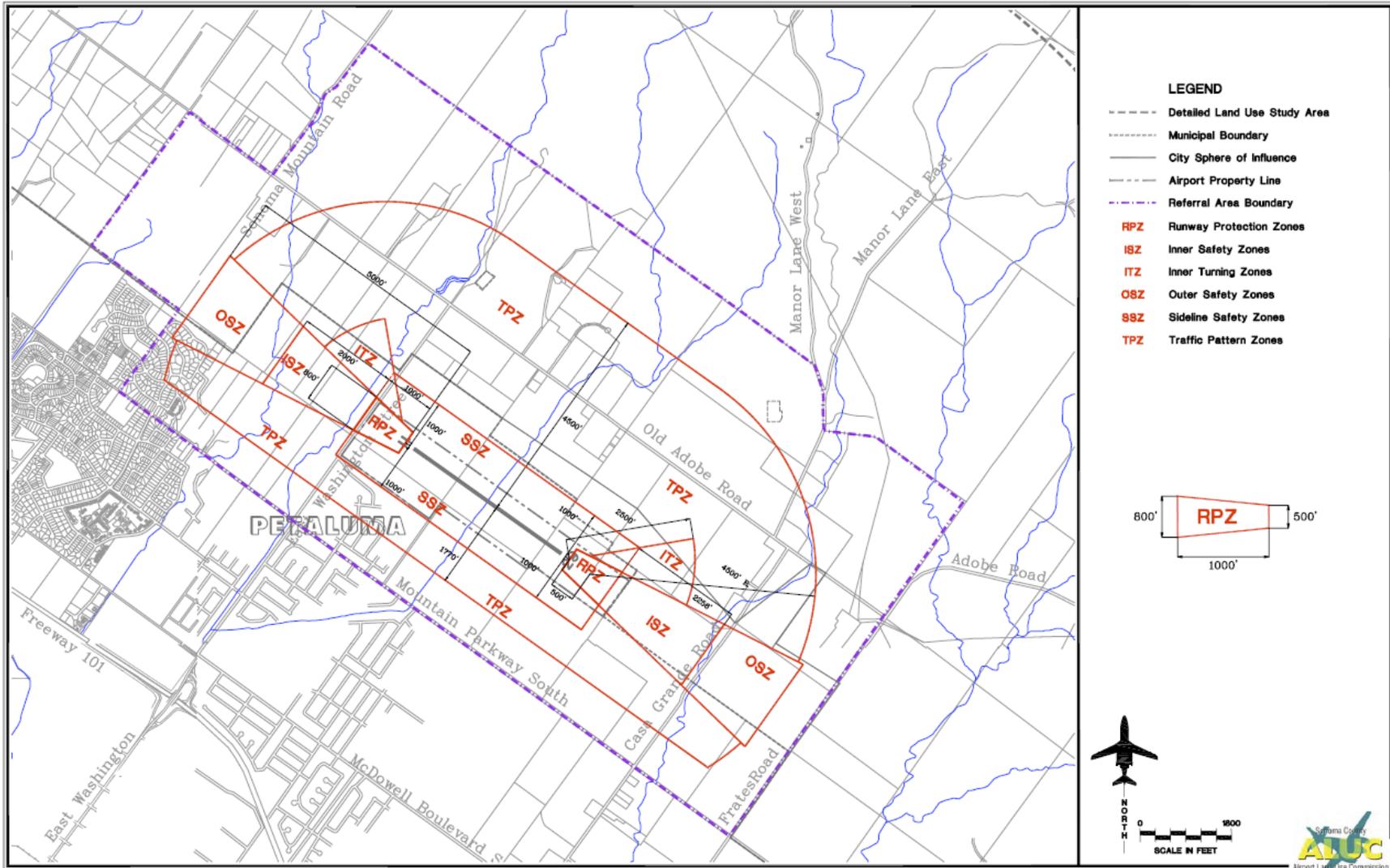


Figure 16: Environmental Constraints

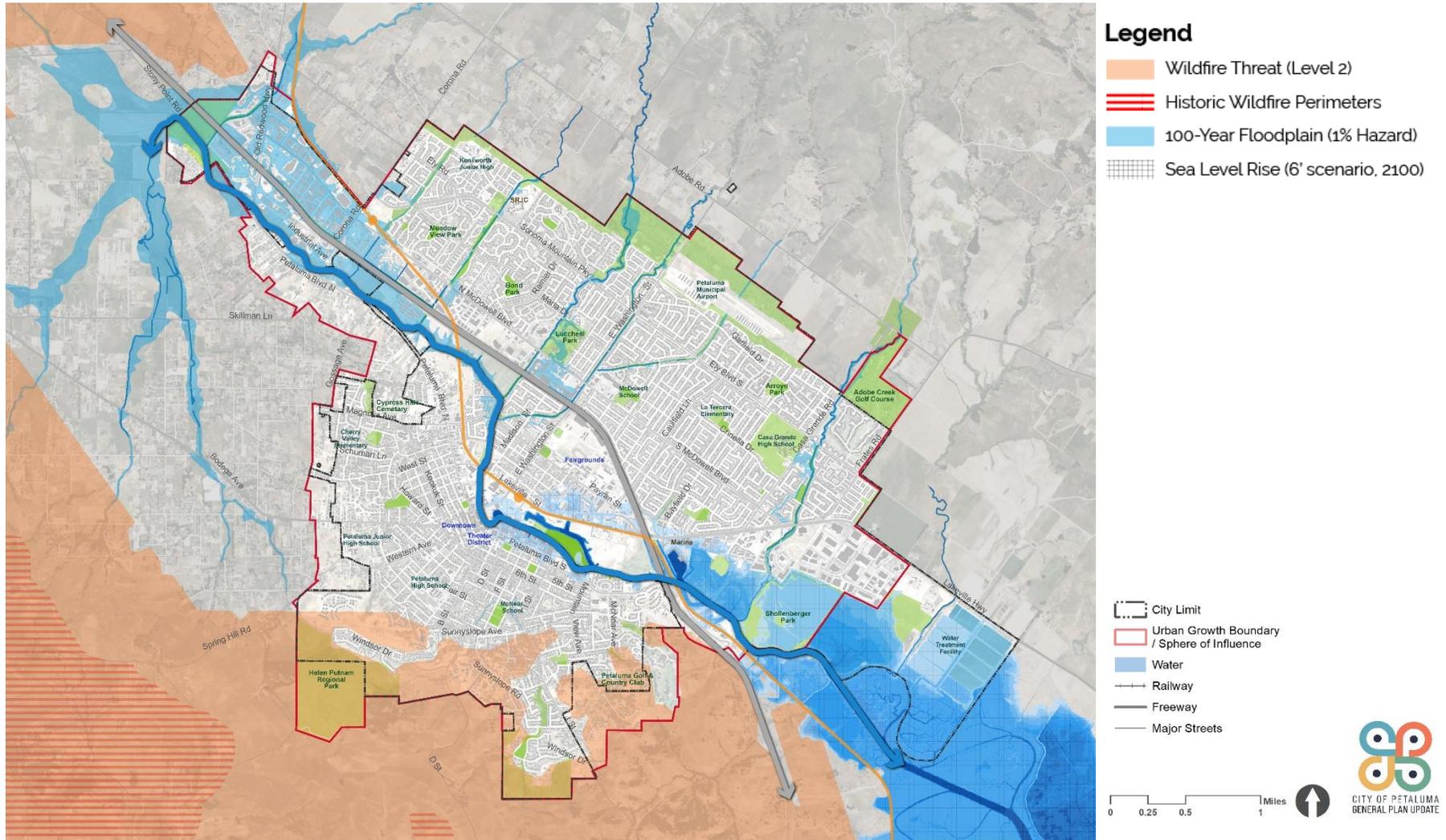
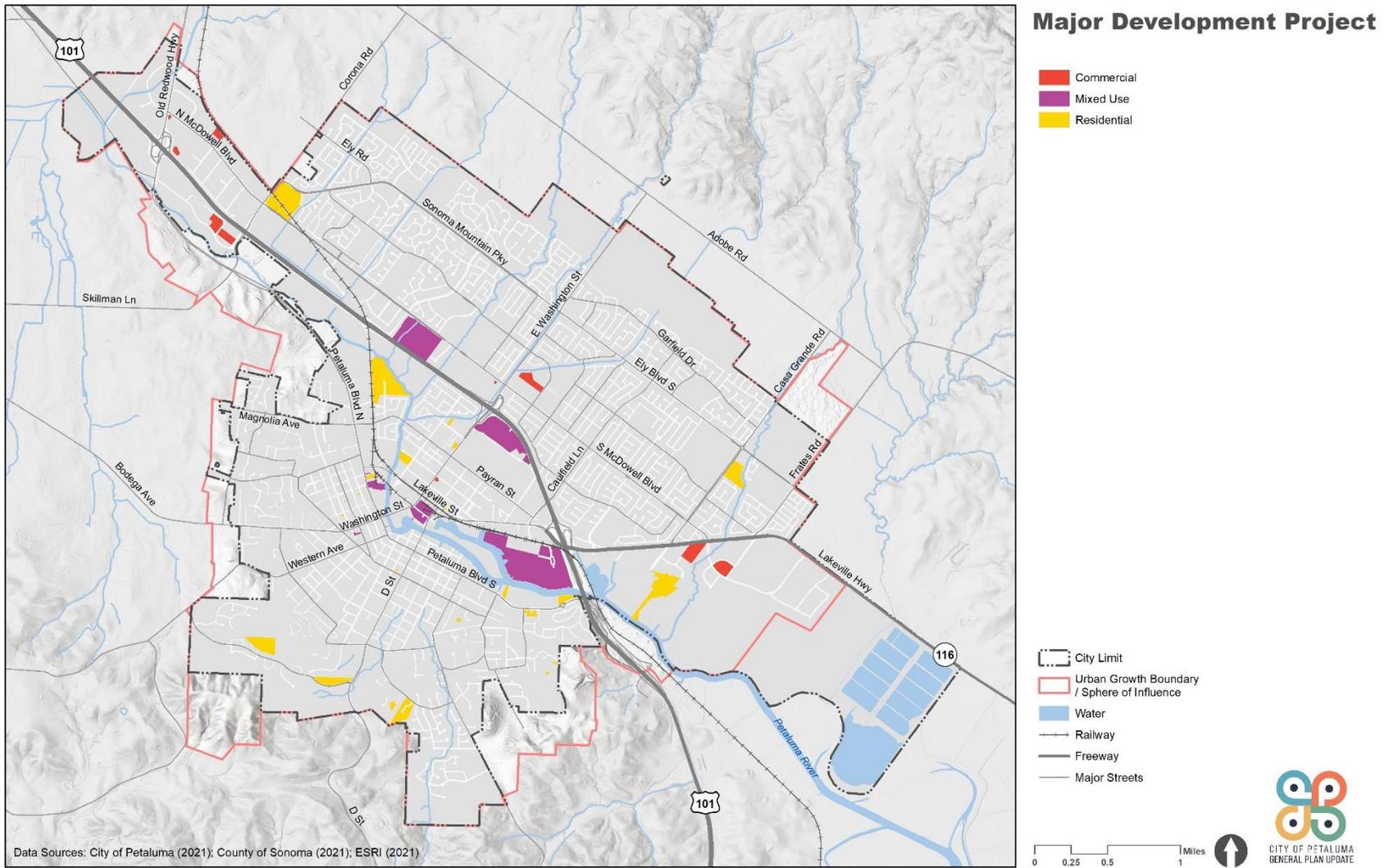


Figure 17. Major Development Projects



Development Opportunities

Overview of Opportunities

Based on a preliminary assessment of the City's recent planning documents and efforts, the following are potential general locations for growth that could achieve the City's many goals of providing housing while preserving and enhancing neighborhood character:

- The City's key commercial corridors of Petaluma Blvd North, Petaluma Blvd South, East Washington (Downtown), East Washington (Midtown/Payran), and North McDowell Blvd all offer different but potentially promising opportunities for redevelopment and revitalization.
- Generally, there are many infill opportunity sites around the Downtown SMART station, such as the location of the Haystack development proposal; however this area requires basic roadway, park, and streetscape improvements. The Theater District area also has parcels that could attract some development interest. Finally, the waterfront neighborhood along the south side of Petaluma River (between D and K Streets) is amid gradual renewal, with several townhouse and low-rise projects completed in recent years.
- The ½ mile radius around the planned Corona SMART Station has the potential for future transit-oriented development opportunities, as well as intensifying underutilized commercial and industrial parcels fronting the length of the adjacent North MacDowell Blvd. Overall, this corridor is auto-oriented but could offer some opportunities for new gathering places and housing.
- The only significant vacant lands in the City center are the large greenfield parcels located between 101 and Petaluma Blvd North bisected by the railroad; however portions of this area is subject to river flooding hazards.
- Several large greenfield parcels exist in the West Hills area, many of which are along the UGB, which presents trade-offs for new housing development around VMT and open space preservation.
- The City has seen significant ADU construction, reaching nearly 30 permits per year. The majority of the ADU development has been in the western part of the city. However, the eastern part of the city is characterized by many Planned Unit Developments (PUDs), where ADUs were mostly prohibited until the passage of recent state legislation.
- Several churches in the city include undeveloped areas on their properties that offer potential for redevelopment into townhomes or other affordable low-scale attached housing, while still retaining worship services on a portion of the site (especially in the West sub-area).

Specific opportunity sites were identified in a technical report prepared by the ULI for the City in late 2020 in advance of the General Plan update. Most of these sites are found in one of three key districts: Central Riverfront/Downtown, Midtown/East Washington, or the Petaluma North/Corona Road SMART Station area. On a related note, almost all of the vacant land in the city is found in Downtown/Central Waterfront, Petaluma Blvd North, Lakeville, and West and South Hills. The following sites are examples of areas where development potential has been noted.

- River Plaza Shopping Center (Golden Eagle) is a major opportunity site and could be redeveloped with mixed-use housing. The site could become a Downtown housing development that takes full advantage of waterfront-oriented uses, amenities, water transportation, and recreation. This parcel could provide the opportunity to connect both sides of the river and could be a catalyst that encourages additional river-oriented mixed-use development in the future.

- Sonoma-Marin Fairgrounds is a 50+ acre, City-owned site that could be partially redeveloped while also maintaining the functions of the fair and the site's occasional use as an emergency operation staging area.
- East Washington Place (where the Target center is located) could be revitalized to include housing and other supporting/community-serving uses.
- Both of the big box shopping centers on the northern side of East Washington and 101 - Petaluma Plaza/Plaza North and Deer Creek Center - could potentially be renovated or redeveloped with improvements and mixed uses.
- The former Pomeroy prestressed concrete manufacturing site north of the river and south of 101 is beginning to be built out with a mixed-used master plan (by Scannell Properties). Portions of the site remain unplanned but will need flood protection.
- There are three large properties with significant undeveloped portions (open space or surface parking lots) located at the around Petaluma Blvd South and McNear Avenue. Development would need to be compatible with surrounding uses, which are almost all low-density residential.
- The City Hall is over 50 years old and could potentially be relocated and the site redeveloped.
- The 5th Street/A Street parking lot in Downtown is City-owned and could potentially be redeveloped as residential housing over ground floor commercial. This would require a rezone from Public Facility (PF) to MU or R (residential) and a study of current parking leases.
- The various public storage properties along Lakeville Highway may present a future opportunity for redevelopment.
- Other small opportunity sites include Petaluma Butane (Wilson St off Lakeville), the Hunt & Behrens site, the land next to the Clover Bottling Plant, vacant land by Casa Grande School, and the Cedar Grove Park site.

Assessment of Underutilized Capacity

There is also potential to redevelop underutilized parcels where current uses are built at a lower intensity or density than permitted. As Figure 18 shows, Central Petaluma has the most intense residential densities (du/ac) though the West and North East neighborhoods also have some moderate density. Figure 20 illustrates that the downtown riverfront and the industrial areas at the southern and northern ends of town have the most intense non-residential uses from a floor-area ratio (FAR) perspective. Though uses in these areas align with the currently adopted City vision and intent from the General Plan, many were developed below the allowed maximum intensity. Figure 19 shows the gap in existing and maximum allowed densities (du/ac) in residential areas, and Figure 21 shows the gap in existing and allowed FAR in non-residential areas.

Planned Unit Developments (PUDs) regulate a significant portion of the developed residential neighborhood. Due to the form-based regulations implemented as part of the CPSP, there are no numerical caps limiting the intensity of residential or non-residential development in Central Petaluma. In the industrial nodes, meanwhile, several parcels hold excess capacity of at least 1.0 FAR. Other parts of the city also hold excess development capacity, including the Downtown, West, Payran/McKinley, Washington Core, and the South and East sub-areas.

These findings suggest that considerable future growth can be accommodated through infill development on vacant and/or underutilized sites.

Figure 18. Existing Residential Density (Currently Built)

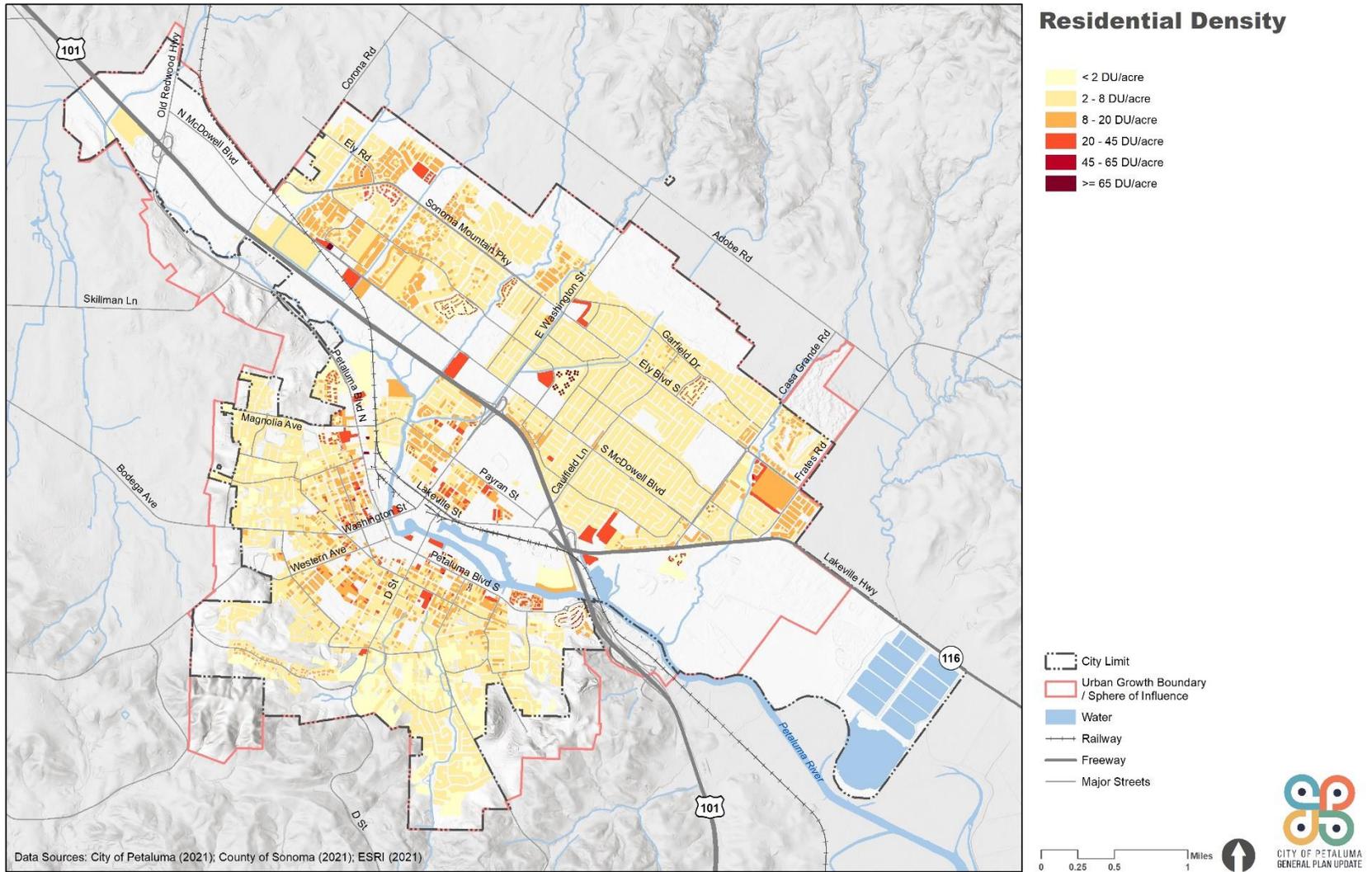


Figure 19. Residential Density Gap (Difference between Existing and Allowed)

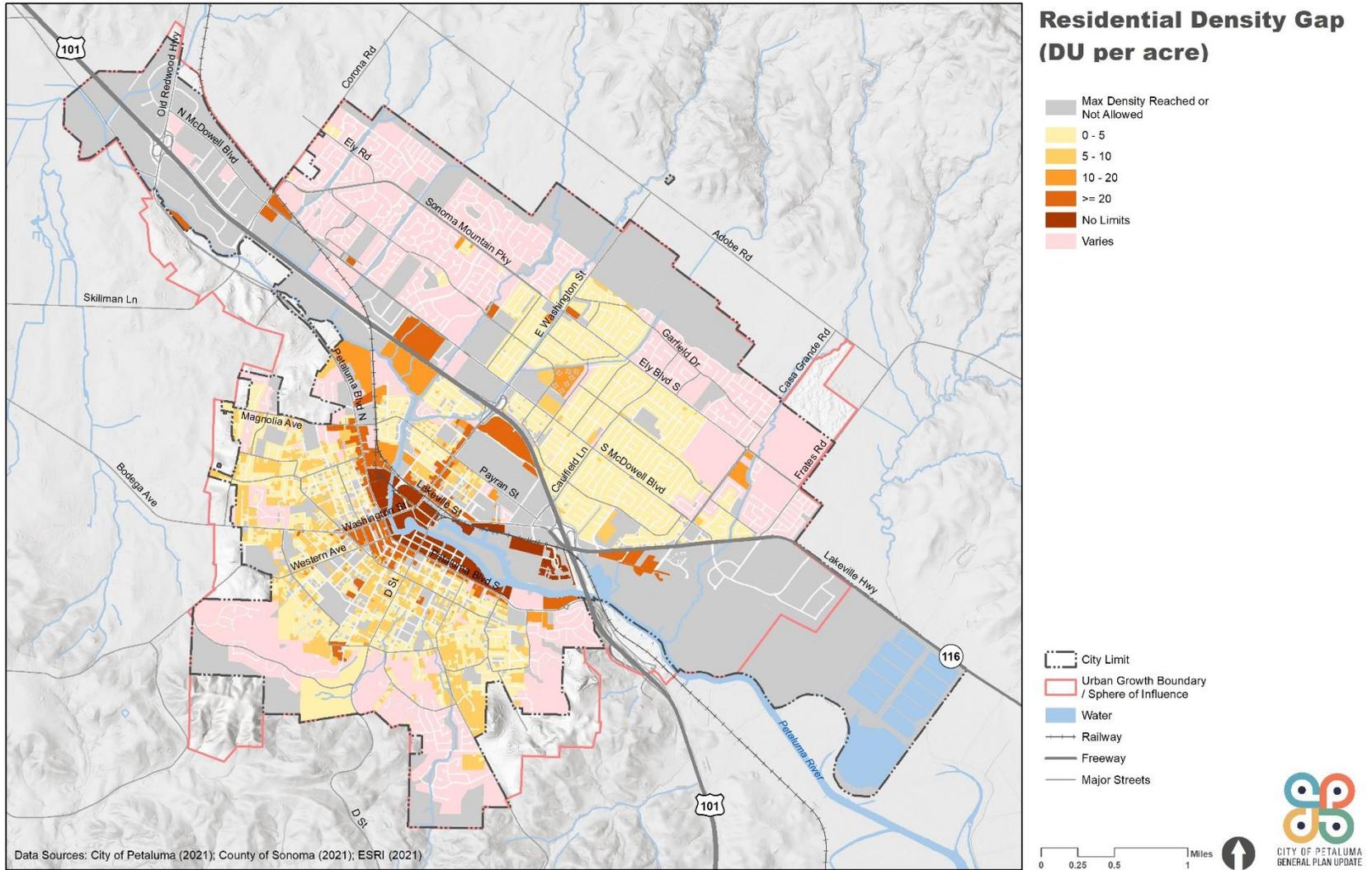


Figure 20. Existing Commercial/Non-Residential FAR (Currently Built)

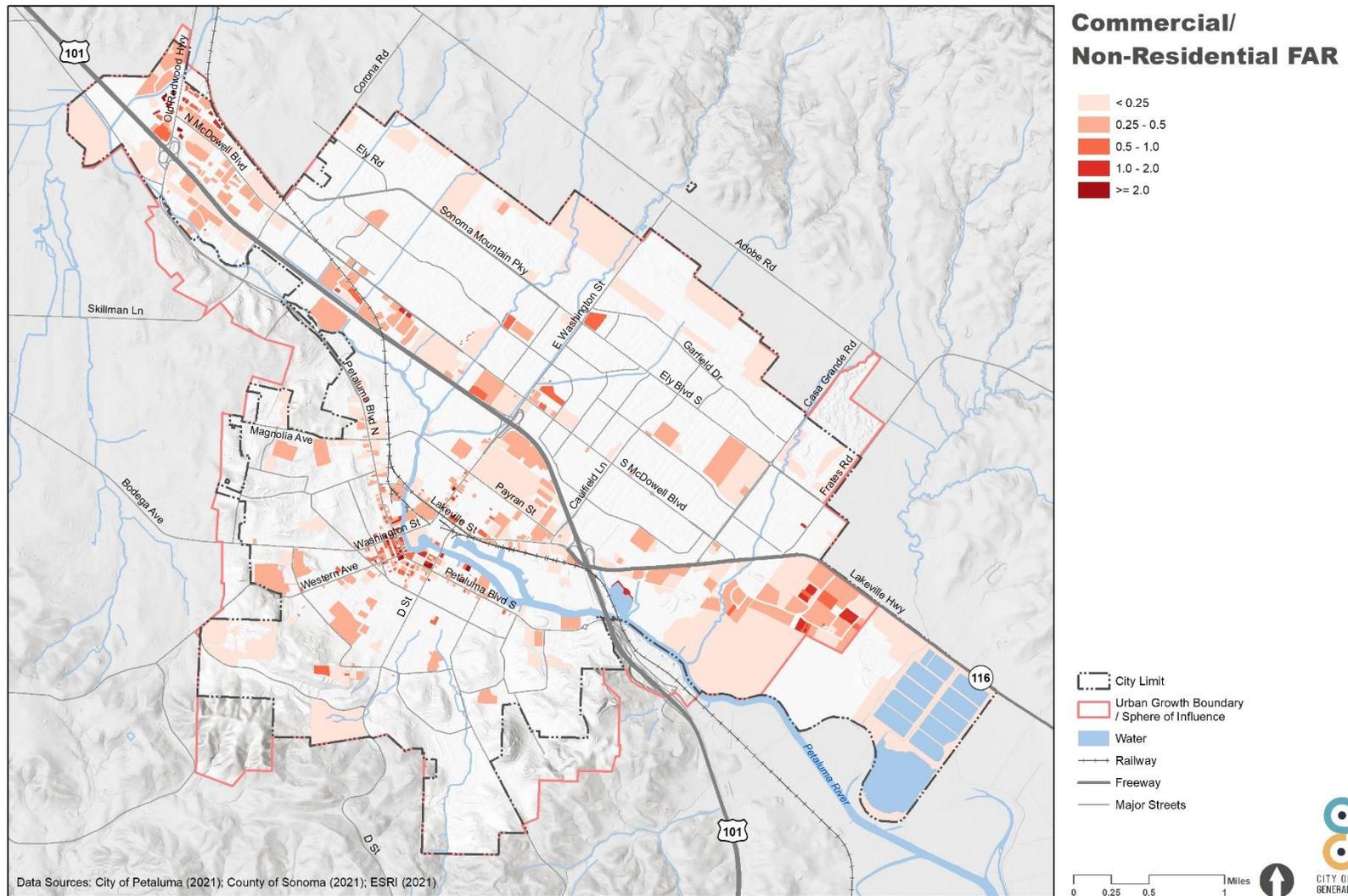
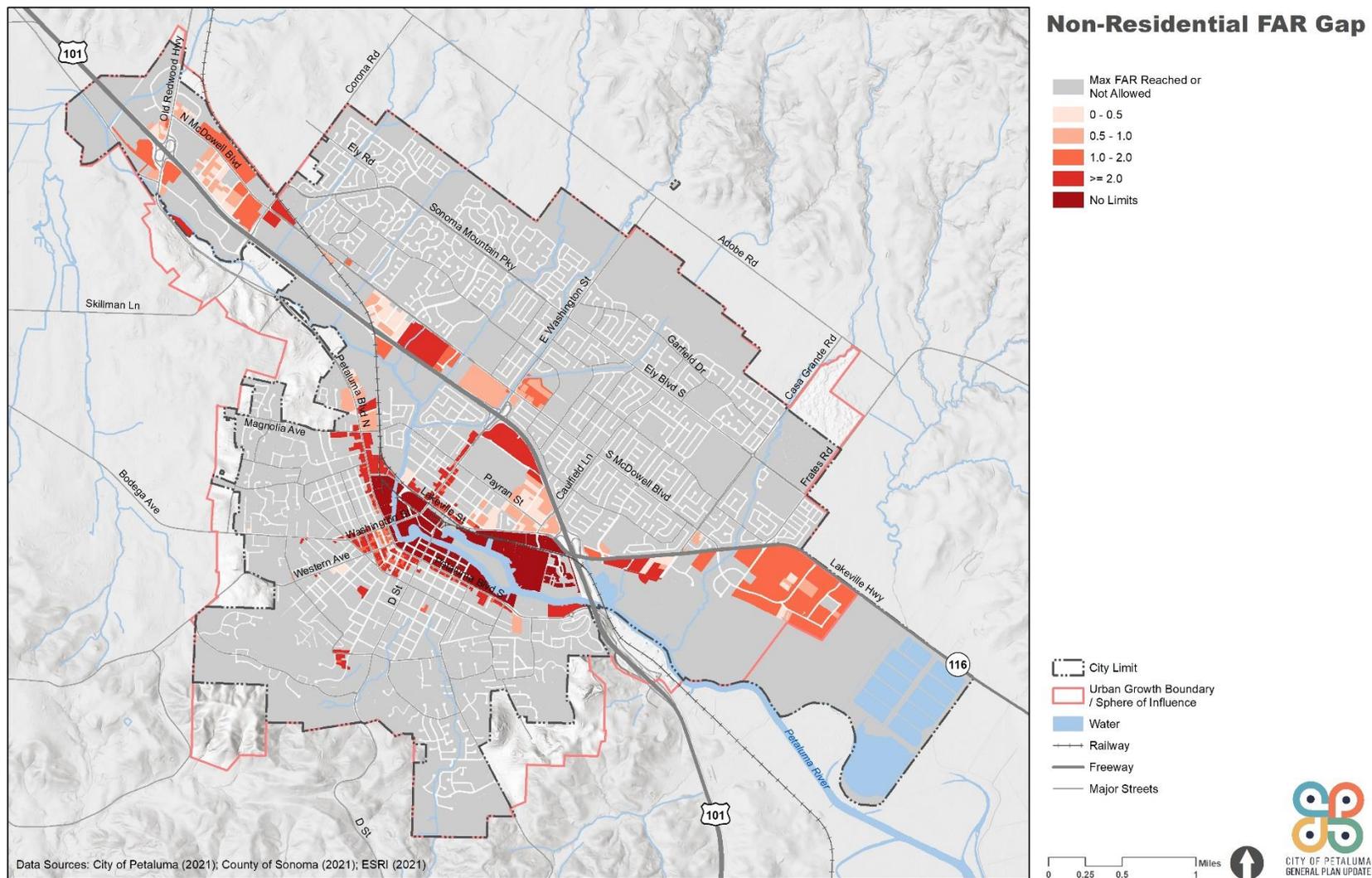


Figure 21. Non-Residential FAR Gap (Difference between Existing and Allowed)



Infill Growth Strategies

In advance of the General Plan Update, the City worked with the Urban Land Institute (ULI) in September 2020 to provide technical assistance on potential infill housing strategies. Through robust outreach and analysis, the ULI recommended two key strategies:

- **Adjusting zoning requirements**, such as inclusionary housing, minimum parking, and ground-floor retail in mixed-use projects.
- **Streamlining approval processes**, such as through the development and implementation of objective design standards and by-right development.

The ULI report also identified strategic infill locations where the City should focus new housing development. These areas include Downtown, East Washington, and the Corona SMART Station. Other recommendations specific to the Downtown included:

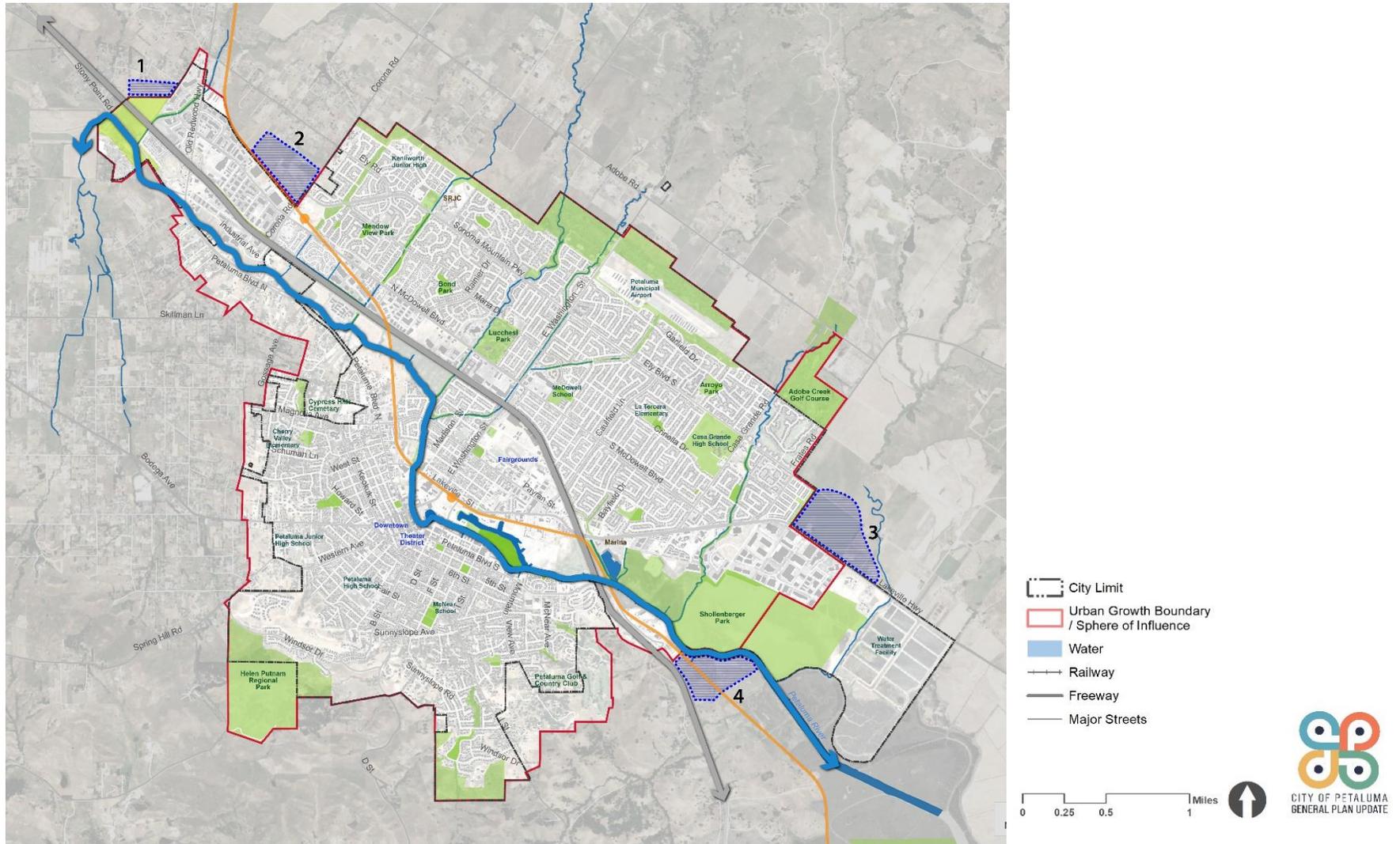
- Restore river-edge topography by recovering the original tidal estuary. The city could take steps to restore the river-edge topography and ecosystem to protect against sea-level rise by lowering sections of historically built-up banks to create new wetlands.
- Create commercial pavilions along the riverfront for a lively public realm.
- Turn the old railroad trestle into a boardwalk that connects the riverfront along the urban sections.
- Maintain pedestrian links with porous site design that provides multiple public access points along the river.

Potential UGB Expansions

In 2010, a ballot measure was passed by citizens of Petaluma that extended the duration of the Urban Growth Boundary to 2025 (the original UGB was adopted in 1998 and was set to expire in 2018). As displayed in Figure 22, the 1998 UGB Measure identified four possible expansion areas beyond the current line along with criteria for their annexation. These four areas were included as study sites in the 2015 Housing Element, and are described as follows:

1. **Orchard Lane/far western site.** This 15-acre area at the edge of the city is currently used as active farmland and is squarely within the Petaluma River 100-year floodplain.
2. **Adjacent/west of the planned Petaluma North station (Corona Road SMART Station).** This 60-acre area is located immediately across from the planned transit station. The site contains some active farmland/grazing land but has no other known hazards or constraints. Expansion in this location would help to maximize use of planned transit, i.e. the Corona Road SMART Station.
3. **Ely Road/Lakeville Highway site.** This 120-acre site is partially active farmland and is not constrained by wildfire, flooding or sea level rise hazards.
4. **Haystack and Landing Way River site.** This 80-acre area straddles the railroad line and the river. It is located at the mouth of the river and the majority of the site is projected to be impacted by future sea level rise.

Figure 22: UGB Expansion Areas



Community Character Analysis

Analyzing community design and urban form is key to the General Plan because quality of life depends, in large part, on the quality of the built environment – the location and design of homes, stores, parks, offices and other spaces and the way that people move between these various places. This section provides an overview of design and form features in Petaluma, including key centers and districts, views and gateways, building footprints, parcel size, residential density, age, intersection density, and walkability.

Summary of Key Design Analysis

Key elements of Petaluma's character include:

- **Activity is focused within the City's transportation core.** Fundamentally, the City's public life is structured around the central core, which includes the River, Highway 101, and the railroad/SMART line. Virtually all of the City's industrial and commercial uses are located along this core, which is surrounded by fairly uniform single-family neighborhoods to the north and east, and mixed residential neighborhoods to the west and south that transition into rural/hillside residential areas.
- **The City's key corridors offer the most obvious potential for physical change and revitalization.** Introducing mixed-use and residential buildings along the East Washington and North/South Petaluma Blvd corridors would help strengthen the City's sense of place and allow for growth that is compatible with adjacent context.
- **Future opportunities for enhanced character can be explored for the Telecom Valley area and the Lakeville Industrial/Tech Park area.** Most of the employment-oriented areas along the Highway 101 corridor are developed at fairly low intensities and may be strategic sites for development of higher intensity commercial, office, R&D, or flex-type uses, with environmentally sustainable buildings.
- **Completing connections between both East and Westside neighborhoods would greatly enhance resident quality of life and neighborhood character.** The portion of the city that is located east of 101 has a significant proportion of the city's newer development and is characterized by numerous auto-oriented, suburban Planned Unit Developments. This eastern area could be greatly enhanced with additional connections across the river and to the city center, tying neighborhoods together with new trails/paths and gathering places/plazas. Creating continuous public access along both sides of the river also would help to knit the east and west parts of the city together.
- **Rural character is highly distinct from the feel of development within the City Limits.** Along the City's western edge, the line of demarcation between Sphere of Influence of City Limits is obvious, as subdivisions built with 7,000-8,000 sf lot sizes are located adjacent to up against large multiacre ranches and open fields. The City has earmarked certain areas of land directly along the UGB as "urban separator" space to attempt to maintain a stronger buffer between rural and non-rural.
- **Steep slopes are a significant feature of the South and West Hills sub-areas and to a lesser extent the Petaluma Blvd North sub-area.** Slope often exceeds 30 percent in these areas, and therefore development has been relatively minimal and limited to single-family homes set within open space. Areas west of Petaluma Boulevard North (particularly within the Sphere of Influence) exhibit a moderate gradient, ranging from 15 percent to 30 percent. Slopes can discourage walking and biking and prove challenging for sustainable construction.

- **Crossings over the river are key to neighborhood connectivity.** There are relatively few existing crossings over Petaluma River: D Street, E Washington Street, Lakeville Highway, and Payran Street are the only vehicle bridges, and there are only two pedestrian/bicycle bridges connecting across the river from Water Street. Two new vehicular crossings (at Rainier Ave/Petaluma Blvd North and from Caulfield to Crystal Lane) have been studied extensively and may be completed in the near future. Other additional crossings have been conceptually identified in recent City plans and reports, including potential pedestrian bridges at C Street, F Street, and H Street. Extending Water Street upwards along the river is also planned and will be required of any adjacent private development projects. All of these improvements would refocus activity towards the riverfront and support a successful Downtown.
- **Most residents have strong access to parks and recreational spaces,** with over 80% living within a 10-minute walk of a park. However, access could be improved for residents living in the Southern/Western Hills sub-area and along Petaluma Boulevard North.

Residential Neighborhood History

The City's neighborhoods are largely defined by the era during which they were built, as demonstrated by Figure 23. The old town of Petaluma was founded around the river, initially spanning a handful of blocks in either direction of the historic Downtown. Blocks were small and grid-shaped with narrow and deep parcelization. Over the following decades, the City grew slowly to the north and south in the same regular grid block pattern. The City's historic districts date from these two periods. After the war, the first round of suburban subdivisions emerged, first in Midtown and Washington, and then following the construction of the 101, leaping across the freeway on the South East side. The entire South East neighborhood emerged in the late 60s and 70s, with a uniform character of small (approx. 6,000 sf) single-family homes surrounding parks and schools. Subsequently, in the 80s and 90s a final wave of suburban growth filled out the North East corner of the City, with a street pattern using markedly more dead ends compared to the first era of suburban growth. The far southeastern edge was partially built out during the 90s as well. During recent times, development has been more scattered, including undeveloped land typically near the edges of the west side of town and in various redevelopment and infill parcels located near the highway and the river. The varying age of the City's neighborhoods will have a strong impact on future planning and policy.

City Activity Centers and Districts

The City's public locations of activity are strongly focused within its core, apart from schools and smaller neighborhoods which are both distributed more evenly throughout the neighborhoods. Figure 24 shows that the vast majority of commercial (retail, shopping, dining, entertainment, services, banks, offices) and employment uses (industrial, PDR, food/beverage, river dependent) are found in this central core between North McDowell/Lakeville Highway and Petaluma Blvd North & South. This includes Downtown, the Theater District, the City Hall, the two SMART stations, multiple shopping centers, riverfront warehouse districts, and the edge industrial/business park areas. This agglomeration of active land use should serve as a draw for future residential infill opportunities.

Key Centers/Districts that merit additional discussion and focused policy development include the Airport, the Fairgrounds, Downtown, Lakeville Industrial Park, and might also include Adobe Creek Golf Course, Santa Rosa Junior College, and Case Grande High School.

Figure 23: Neighborhood History

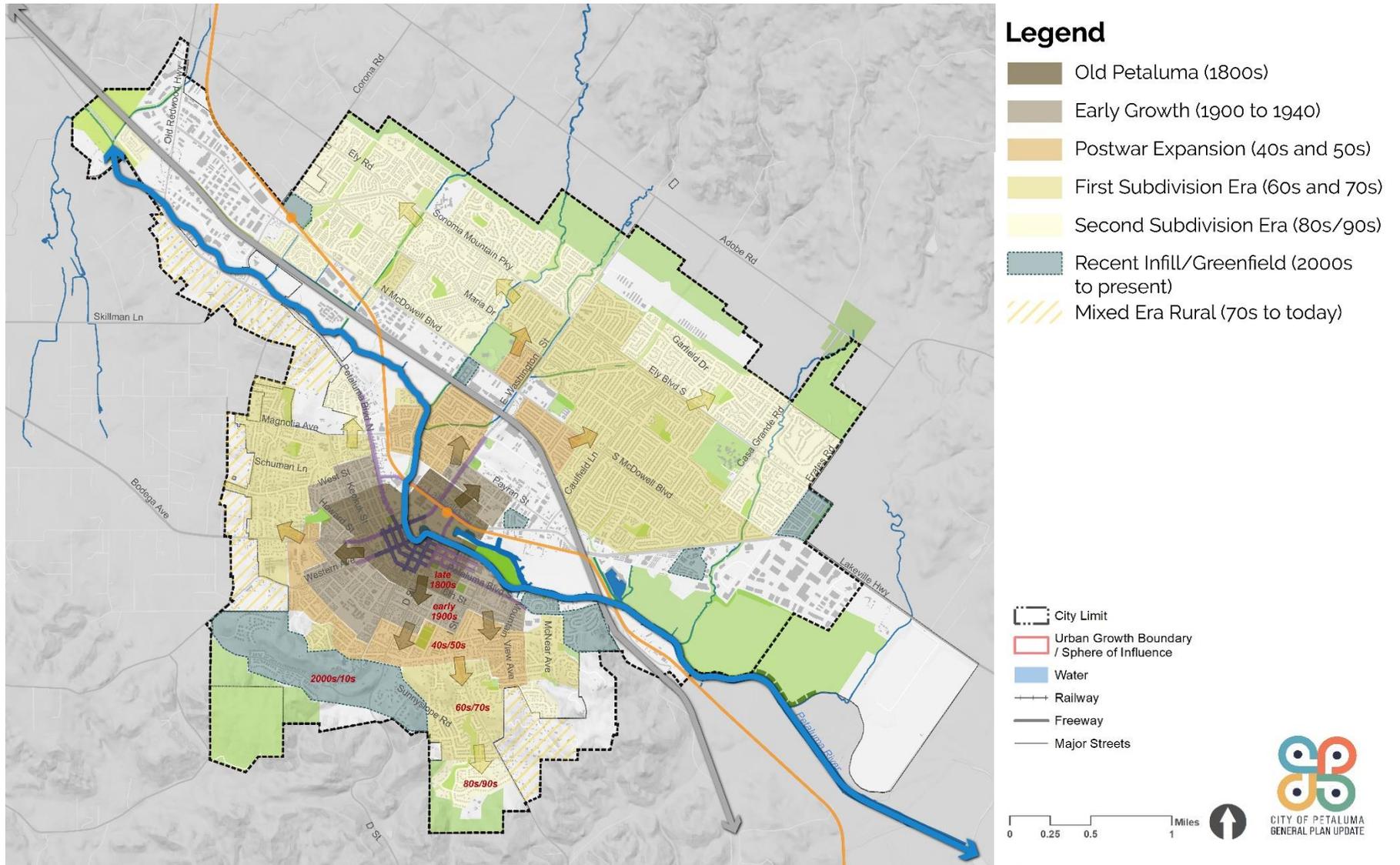
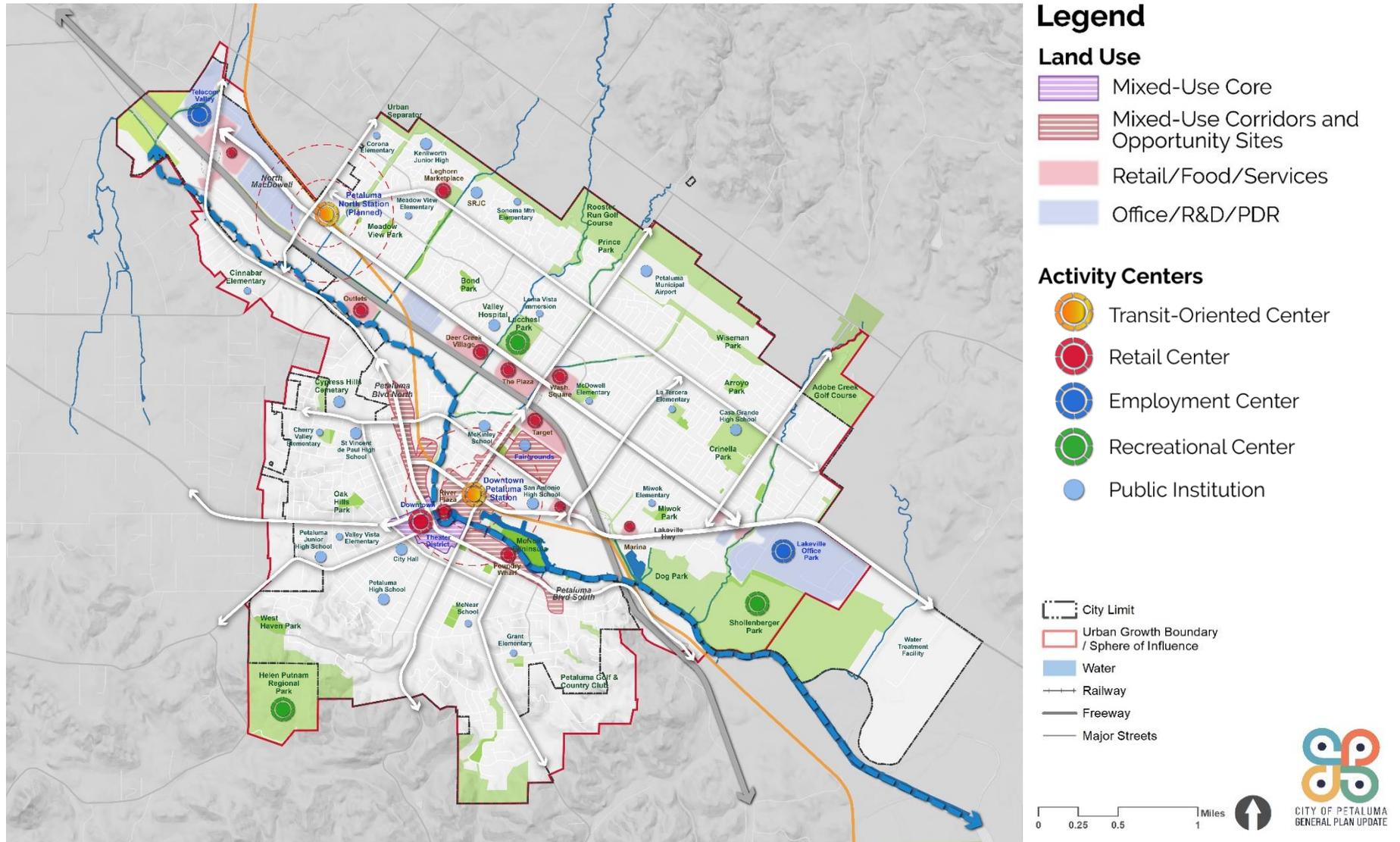


Figure 24: Activity Centers/Districts



Key Features of City Form

Gateways

Gateways are entry points that mark arrival to a city. Gateway signage and markers visually impart a community's identity to visitors. The design of gateway signage can convey a community's values, including natural resources, history, and culture.

Apart from standard city limit signs, Petaluma has two gateways – 1) a large wrought-iron sign beside Highway 101 at the end of Denman Road and 2) a recent mural at 2557 Petaluma Boulevard South that reads: "Welcome to Petaluma." Improving or creating new gateways can be one way for the City to further celebrate and affirm Petaluma's unique identity.



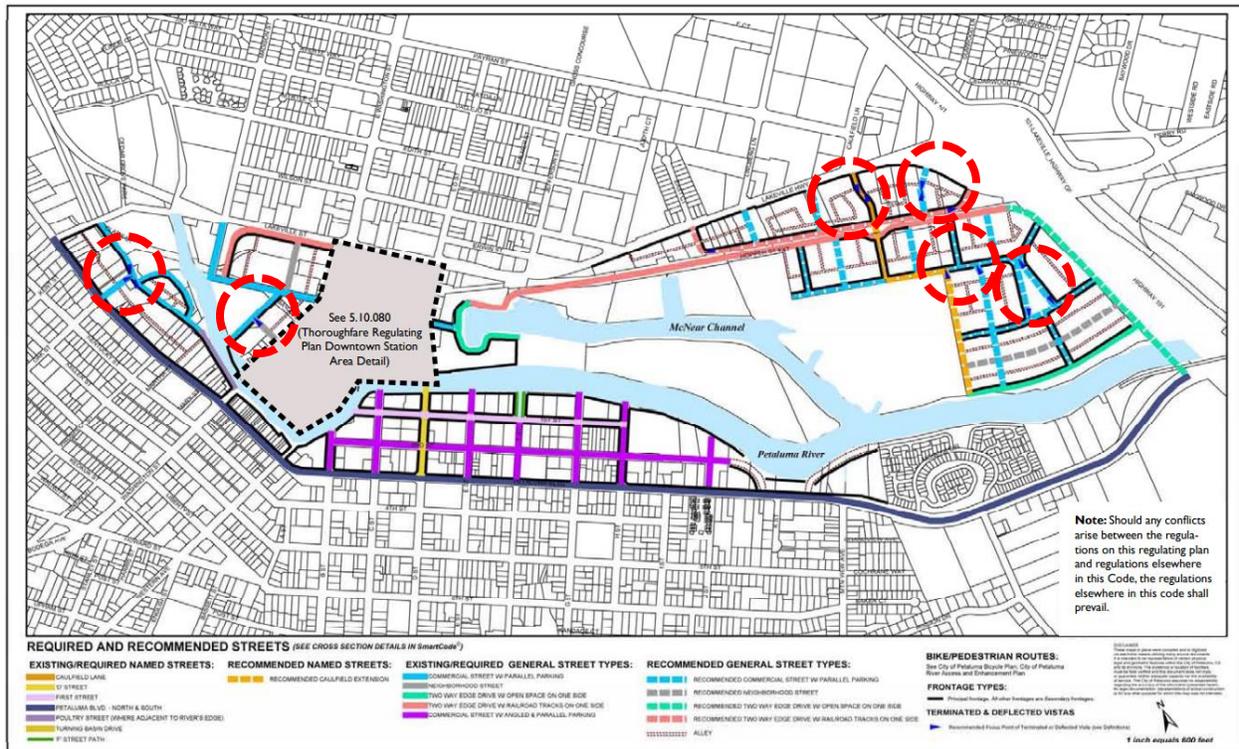
Identified Viewsheds and Vistas

To preserve key views, many development projects are required to prepare a visual analysis from the vantage point of an identified view platform. Per Chapter 16, Hillside Protection, of the City's Municipal Code, the following specific locations selected as vantage points from which field observations are made to assess the visual impact of development within the city (and are shown on Figure 26):

- B Street easternmost (nearest the Petaluma River) terminus
- C Street easternmost (nearest Petaluma River) terminus
- D Street at the Petaluma River Drawbridge
- Lakeville Street at the Rail Depot
- Caulfield Lane Overpass
- Corona Road Overpass
- Bodega Avenue from the City limit to the urban growth boundary
- D Street in the vicinity of the City limit/urban growth boundary
- I Street from the City limit to the urban growth boundary
- Penny Park
- Schollenberger Park

- Steamer Landing Park
- Roof of the “C” Street parking garage
- Terminated Vistas as identified in the Central Petaluma Specific Plan, and as defined in the Code as “the visual composition at the axial termination of a thoroughfare. Vistas should be terminated, and the termination should be significant. It is therefore usually acceptable for a vista to be deflected by an angle of the thoroughfare until a suitable termination can be effected. As a rule, the termination or deflection should occur within 1,000 feet of any vantage point.” Vistas are mapped in the CPSP Thoroughfare Regulating Plan:

Figure 25: Terminated Vistas



In addition to those viewsheds established by the Hillside Protection chapter, other quality viewsheds include from Helen Putnam Park looking northwest in the direction of Rohnert Park, looking east and south from the Marina, from the southern hills looking northward, along the Petaluma River and down the turning basin from River Plaza shopping center, from Oak Hill Park towards Downtown, and looking south from the airport.

Key Connections and Barriers

Figure 27 shows that the City currently has only six vehicular over/undercrossings of Highway 101, and three bicycle/pedestrian connections across 101 (including the recently completed SMART multiuse path). Additional planned or proposed highway crossings include the Rainer Ave crossing, an undercrossing at Lakeville Street, and a potential undercrossing of Lakeville Highway at Adobe Creek path.

Not including the 101 Bridge, the City presently has six vehicular crossings of the Petaluma River (D Street, Washington St, Lakeville St, Payran St, Corona Rd, and Petaluma Blvd North), and three bicycle/pedestrian crossings of the river (plus two creek bridges). The City is currently exploring additional connections over the river, and has studied the Rainier Ave crossing and the Caulfield Lane extension in detail. Other potential/conceptual locations that have been identified in past reports include a crossing at Edith Ave/Cedar Grove, a double bridge at G Street, a Steamer Landing bridge, and additional bridges in Downtown.

Figure 26: Gateways and Viewsheds

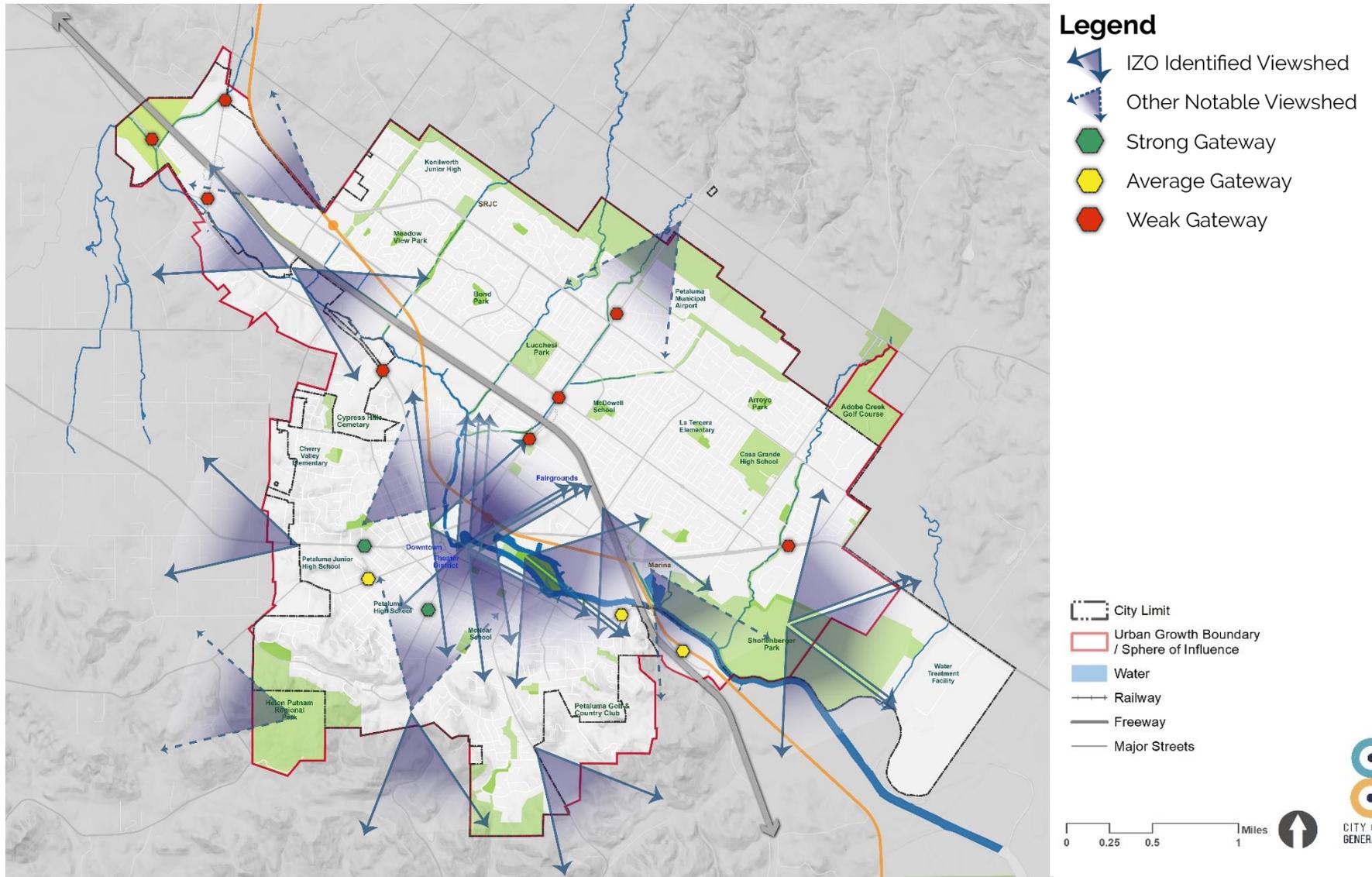
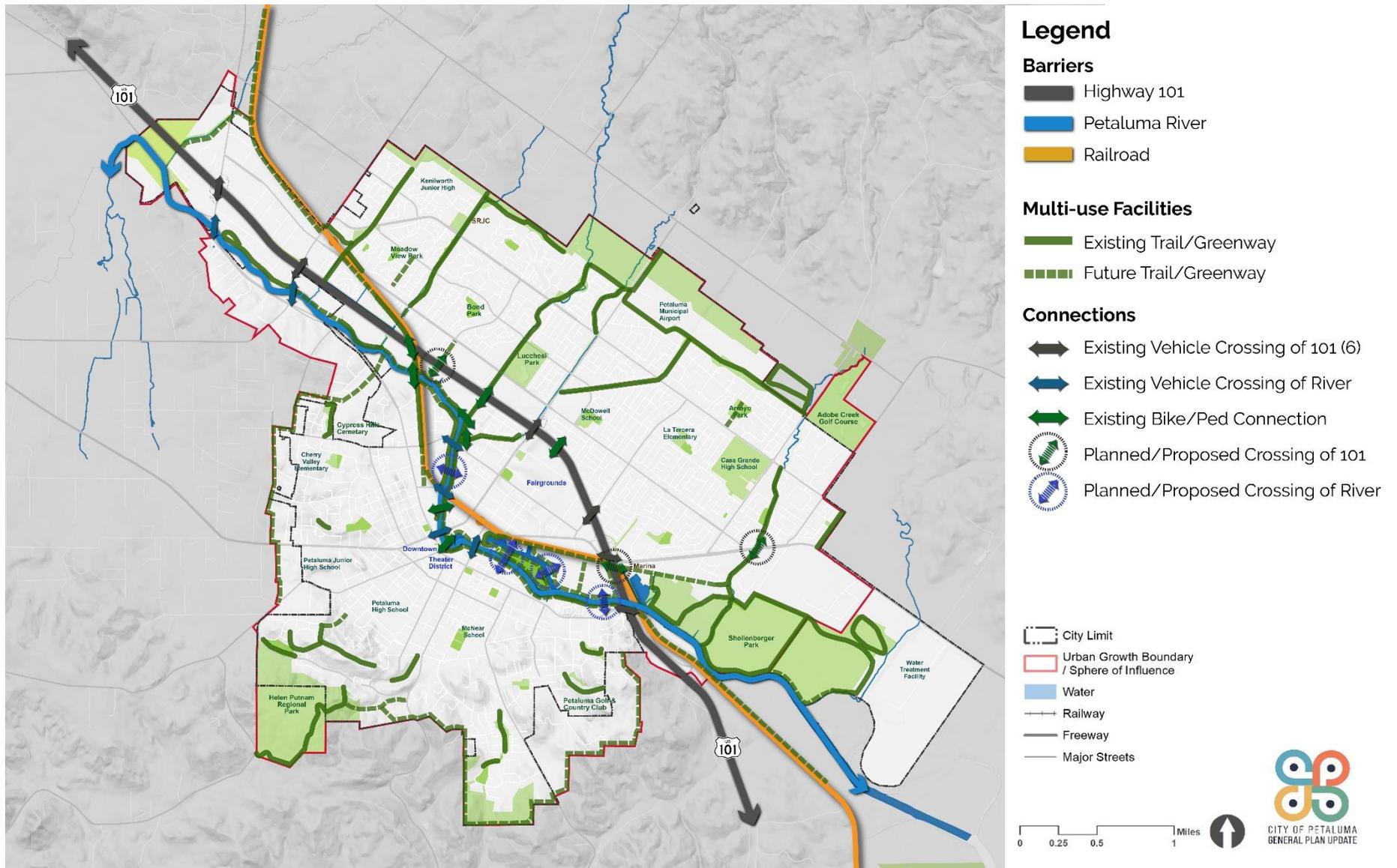


Figure 27: Barriers and Connections



Topography/Slope

As Figure 28 shows, most of Petaluma sits in a flatland that is flanked by expansive hills to the east and west. However, the topography in the southwest portion of the city is defined by a relatively steep gradient, as neighborhoods engage the hillsides adjacent to Helen Putnam Regional Park. Development in these areas, where the slope often exceeds 30 percent, has been relatively minimal and is limited to single-family homes. Some areas west of Petaluma Boulevard North also exhibit a moderate gradient, ranging from 15 percent to 30 percent.

Key Features of Existing Development

Building Footprints

A map of building footprints (Figure 29) shows the amount of built land relative to areas without buildings, such as streets, parking lots, landscaping, and other green spaces. In so doing, it provides a snapshot of a community's density and building pattern and may also show potential areas suitable for infill development. The pattern of building footprints in Petaluma illustrates:

- Standardized and predictable development in virtually all of Petaluma's low-density neighborhoods, which flank both sides of the river and are characterized by continuous rows of relatively small structures.
- Sparse development in the commercial areas along Highway 101, which are characterized by several "big box" buildings oriented around large parking lots.
- Conventional non-residential development in the northern and southern industrial areas, characterized by deep setbacks and ample surface parking.
- Denser and more compact development in the historic downtown and Central Petaluma, with several larger buildings abutting one another.
- Vast amounts of natural, undeveloped land beyond the City Limits and along parts of the Petaluma River and its tributaries.

Figure 28. Slope

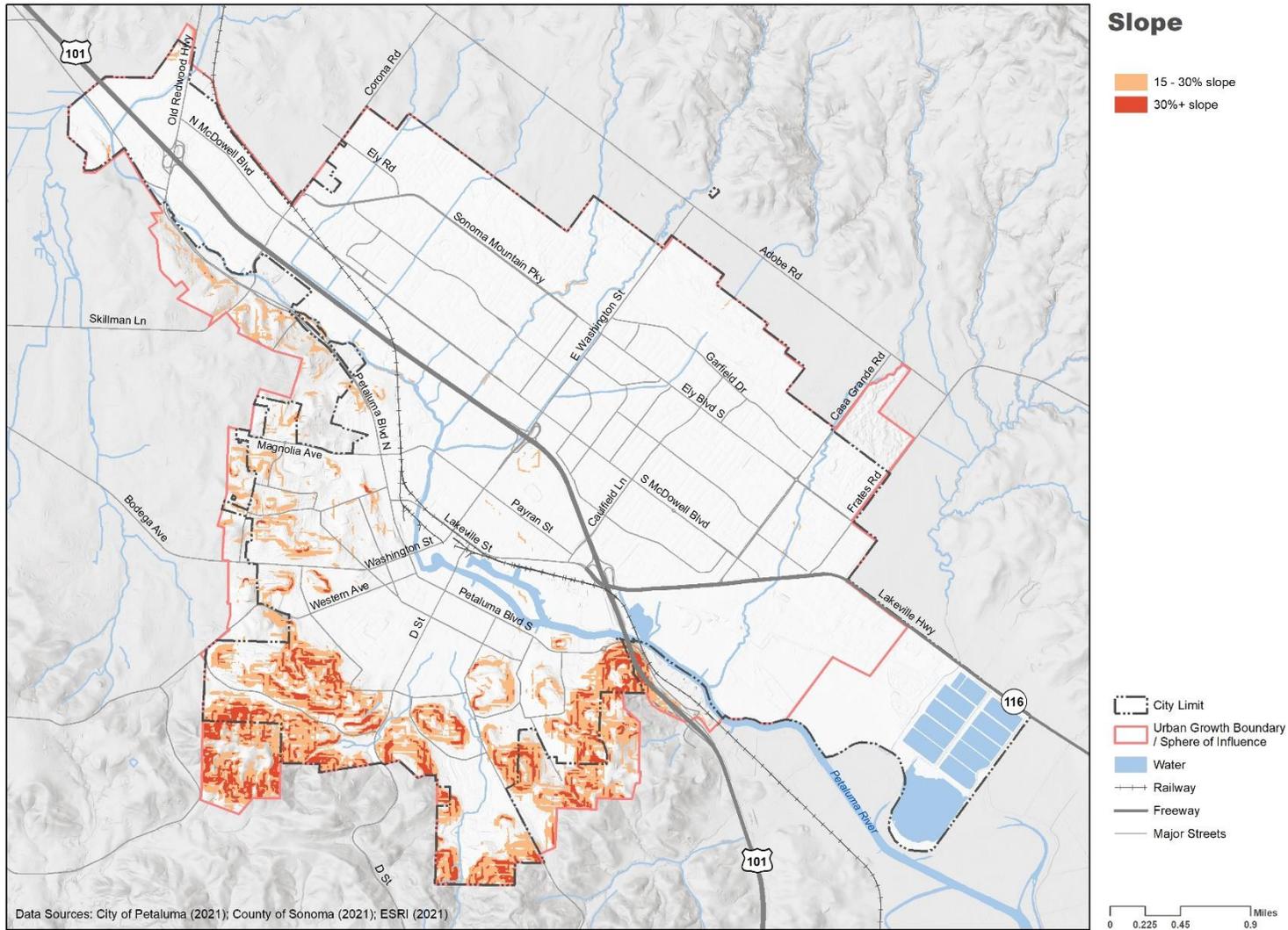
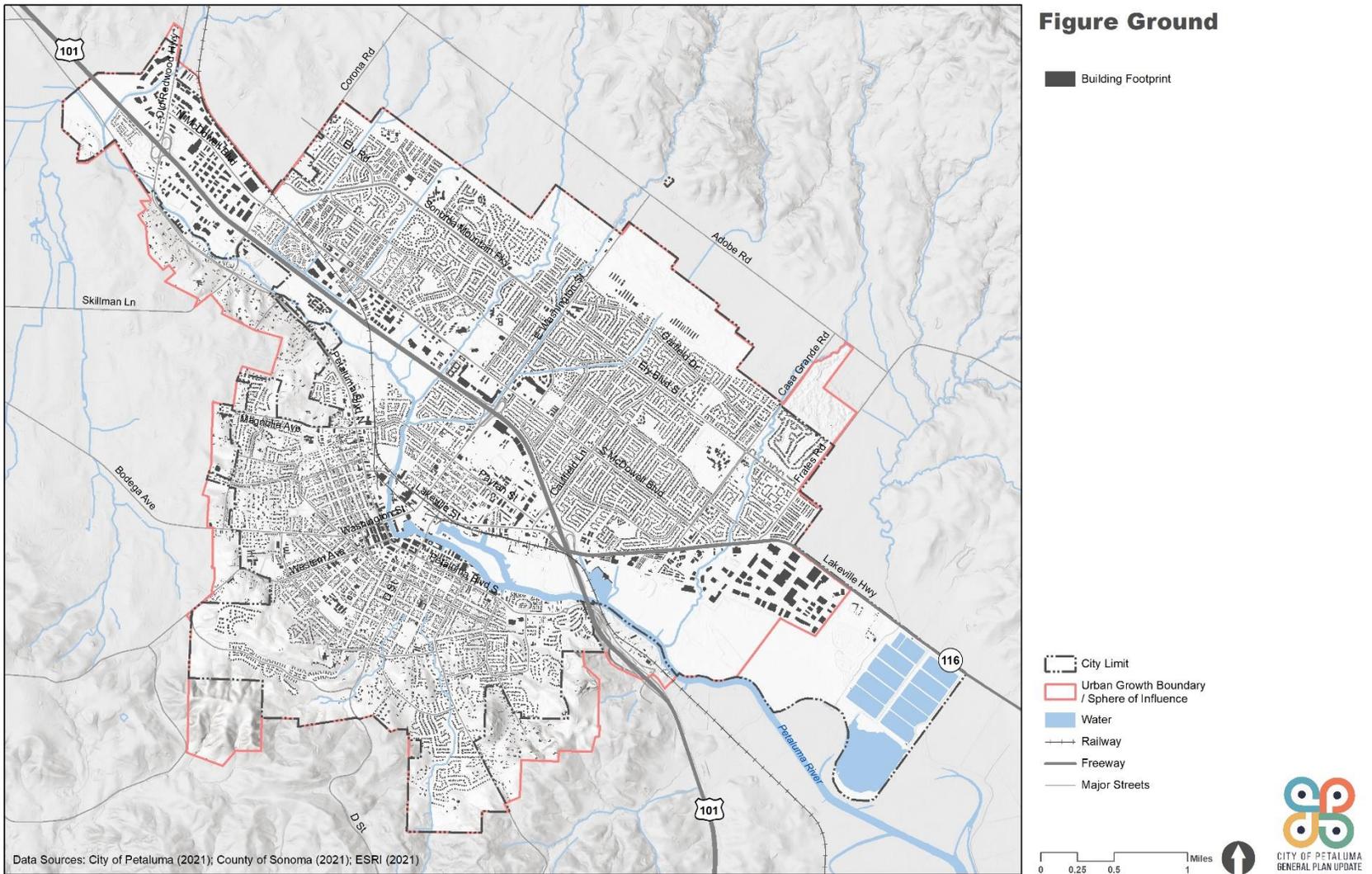


Figure 29. Building Footprints



Parcel Size

Parcel size quantifies the total area of a property and may sometimes reflect the overall character of a community. Very large parcels tend to be associated with suburban and/or rural areas, whereas smaller parcels are often associated with built-out areas. Figure 30’s examination of parcel sizes demonstrates:

- An abundance of small parcels less than 0.5 acres in size, forming more than 92% of all parcels, characterizing most residential neighborhoods in southern and eastern Petaluma.
- Parcels between 2 and 10 acres distributed along the Lakeville Highway (Hwy 116), North MacDowell Blvd, and Petaluma Boulevard North corridors.
- Large lots exceeding 10 acres in size on the edges of the City Limits, as well as some areas along Highway 101. These properties generally reflect undeveloped areas, shopping centers, or industrial areas.

Size	%
Less than 1/4 acre	84%
1/4 to 1/2 acre	8%
1/2 acre to 1 acre	3%
1 acre to 3 acre	3%
Larger than 3 acres	2%

Residential Density

Residential density is quantified as the number of dwelling units per acre (du/ac), thus reflecting the compactness of housing in an area. Figure 31 displays that most residential parcels in Petaluma are fairly low density, with only one-third exceeding 8 units per acre. Lower-density homes are scattered throughout the city, but are particularly abundant in North East, South East and South/West Hills. Meanwhile, density in Downtown is mixed and contains some of the densest development in the city, with many properties exceeding 20 du/ac. Other relatively dense areas include the Midtown and West sub-areas.

Table 9. Number of Dwelling Units per Acre

Density	%
Less than 2 DU/A	2%
2 to 6 DU/A	26%
6 to 8 DU/A	41%
8 to 12 DU/A	17%
12 to 18 DU/A	5%
18 to 30 DU/A	5%
More than 30 DU/A	5%

Figure 30. Parcel Size

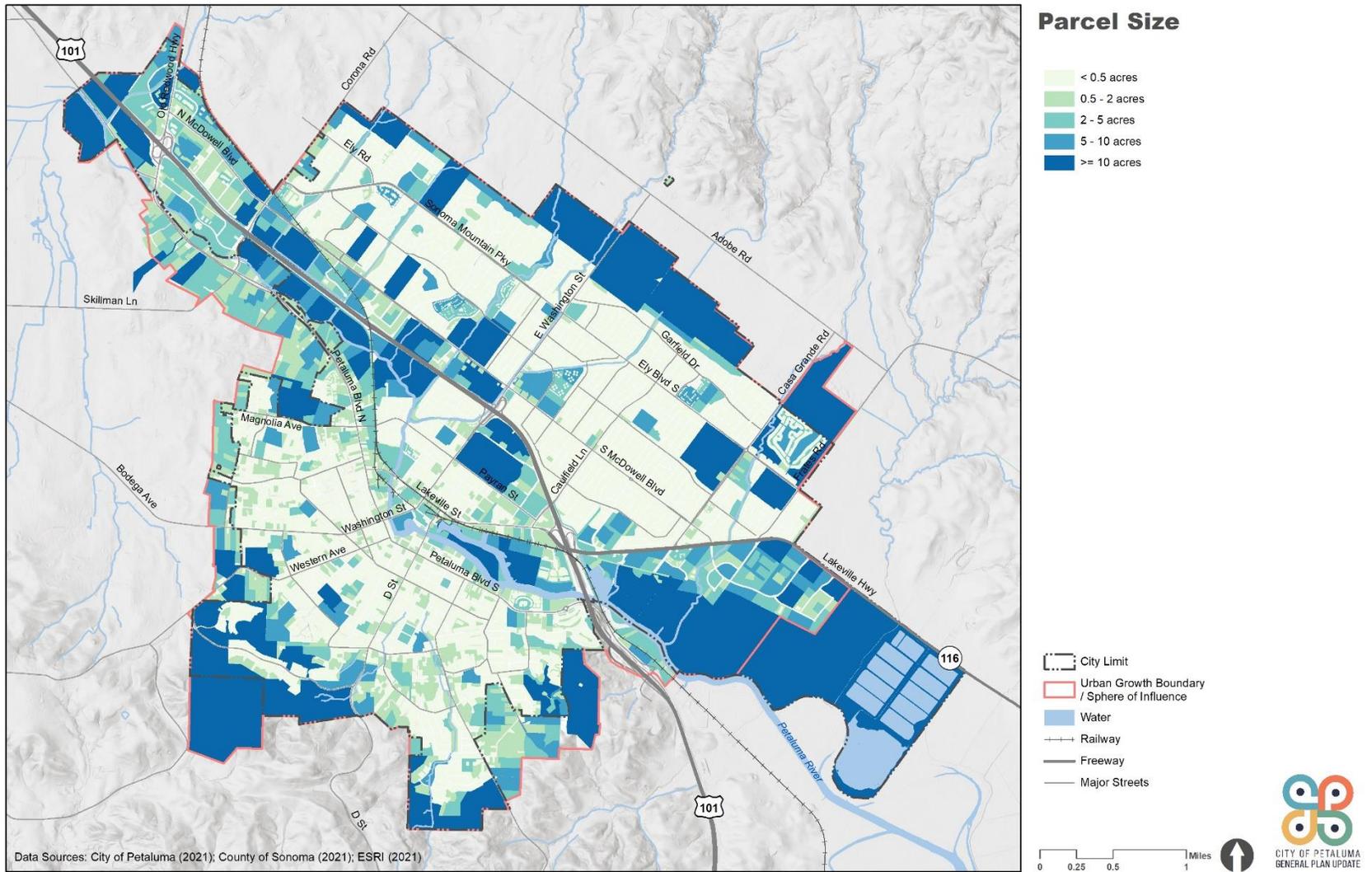
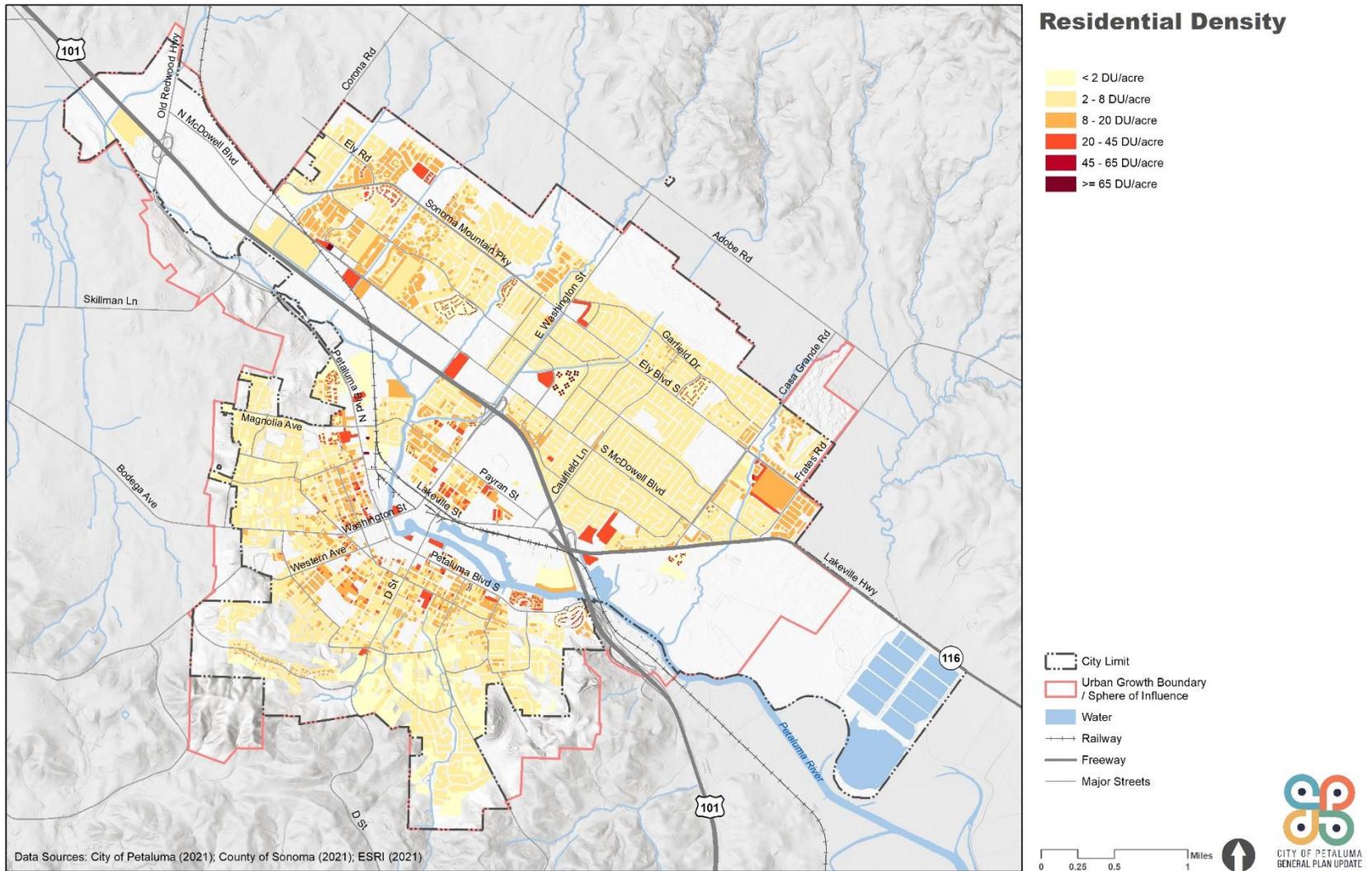


Figure 31. Residential Density



Year Built

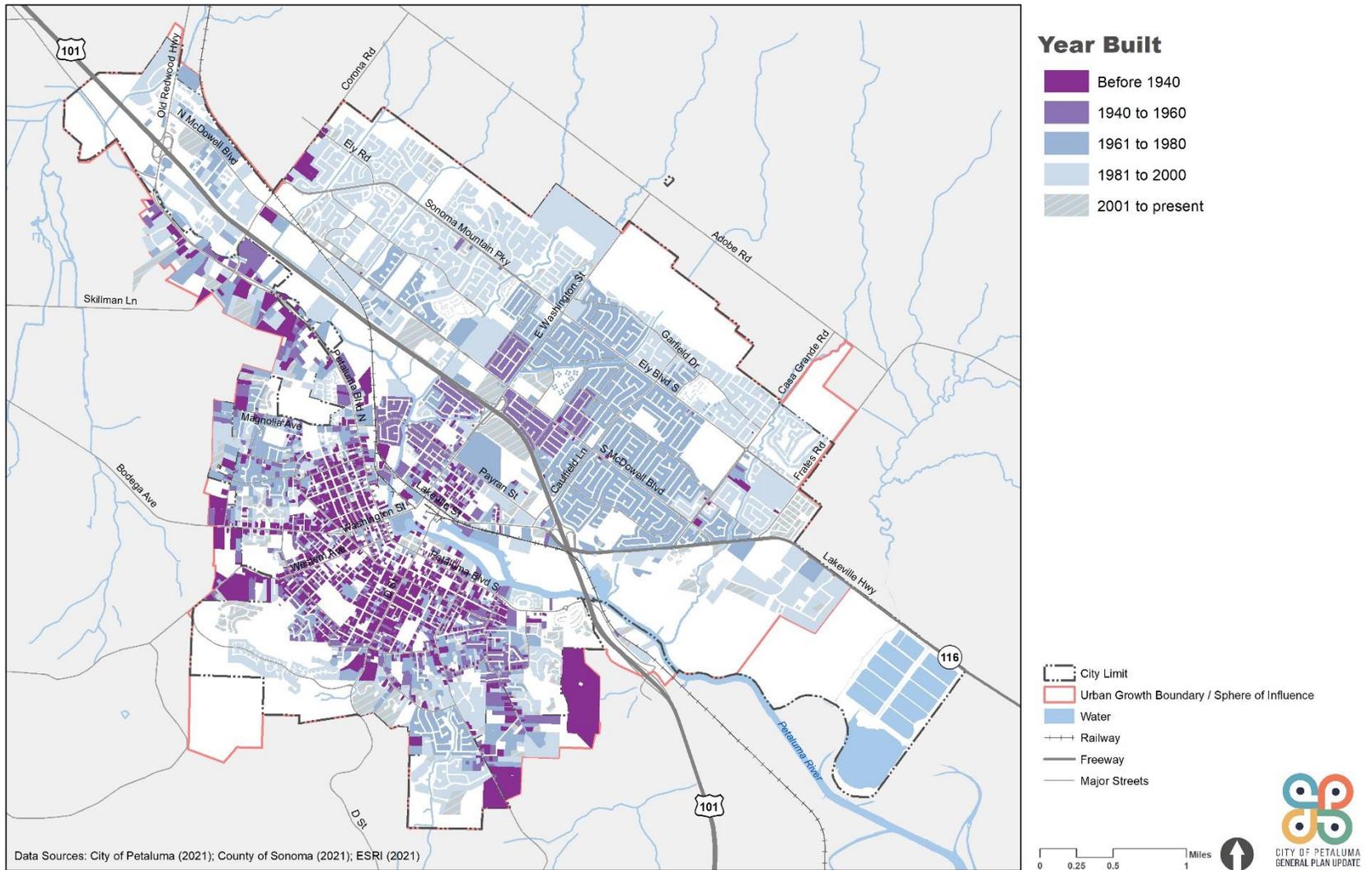
Examining the age of a city's building stock helps illustrate historical development patterns and their impact on existing urban form. As Table 10 and Figure 32 indicate, Petaluma's building stock is relatively old, with just over half (51%) built prior to 1980. Many of the oldest structures (pre-1940) are generally concentrated west of Highway 101 and particularly in Central Petaluma and Downtown, whereas newer developments – specifically those built after 1960 – are generally clustered in eastern Petaluma. This reflects a historical settlement pattern that emerged initially around the Central Waterfront, and then ultimately expanded outward in both directions as suburbanization took off in the postwar era, as economic and population growth necessitated continued urban expansion. More recently, some of the newest development has occurred along Sonoma Mountain Parkway in the northeast end of the city.

Structures built prior to 1980 have a higher chance of containing lead paint. Given the abundance of these types of buildings in Petaluma, the city may explore rehabilitation and lead monitoring efforts.

Table 10. Year Built of Buildings

Year	%
Before 1940	11%
1941 to 1960	11%
1961 to 1980	29%
1981 to 2000	33%
After 2000	7%
Unknown/Not Developed	8%

Figure 32. Year Built



Intersection Density

Intersection density is the number of intersections in an area, typically measured as the total number per square mile. It corresponds closely to block size, and by extension, the general connectivity and character of an area. Intersection densities of 140 per square mile or more are typically considered more conducive for walkability. As shown in Figure 33, intersection density is highest in the downtown core, the MacDowell industrial area, and parts of North East Petaluma. Areas with the lowest densities include the Southern/Western Hills, Petaluma Boulevard North, and Lakeville sub-areas. These areas contain many large parcels that are undeveloped and/or sparsely populated.

Walkability to Parks

Access to recreation is strong, albeit variable in Petaluma. Figure 34 below maps walkability to public parks (including the Blanche Reynolds playground), with areas in blue having the most convenient access and areas in orange/red having the least convenient access. As shown in Table 11 and illustrated in Figure 34, the overwhelming majority of Petaluma residents (82%) are within a 10-minute walk of a public park, including neighborhoods on both banks of the Petaluma River. Access is arguably strongest in the Central Waterfront/Downtown and West sub-areas, where many residents are within a 5-minute walk. While walk access is strong citywide, residents of some peripheral neighborhoods – namely in the Southern/Western Hills sub-area and along Petaluma Boulevard North – have relatively poorer access, with some located more than a 15-minute walk from the nearest park.

Table 11. Walkability to Parks

Walk Access to Parks	%
Less than 5 Minutes	32%
5 – 10 Minutes	50%
10 – 15 Minutes	16%
More than 15 Minutes	2%

Figure 33. Intersection Density

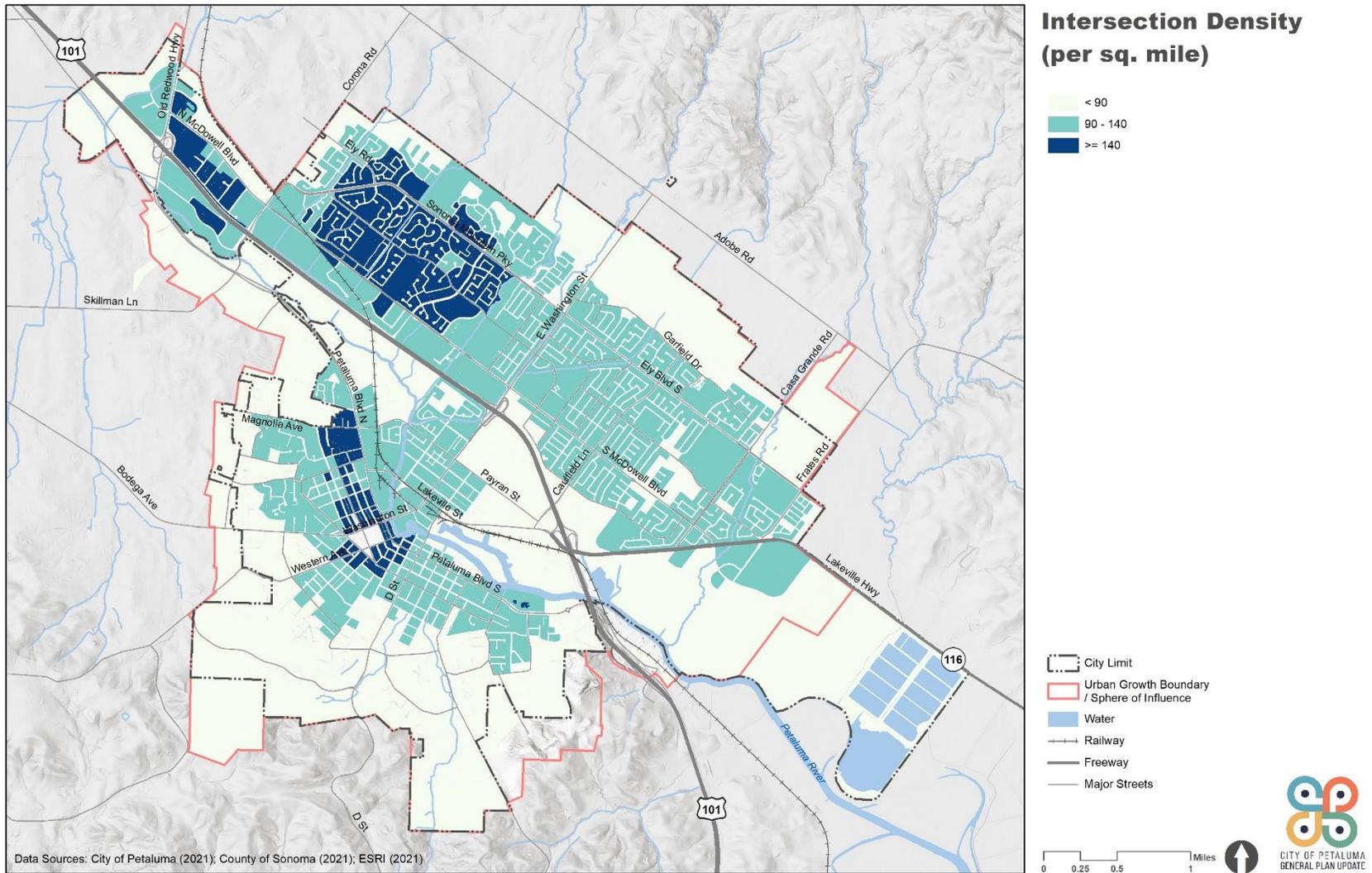


Figure 34. Access to Parks

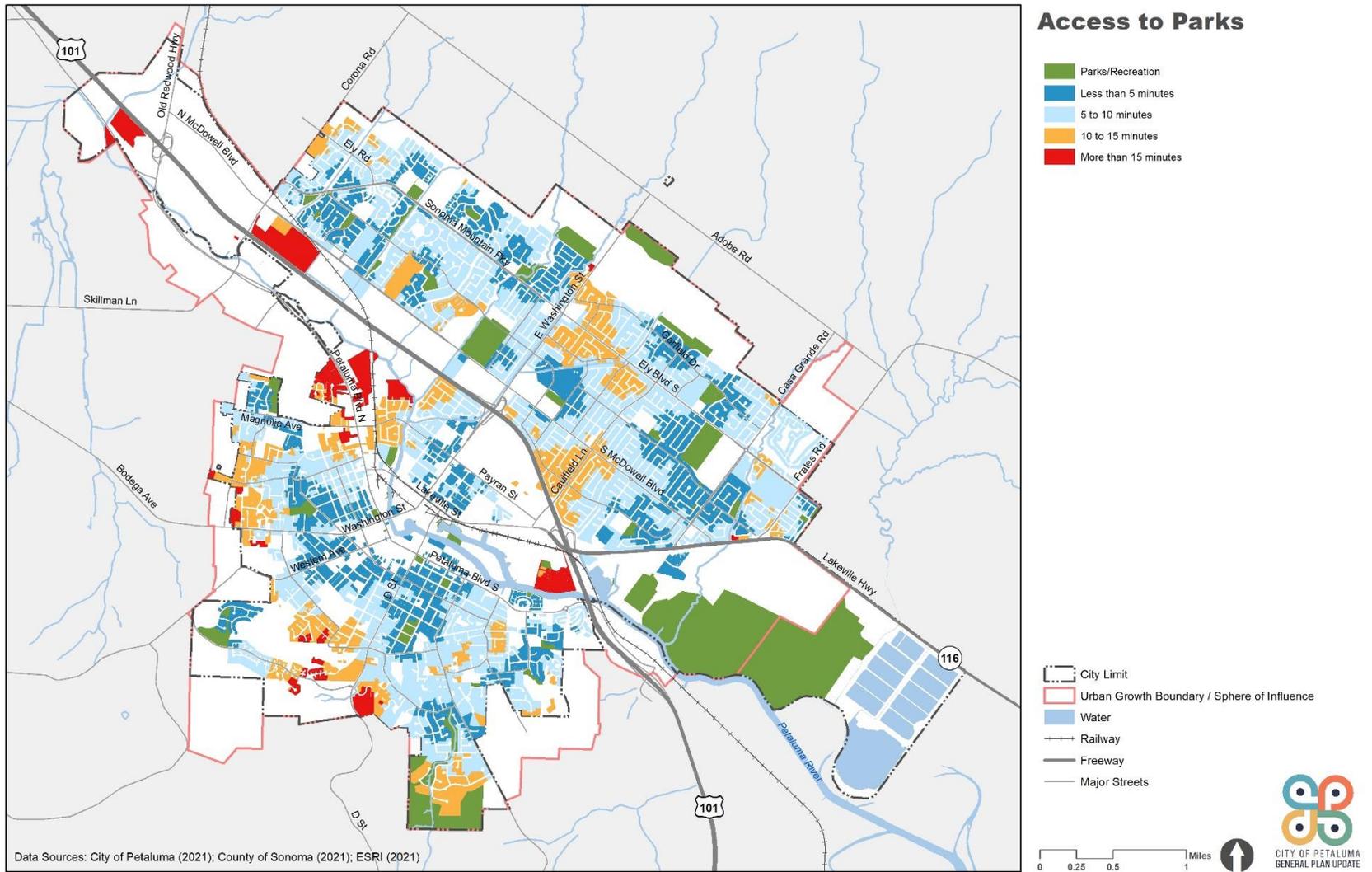
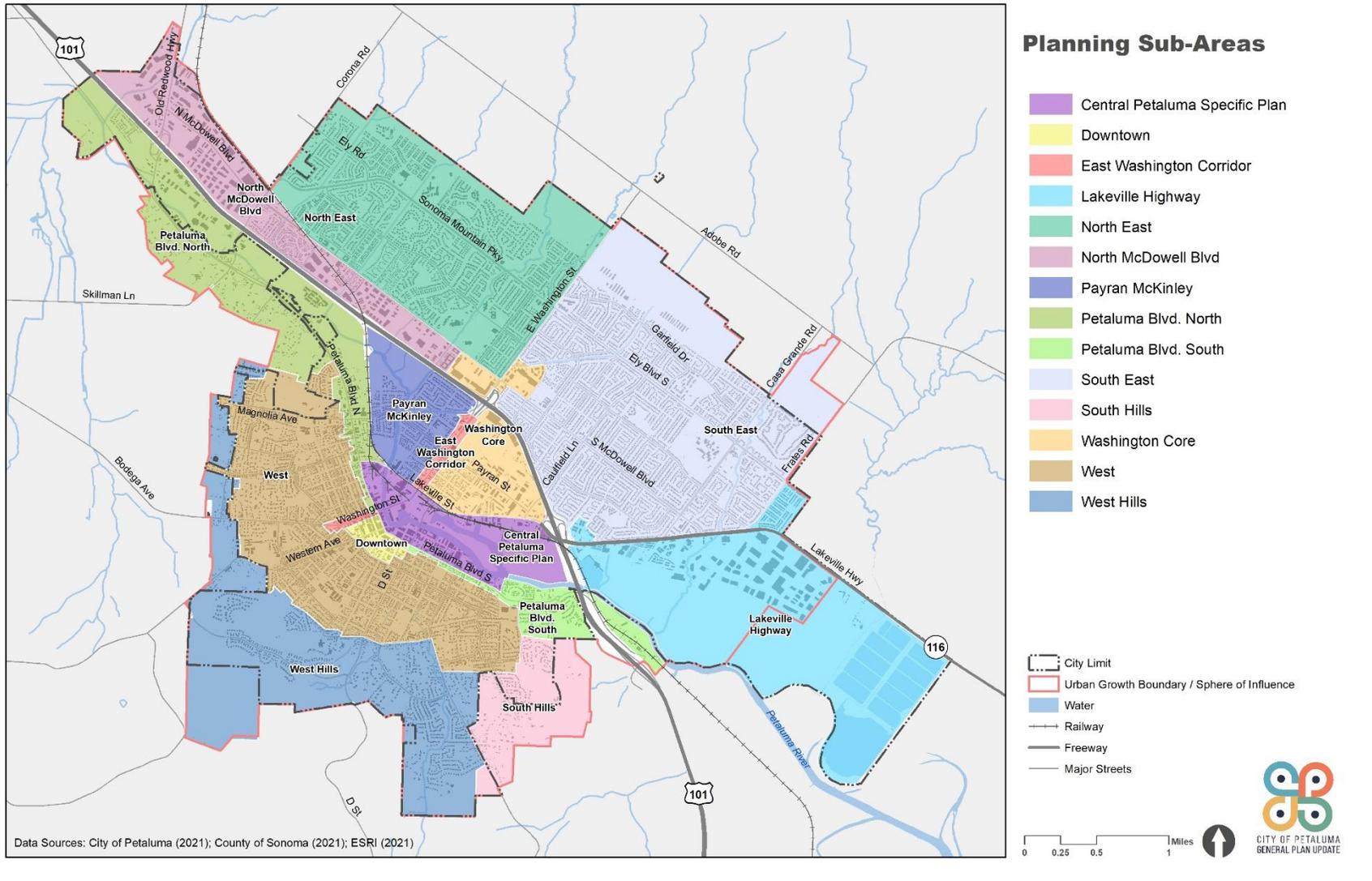


Figure 35: Sub-Areas



Sub-Areas Analysis

This section is an examination of the city as a series of smaller areas in order to distinguish its different neighborhoods, districts, and corridors. As Figure 35 shows above, the current General Plan sub-divides the City into fourteen unique and distinct areas called “sub-areas.” This approach allows for geographically specific strategies for change and growth to be developed across the city. Descriptions of the land uses, character, and potential challenges and opportunities of each area follow. In addition, the vision or direction for each sub-area from the 2008 General Plan is restated for reference.

Central Petaluma (Specific Plan)

Characteristics

- **General location:** Located in the heart of the city surrounding the Petaluma River, bounded by Petaluma Boulevard, Lakeville Street, and Highway 101.
- **Role in the City:** Central Petaluma historically served as the city’s river-adjacent industrial and warehouse district, though new retail, office, and residential uses increasingly make the area a community destination as well.
- **Land Use Character:** This is a mixed-use subarea featuring a wide variety of uses, including warehouses and light industrial uses, office and commercial uses, retail uses, and low-rise multifamily residential uses.
- **Features/Landmarks:** Petaluma River, River Plaza Shopping Mall, Steamer Landing Park, former Pomeroy cement plant, COTS Homeless Center, Dairyman’s Feed tower, Downtown River Apartments, Turning Basin, Hunt and Behrens livestock facility, historic railroad trestle, Foundry Wharf

Land Use Mix

Central Petaluma Specific Plan	Acres	Percent	Parcels
Civic Facilities	29.6	10.9%	11
Commercial Recreation	8.6	3.1%	4
Industrial	93.5	34.4%	54
Mixed Use	0.3	0.1%	4
Multifamily	6.2	2.3%	44
Office	11.5	4.2%	17
Other/Vacant	46.6	17.1%	136
Parks and Recreation	2.7	1.0%	4
Retail	53.2	19.6%	93
Single-Family	2.9	1.1%	34

Central Petaluma Specific Plan	Acres	Percent	Parcels
Transportation/Utilities	6.7	2.4%	13
Water	10.3	3.8%	3
	272.1		417

Vision/Direction from Current General Plan

“Direct new employment, housing, shopping, and entertainment activities into the Central Petaluma area while also retaining the character and uses of the industrial waterfront. Other goals include enhancing river connections and promoting alternative transportation.”

Key Challenges & Opportunities

- **Challenges:** improving waterfront access, deteriorated trestle and rail line, underutilized lots used for surface parking, arterials that are not people-focused but rather auto-oriented (D Street, Lakeville St, Washington St), uncertain future of river-dependent industry, development feasibility for parcels by the SMART station, and a need for ongoing dredging
- **Opportunities:** potential to focus new moderate-density high-quality housing, many active/potential development proposals, adding more lively water-related activities, building on the Riverfront Warehouse district, highlighting the river and improving access/connections, taking better advantage of McNear Open Space, integrating Station Area Planning efforts into zoning, and redesigning Lakeville Street to better activate and support development on adjacent parcels

Downtown

Characteristics

- **General location:** Centrally located in the heart of the city, bounded by Petaluma Boulevard, D Street, Washington Street, and 6th Street.
- **Role in the City:** Downtown is Petaluma’s cultural and historic hub, with historic structures, iron front facades, a walkable street scale, and many entertainment businesses and restaurants.
- **Land Use Character:** Downtown is a commercial mixed-use area combining residential, retail, and other institutional uses. Historic single-family homes define the southern and eastern edges of Downtown.
- **Features/Landmarks:** Petaluma Historical Library and Museum, Theater District, Maker’s Alley, Hotel Petaluma, most of the City’s historic buildings and districts, Petaluma Market, St Vincent’s Church, Sonoma National Bank, railroad trestle, Water Street

Land Use Mix

Downtown	Acres	Percent	Parcels
Civic Facilities	3.6	12.3%	13
Commercial Recreation	0.9	3.1%	3

Downtown	Acres	Percent	Parcels
Industrial	0.2	0.7%	1
Mixed Use	0.3	0.9%	3
Multifamily	1.0	3.5%	8
Office	7.1	24.0%	28
Other/Vacant	0.1	0.4%	1
Parks and Recreation	0.1	0.4%	1
Retail	9.9	33.8%	55
Single-Family	3.0	10.3%	26
Transportation/Utilities	3.1	10.5%	14
	29.4		153

Vision from Current General Plan

“Focus future civic and cultural activity in Downtown while retaining its strong pedestrian orientation, historic buildings, and architecture. New uses to reinforce this identity could include museums, meeting halls, community theatres, public art galleries and shows, and outdoor gathering places.”

Key Challenges & Opportunities

- **Challenges:** frequent traffic on D Street and Washington Street, supporting small business, filling empty storefronts, maintaining active ground floor spaces, and ensuring continuous retail frontage
- **Opportunities:** transformation of the Downtown Station Area with housing and ground floor activity, balancing intensification with preserving historic character and integrity, providing public seating and attractive places to engage with public space, improving sidewalks, enhancing linkages between downtown and the river, encouraging or requiring shared parking, redeveloping surface parking lots, and building on the uniqueness of American Alley

Washington Street Corridor

Characteristics

- **Location:** The corridor extends from Post Street, located adjacent to Downtown, up to the intersection with Highway 101.
- **Role in the City:** Washington Street Corridor is the principal east/west connector and one of the primary gateways into the city, connecting the rural landscape with Petaluma’s urban center.
- **Land Use Character:** The corridor is a low-intensity, horizontally mixed-use arterial with mostly commercial uses such as retail, small offices, gas stations, and fast-food restaurants.
- **Features/Landmarks:** Phoenix Theatre, Whole Foods, Regional Library, Petaluma Swim Center

Land Use Mix

East Washington Corridor	Acres	Percent	Parcels
Commercial Recreation	3.6	4.2%	3
Education	0.1	0.1%	1
Industrial	0.1	0.1%	1
Mixed Use	3.3	3.9%	10
Multifamily	4.6	5.4%	30
Office	0.7	0.8%	1
Other/Vacant	3.3	3.9%	8
Parks and Recreation	46.1	54.2%	1
Retail	14.5	17.0%	48
Single-Family	8.4	9.9%	54
Transportation/Utilities	0.4	0.5%	3
	85.0		160

Vision from Current General Plan

“Facilitate the creation of a mixed-use corridor that includes active ground level uses, plazas, and open spaces. Pedestrian and bike safety should also be enhanced through new street crossings and bike lanes.”

Key Challenges & Opportunities

- **Challenges:** poor bike and pedestrian safety, a lack of businesses engaging the streetscape and facing the street, weak pedestrian experience, and a lack of a welcoming gateway
- **Opportunities:** evolving land uses to make the corridor more economically prosperous, creating more of a destination, fostering density near rail transit, establishing the street as a true gateway to Downtown, adding new housing to the corridor, and building streetscape improvements such as bulb outs and cyclist amenities

Lakeville Highway

Characteristics

- **Location:** Bounded by Lakeville Highway, the Petaluma River and estuary, Frates Road, Petaluma’s Urban Growth Boundary (UGB), and Highway 101

- **Role in the City:** An employment center on the south side of Lakeville Highway and north of Shollenberger Park on the southeast end of town, featuring a combination of marshlands, open space, and warehousing, tech office, and life science/R&D uses.
- **Land Use Character:** This district features many large, low buildings spread out in a typical suburban office/warehouse configuration, adjacent to a large open space. A handful of recent residential projects have filled formerly vacant parcels along Lakeville Highway.
- **Features/Landmarks:** Shollenberger Park, USPS Annex, FedEx, Kaiser Medical Offices, Petaluma Poultry, Adobe Creek, Hydrofarm

Land Use Mix

Lakeville Highway	Acres	Percent	Parcels
Civic Facilities	89.5	6.7%	13
Commercial Recreation	0.5	0.0%	1
Industrial	16.7	1.3%	4
Mixed Use	1.3	0.1%	64
Multifamily	46.4	3.5%	38
Office	1.1	0.1%	1
Other/Vacant	15.6	1.2%	14
Parks and Recreation	495.2	37.1%	9
Retail	254.3	19.1%	97
Single-Family	22.9	1.7%	242
Transportation/Utilities	389.6	29.2%	5
	1333.2		488

Vision from Current General Plan

“Create development opportunities that enhance connectivity and placemaking, including a well-designed residential neighborhood near Shollenberger Park, a new neighborhood center near Casa Grande Street, infill and intensification of business parks and light industrial uses near the east end.”

Key Challenges & Opportunities

- **Challenges:** dangerous highway and poor pedestrian/intersection safety, pedestrian safety, balancing light industrial/manufacturing/warehousing uses with R&D/tech office uses, wayfinding and access to Shollenberger Park
- **Opportunities:** whether or not to expand the UGB north of Lakeville Highway, maintaining a key PDR (production/distribution/repair) employment base, creating more pedestrian/bicycle connections to other parts of Petaluma including Adobe Creek underpass

North East

Characteristics

- **Location:** Bounded by East Washington Street, North McDowell Boulevard, Corona Road, and Petaluma’s Urban Growth Boundary (UGB)
- **Role in the City:** The subarea is home to established suburban neighborhoods and their associated community amenities.
- **Land Use Character:** This subarea is a residential community mostly defined by single-family housing supported by retail, parks and open spaces, and several schools and churches.
- **Features/Landmarks:** Petaluma Valley Hospital, Lucchesi Park, Bond Park, Kenilworth Junior High, Meadow View Park, Rooster Run Golf Course, Santa Rosa Junior College, Leghorn Park, Corona Creek, Lynch Creek

Land Use Mix

North East	Acres	Percent	Parcels
Civic Facilities	42.0	3.7%	40
Education	71.4	6.3%	6
Hospitals	14.6	1.3%	1
Multifamily	14.1	1.2%	187
Office	3.8	0.3%	27
Open Space	48.2	4.1%	80
Other/Vacant	33.5	2.9%	165
Parks and Recreation	238.8	21.0%	26
Retail	14.5	1.3%	3
Single-Family	651.1	57.2%	4239
Water	5.6	0.5%	7
	1137.6		4781

Vision from Current General Plan

“Retain the existing mix of building scales and uses, including housing, commercial, education, and natural and public amenities.”

Key Challenges & Opportunities

- **Challenges:** a street network defined by cul-de-sac configurations, auto-oriented nature of Corona Blvd, and a lack of gathering places for the community

- **Opportunities:** high-density residential development adjacent to the future train station, potential expansion of the UGB to support use of the transit, creating a real destination at the station, safety improvements along Corona Blvd, and activating SRJC with a public-facing frontage

North McDowell Boulevard

Characteristics

- **Location:** Bounded by Highway 101, the Plaza and Plaza North Shopping centers, North McDowell Boulevard, and the railroad tracks.
- **Role in the City:** North McDowell Boulevard is a car-centric employment district organized along a commercial corridor.
- **Land Use Character:** This area contains a wide variety of commercial and industrial uses, including hotels, restaurants, retail, and auto services shops, and business parks.
- **Features/Landmarks:** Lagunitas Brewing Company, Telecom Valley, USPS Warehouse, future North Petaluma SMART station, Casino, Kohl's

Land Use Mix

North MacDowell Blvd	Acres	Percent	Parcels
Agriculture	18.5	3.6%	1
Civic Facilities	23.0	4.4%	18
Commercial Recreation	36.7	7.1%	5
Education	1.3	0.2%	1
Industrial	105.0	20.2%	69
Multifamily	16.1	3.1%	7
Natural Conservation	1.5	0.3%	2
Office	93.0	17.9%	94
Open Space	21.0	4.1%	7
Other/Vacant	30.0	5.8%	28
Retail	98.2	18.9%	58
Single-Family	59.7	11.5%	19
Transportation/Utilities	13.8	2.7%	8
Water	0.7	0.1%	1
	518.7		318

Vision from Current General Plan

“Improve the function and appearance of North McDowell Boulevard by:

- Ensuring adequate transitions in building scale
- Enhancing pedestrian and bicycle connections
- Promoting greater to the Petaluma River
- Allowing for a diverse mix of uses.”

Key Challenges & Opportunities

- **Challenges:** increased flooding hazards for mobile home parks in the area, the extreme auto-oriented nature of the North MacDowell corridor (with high vehicle speeds), major lease vacancies at the commercial center at the northern end of the corridor
- **Opportunities:** creating new moderate-density residential and mixed-use development near the future train station, protecting affordable housing through the continuation of mobile home parks, improving bicycle/pedestrian connectivity

Payran-McKinley

Characteristics

- **Location:** Bounded by Highway 101, railroad tracks, Lakeville St., and East Washington Street.
- **Role in the City:** Payran-McKinley is a central urban neighborhood with a diverse and abundant array of housing types, including single-family homes, townhomes, apartments, and senior housing options.
- **Land Use Character:** Payran-McKinley is predominantly a residential community, supported by some agricultural processing and light industrial uses approaching the Petaluma River.
- **Features/Landmarks:** Petaluma River, Lynch Creek, McKinley School, Cedar Grove Park, Clover Dairy Bottling Plant, Oak Creek Apartments

Land Use Mix

Payran McKinley	Acres	Percent	Parcels
Civic Facilities	2.3	0.9%	12
Education	8.1	3.2%	4
Industrial	22.8	9.0%	3
Multifamily	18.8	7.4%	14
Office	0.3	0.1%	1
Open Space	7.2	2.8%	3
Other/Vacant	64.7	25.5%	18
Parks and Recreation	2.4	1.0%	4

Retail	4.2	1.7%	7
Single-Family	112.8	44.4%	772
Transportation/Utilities	2	0.8%	3
Water	8.5	3.3%	7
	254.2		848

Vision from Current General Plan

“Maintain the area’s diverse residential character while also pursuing opportunities to enhance the creek corridors. Specifically, the Petaluma River should be developed as a publicly accessible green ribbon.”

Key Challenges & Opportunities

- **Challenges:** chronic flooding of the riverbanks, interface between East Washington corridor and adjacent residential uses, and determining the future of Cedar Grove Park
- **Opportunities:** future improvements to Lynch Creek trail and other creek connectors, new neighborhood corner retail, and taking advantage of any future Fairgrounds redevelopment

Petaluma Boulevard North

Characteristics

- **Location:** Bounded by Highway 101, the western edge of the Urban Growth Boundary (UGB), Washington Street, and the railroad tracks.
- **Role in the City:** The corridor supports primarily auto-oriented uses, including an outlet retail center, dealerships, logistics/industrial uses, in addition to housing of many types from various eras.
- **Land Use Character:** Petaluma Boulevard North is a horizontally mixed-use corridor with rural residential, retail, and some industrial uses. Very few uses support active or attractive frontages.
- **Features/Landmarks:** Premium Outlets, Lombardi’s BBQ, Roy’s Doggery, Cinnabar Theater

Vision from Current General Plan

Reinforce Petaluma Boulevard North as a gateway into the city, promoting mixed-use development south of Cinnabar Avenue and leveraging the Petaluma River as a focal point for new development.

Land Use Mix

Petaluma Blvd North	Acres	Percent	Parcels
Agriculture	16.1	2.2%	6
Civic Facilities	15.5	2.1%	10

Commercial Recreation	7.6	1.0%	4
Education	15.5	2.1%	6
Industrial	72.9	10.1%	21
Mixed Use	3.0	0.4%	6
Multifamily	13.3	1.8%	42
Office	4.6	0.6%	15
Open Space	12.6	1.7%	3
Other/Vacant	52.4	7.3%	31
Parks and Recreation	80.3	11.1%	5
Retail	177.5	24.6%	93
Single-Family	247.3	34.2%	152
Transportation/Utilities	3.9	0.5%	8
	722.4		402

Key Challenges & Opportunities

- **Challenges:** the general underutilization of parcels in this area, the discontinuous nature of shopping/dining activity along the corridor, an abrupt transition from urban to rural character, avoiding river-adjacent floodplain zones
- **Opportunities:** improving bicycle/pedestrian connectivity, continuing agricultural-industrial uses, building new housing on the large vacant properties by allowing compatible development that does not compromise ecological/environmental constraints, and creating clear centers of neighborhood services/amenities

Petaluma Boulevard South

Characteristics

- **Location:** The corridor stretches from the southeast outskirts of the city, near Highway 101, up to D Street in Central Petaluma.
- **Role in the City:** Petaluma Boulevard South is the city’s southernmost gateway, linking light industrial sites on the periphery to the urban core near Downtown and Central Petaluma.
- **Land Use Character:** Given its role in the city, the corridor features a variety of uses including legacy industrial uses along the river and a horizontal mixture of low-density residential and commercial uses, some dating back a century or more.
- **Features/Landmarks:** Walnut Park, Veteran’s Building, McNear Landing Park, AMF Bowling Lanes

Vision from Current General Plan

“Create a strong sense of entry into Central Petaluma through various means, including gateway improvements, enhanced pedestrian and bike access, and a neighborhood commercial center near the bowling alley site.”

Land Use Mix

Petaluma Blvd South	Acres	Percent	Parcels
Agriculture	1.4	1.1%	1
Civic Facilities	4.4	3.3%	2
Commercial Recreation	0.1	0.1%	1
Education	23.3	17.3%	9
Industrial	0.2	0.1%	1
Mixed Use	3.0	2.2%	157
Multifamily	2.7	2.0%	1
Office	3.5	2.6%	5
Open Space	15.3	11.3%	13
Other/Vacant	25.7	19.0%	143
Parks and Recreation	5.8	4.3%	5
Retail	9.1	6.7%	14
Single-Family	33.7	25.1%	310
Transportation/Utilities	6.6	4.9%	3
	134.7		665

Key Challenges & Opportunities

- **Challenges:** different zoning on either side of the Boulevard, transitioning new mixed-use development to the adjacent single-family neighborhoods, and balancing historic river-dependent industry with more active/mixed uses
- **Opportunities:** building off recent housing developments, extending a connection across the river at Caulfield Lane, redeveloping a portion of the Bowling Alley property, adding greenery/trees and streetscape improvements to foster a more walkable frontage with calmer traffic, and extending more moderate-density waterfront housing eastward from G Street

South East

Characteristics

- **Location:** Bounded by East Washington Street, Highway 101, Lakeville Highway, Frates Road, and the Urban Growth Boundary (UGB).
- **Role in the City:** The South East subarea features low-density suburban neighborhoods and several streets that act as city gateways, denoting entry from the countryside and neighboring communities.
- **Land Use Character:** This subarea features an abundance of single-family housing built around a relatively well-connected street grid, as well as undeveloped open space and public lands.
- **Features/Landmarks:** Miwok Park, Arroyo Park, Petaluma Municipal Airport, Casa Grande High School, La Tercera Elementary, Adobe Creek, Adobe Creek Golf Course, McDowell School

Land Use Mix

South East	Acres	Percent	Parcels
Agriculture	20.0	1.2%	1
Civic Facilities	75	4.6%	31
Education	96.1	5.9%	9
Industrial	0.1	0.0%	1
Multifamily	17.6	1.1%	134
Office	0.5	0.0%	1
Open Space	32.6	2.0%	25
Other/Vacant	21.9	1.3%	18
Parks and Recreation	275.9	17.0%	33
Retail	47.2	2.9%	12
Single-Family	920.9	56.7%	5787
Transportation/Utilities	116.5	7.2%	7
	1624.3		6059

Vision from Current General Plan

“Enhance the subarea’s older neighborhoods by improving streetscapes and trail connections while also developing new community amenities, including commercial uses.”

Key Challenges & Opportunities

- **Challenges:** the lack of gathering places and walkable retail, a fairly uniform built environment, noise impacts from the airport, and planning for differences in development/resident character on either side of Ely Blvd/Mountain Parkway (homes built in the 70s vs. those built in the 80s/90s)
- **Opportunities:** enhancing access to neighborhood-serving uses, encouraging small nodes of intensification, making better use of the Adobe Creek Golf Course, and determining the future of the vacant land at Casa Grande High School

South Hills

Characteristics

- **Location:** Located on the southern periphery of town, framed by the Urban Growth Boundary and I Street/Mountain View Ave.
- **Role in the City:** South Hills is a rural community largely outside of the City Limits and within the Sphere of Influence, defined by rolling hills and woodlands.
- **Land Use Character:** South Hills features a mix of low-density rural residential uses, open space, and private recreation.
- **Features/Landmarks:** Petaluma Golf and Country Club

Vision from Current General Plan

“Reinforce the existing natural character of the hillside neighborhoods, limiting residential densities and preserving public viewsheds.”

Land Use Mix

South Hills	Acres	Percent	Parcels
Agriculture	7.4	2.3%	2
Civic Facilities	6.0	1.9%	5
Open Space	17.6	5.5%	6
Other/Vacant	21.5	6.7%	15
Parks and Recreation	82.7	25.8%	2
Single-Family	184.1	57.5%	225
Transportation/Utilities	1.1	0.3%	3
	320.2		258

Key Challenges & Opportunities

- **Challenges:** development in rural and natural settings, steep slopes, wildfire hazards, increased VMT associated with housing in this area, and distance to services/amenities
- **Opportunities:** creating new open spaces or other natural conservation areas

Washington Core

Characteristics

- **Location:** Bounded by Highway 101, the railroad, Lakeville Street, and East Washington Street.
- **Role in the City:** The subarea serves as a regional shopping and events destination, given its many retail uses and the Sonoma-Marín Fairgrounds.
- **Land Use Character:** This area contains a diverse mix of uses, including shopping centers, low-density housing types, and some public/institutional uses, including the Sonoma-Marín Fairgrounds.
- **Features/Landmarks:** Sonoma-Marín Fairgrounds, Army National Guard, Riverfront housing project, Payran Street, Petaluma Butane/Propane, San Antonio High School, Target Mall, Deer Creek Village Mall, The Plaza Mall, Washington Square Mall

Land Use Mix

Washington Core	Acres	Percent	Parcels
Agriculture	0.3	0.1%	2
Civic Facilities	2.5	1.1%	3
Commercial Recreation	13.2	5.7%	6
Education	5.8	2.5%	6
Industrial	12.1	5.2%	16
Mixed Use	1.1	0.5%	1
Multifamily	10.0	4.3%	32
Natural Conservation	0.0	0.0%	1
Office	1.1	0.5%	9
Open Space	1.0	0.4%	1
Other/Vacant	4.9	2.1%	10
Parks and Recreation	22.0	9.5%	4
Retail	125.0	54.0%	62
Single-Family	31.2	13.5%	247
Transportation/Utilities	1.4	0.6%	3
	231.5		403

Vision from Current General Plan

“Improve the subarea’s connection to Downtown through mixed-use development – including housing, retail, and other community-serving uses – as well as enhancements to the pedestrian and bicycle environment.”

Key Challenges & Opportunities

- **Challenges:** the uneven existing character of development along East Washington, balancing pedestrian safety with an auto-oriented corridor, and the lack of a clear gateway/entrance
- **Opportunities:** the potential redevelopment of the large Fairgrounds property, transforming the corridor into a more attractive mixed-use environment, intensifying development fronting the corridor, tying uses/activities together better across Highway 101, and connecting the corridor more effectively to Downtown

West

Characteristics

- **Location:** Centrally located just west of Downtown and Central Petaluma, encompassing a large swathe of residential neighborhoods.
- **Role in the City:** The West subarea provides significant historic and cultural value, as it is the oldest subarea home to several historic residential districts.
- **Land Use Character:** This is a partially mixed-use subarea primarily defined by residential neighborhoods, schools, parks, churches, some commercial uses, and other religious facilities and open space. Housing types are highly mixed, ranging from large and small single-family, to duplex and townhouse, to three/fourplex, and finally to 3-story multifamily.
- **Features/Landmarks:** Petaluma Historic Commercial District, Oakhill-Brewster Historic District, “A” Street Historic District, Oak Hill Park, Cherry Valley Elementary, Petaluma Junior High School, Petaluma High School, McNear School, Cypress Hills Cemetery

Land Use Mix

West	Acres	Percent	Parcels
Agriculture	4.5	0.4%	1
Cemeteries	53.8	4.9%	5
Civic Facilities	27.8	2.5%	23
Commercial Recreation	2.5	0.2%	6
Education	86.1	7.8%	19
Industrial	2.5	0.2%	4
Mixed Use	1.1	0.1%	3
Multifamily	58.6	5.3%	196

Office	3.8	0.3%	12
Open Space	48.6	4.4%	24
Other/Vacant	26.0	2.4%	98
Parks and Recreation	26.5	2.4%	8
Retail	16.5	1.5%	26
Single-Family	740.7	67.1%	3896
Transportation/Utilities	5.2	0.5%	7
	1104.3		4328

Vision from Current General Plan

“Intensify land uses near Downtown while also respecting and retaining the density, scale, and architecture of existing neighborhoods.”

Key Challenges & Opportunities

- **Challenges:** poor/uneven sidewalks, need for additional pocket parks, a lack of affordable housing and middle-income housing for families, and balancing parking with housing needs
- **Opportunities:** expanding Historic Districts, increasing walk and bike access to nature through a better pedestrian/bike network (including protected lanes), introducing ‘slow streets,’ encouraging ADU’s and duplexes and low-scale/house-form multifamily housing, and exploring intensification closer to Petaluma Boulevard with enhanced neighborhood centers

West Hills

Characteristics

- **Location:** Located on the southwest periphery of town, framed on most sides by the Urban Growth Boundary.
- **Role in the City:** West Hills is a sparsely developed transitional area that connects urban Petaluma to the western outskirts of town, featuring rural residential uses, agricultural activities, and grazing land.
- **Land Use Character:** West Hills is composed of a series of low-density suburban subdivisions, large lot rural residential, and various types of park/open space.
- **Features/Landmarks:** Kelly Creek, Thompson Creek, Helen Putnam Regional Park, Westridge Park

Land Use Mix

West Hills	Acres	Percent	Parcels
Civic Facilities	83.5	7.5%	8
Industrial	3.0	0.3%	1
Mixed Use	5.0	0.5%	1
Multifamily	1.6	0.1%	3
Office	2.6	0.2%	8
Open Space	84.5	7.6%	51
Other/Vacant	59.2	5.3%	61
Parks and Recreation	360.1	32.4%	16
Retail	1.6	0.1%	3
Single-Family	507.6	45.7%	1209
Transportation/Utilities	2.1	0.2%	4
	1110.7		1365

Vision from Current General Plan

“Retain the area’s existing rural character, including low-density residential uses, agricultural activities, wildlife, and natural vegetation.”

Key Challenges & Opportunities

- **Challenges:** the appropriateness of future residential development in rural and natural settings, wildfire hazards, increased Vehicle Miles Traveled (VMT) associated with new housing in this area, and distance to existing services/amenities
- **Opportunities:** future very-low density residential development, planning for a transition zone between housing and parks/open space areas such as Helen Putnam Park

Appendix A: Development Projects

Table 12: List of Pipeline Projects, as of May 2021 (all projects with a current application at the Planning Department, including those under construction, approved/entitled, under review, and inactive)

Project	Address	Status	Description	Units	Gross Sq Ft
Brooks Note Winery	426 Petaluma Blvd	Under Construction	Winery production facility with ancillary tasting room and events		7,000
Wasatch Storage	85 Corona Road	In Plan Check	Two-story storage facility		90,540
1395 N. McDowell	1395 N. McDowell Blvd.	In Plan Check	4-unit commercial building on a vacant building		6378
Valero Gas Station	532 E. Washington St	In Plan Check	Demolition of existing gas station and construction of a new one in its place, including a convenience store and smog station		3036
McDonald's Remodel	259 N. McDowell Blvd.	Under Construction	Demolish and reconstruct the existing McDonald's Restaurant.		4456
Floathouse	150 Weller St.	In Plan Check	Floating rental office and dock in the turning basin & restroom facility in Cavanagh Landing Park.		440
Petaluma Poultry Expansion	2700 Lakeville Hwy.	Under Construction	Addition for office space, parking, and site design modifications and addition of second shift		4000
Petaluma Hotel	2 Petaluma Blvd. S	In Planning Process. Revisions.	54 room boutique hotel		48256
Home 2 Suites	1205 Redwood Way	In Plan Check	142-guest room hotel on a vacant pad established by the Redwood Technology Center PUD.		85802
BioMarin	1700 S McDowell Blvd	Under Construction	Commercial research and development facility including two buildings		72000
Omahoney Work/Live	136 Court Street	In Planning Process	New multi-family project consisting of three (3) Work/Live units on a vacant 4,550 square foot parcel	3	
Scannell Mixed Use Development	500 Lakeville Street and 500 Hopper Street	In Planning Process	39.22-acre site with a mix of commercial office and residential uses.	275	190,000
East Washington Place	401 Kenilworth Drive	In Planning Process. Revisions.	Two new single-story buildings on vacant pads		

132 Petaluma Blvd. Historic	132 Petaluma Blvd. N	In Planning Process. Revisions.	Renovation of a commercial building with a new residential component.	2	21,948
Foley-Omahony Mixed Use Building	131 Liberty Street	In Plan Check	Tentative Subdivision Map/Site Plan and Architectural Review for Mixed Use Development	10	1500
Riverfront	500 Hopper Street	Under Construction	Tentative Subdivision Map for Mixed Use Development that includes 273 Residential units (134 single family, 39 town homes, 100 apartments) hotel with 120 rooms, 60,000 sq.ft. office, 30,000 sq/ft on a vacant 35.7-acre site.	273	90000
North River Apartments	368 and 402 Petaluma Blvd. N	Under Construction	184 new residential units on a 3.92-acre property located at the intersection of Petaluma Blvd North and Oak Street. The project includes the extension of Oak Street and Water Street North, a new Class I multi-use path along the Petaluma River, and an emergency vehicle access roadway to the vicinity of Washington Street.	184	
Haystack Pacifica	215 Weller Street	All Planning Approvals	178 new residential units with 14,516 sq/ft of commercial at corners.	178	14,516
Deer Creek Village	N. McDowell Blvd. and Rainier Ave.	Under Construction	345,000 sq/ft commercial center and associated site improvements.		345,000
Hines Downtown Station	315 D Street	Inactive	Transit-Oriented Development (TOD) including 2, 5-story buildings totaling 402 multi- family residential units, approximately 5,129 square feet of retail space, and 2 interior garage structures providing 622 parking spaces.	402	5,129
Creekwood	270 & 280 Casa Grande Road	In Planning Process	SB-330 project constructing 42 dwelling units on a 5.2-acre site. Two existing 2 parcels would be arranged into 4 parcels. 32 dwellings would be detached and 10 would be attached within 5 buildings	42	
Casa Grande	240 & 250 Casa Grande	In Plan Check	The project proposes 35 single- family residential units; 30 market rate and 5 affordable on the 4.5-acre site. The project also includes establishment of a PUD and will require a subdivision map.	35	
Vartnaw Landing	149 McNear Ave	In Planning Process	Demolish all existing on-site structures and construct 56 residential units on the 4.09-acre site. All five parcels that comprise the project site would be merged re-subdivided	56	
DeCristo Multi-Family Project	109 Ellis Street	All Planning Approvals	13-unit apartment complex	13	
Deer Creek Residential	0 N McDowell	All Planning Approvals	New construction of a 129-unit residential development within five three-story buildings on 4.71 acres. 194 off-street parking spaces.	129	
Riverview Apartments	2592 Casa Grande Road	In Planning Process	299 apartments in 27 different three-story buildings. Project includes a recreation center and indoor pool and all associated site improvements.	299	

PEP Housing Senior Housing	951 Petaluma Blvd S	Under Construction	Demolition of all existing buildings/site features and construction of affordable housing units in new two to three story structure with a manager's unit and one two-story community building	54	
Sepaher Residential Building	315 Lakeville Street	In Plan Check	New building containing 4 residential units and associated parking on site. Application includes a CUP to allow for residential on the ground floor.	4	
Brody Ranch Subdivision	360 Corona Road	Under Construction	Development of 199 units consisting of 59 detached single-family residences, one duplex and 138 condominiums	199	
East Washington Commons	817, 822, 825 E. Washington Street	All Planning Approvals	SPAR and CUP for a new 3 story, 24- unit residential project on 3 parcels, including 2 floors of residential over ground floor parking and street level tenant amenities.	24	
Riverbend PUD, SPAR, Subdivision	529 Madison	All Planning Approvals	Tentative map, PUD Zoning Amendment (PUD and SPAR for a 29-lot single family residential development	29	
Scott Ranch	Windsor and D Street	Revised project under review	New construction of 28 single family detached units and development of open space for future expansion of Helen Putnam Park.	28	
Sid Commons	End of Graylawn	In Planning Process	New 278-unit apartment complex	278	
Sunnyslope II / the Oaks at Sunnyslope	674 Sunnyslope Road	In Plan Check and Under Construction	SPAR required for 17 lots and existing historic house on lot 18. Lots 1-6 and 10-18 have received SPAR approval as of October 2018. Construction of lower homes is underway	18	
Quarry Heights (Lomas)	Petaluma Blvd. S (Dutra Quarry)	Under Construction: 182 units complete.	272 new single family and townhomes. 91 single-family dwellings to be constructed.	272	
Meridian at Corona Station	890 N. McDowell Blvd.	In Planning Process	131 affordable housing units and 33 supportive housing units pursuant to AB 2162. Targeted as rentals for families earning between 20% and 60% AMI. Will also include a small retail coffee shop on ground floor	146	
MidPen Affordable Housing (SB-35)	414 Petaluma Blvd. N	All Planning Approvals	SB-35 streamlined affordable housing development, 41 affordable housing units within a 44,432 square foot 4-story building on a 0.68-acre parcel.	41	
Burbank Affordable Housing (SB-35)	1601 Petaluma Blvd. S	All Planning Approvals	SB-35 streamlined affordable housing development, 49 affordable housing units within a 61,393 square foot 4-story building on a 3.47-acre site.	49	
			TOTAL	3,051	1,040,000