Appendix B: Sites Inventory & Methodology

Contents

Section B.1 Introduction

B.1.1 Overview and Purpose

According to California Government Code §65580-65589, the housing element must include an inventory of adequate sites that are zoned and available within the planning period to meet the jurisdiction's fair share of regional housing needs across all income levels. The sites inventory, in addition to projected accessory dwelling units (ADUs) and in process development projects, assists in determining if the jurisdiction has enough developable land to meet its Regional Housing Needs Allocation (RHNA), given its current regulatory framework and market conditions. This Appendix details the sites inventory and supporting analysis methodology and assumptions.

B.1.2 Regional Housing Needs Allocation

Jurisdictions must provide sufficient land to accommodate enough housing for all economic segments of the community. Compliance is determined by the jurisdiction's ability to provide adequate development capacity through appropriate development regulations and land use policies. The number of new units that must be accommodated is established through each jurisdiction's share of the region's projected housing needs for the planning period. This share for each jurisdiction is called the Regional Housing Needs Allocation (RHNA).

Southern California Association of Governments (SCAG), a regional planning agency, is responsible for distributing the RHNA to each jurisdiction within its six-county region (including the County of Orange).[1] The RHNA is distributed by income category. For the 2021-2029 Housing Element update, Seal Beach is allocated a RHNA of 1,243 units as follows:

- Very Low Income (less than 50 percent of AMI): 258 units (21 percent)
- Low Income (50 to 80 percent of AMI): 201 units (16 percent)
- Moderate Income (80 to 120 percent of AMI): 239 units (19 percent)
- Above Moderate Income (greater than 120 percent of AMI): 545 units (44 percent)

For this Housing Element planning period, October 15, 2021 through October 15, 2029, the City must ensure the availability of adequate residential sites to accommodate these units. This Appendix provides an overview of the methodology used to evaluate the adequacy of sites within

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1 Southern California Association of Governments (SCAG) covers a six-county region, including Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial.

Seal Beach and identifies such sites for future residential development to fulfill the City's share of regional housing needs.

B.1.3 Data

The sites inventory analysis used data provided by the City, such as parcel data and building permit/entitlement information. The following is an overview of the data used:

- City and County-level parcel data, including General Plan land use designations, zoning information, and infrastructure availability
- ADU information
- Projects in the entitlement phase
- Prior housing element site inventories
- Annual Progress Reports to HCD during the 5th Cycle
- Zoning Code maximum density standards
- Google Earth aerial imagery

Section B.2 Future Residential Development Potential

B.2.1 Accessory Dwelling Units

State laws in effect since January 1, 2018, have eased the development standards and streamlined the approval process for Accessory Dwelling Units (ADUs). Table B-1 shows the number of building permits issued for ADUs in Seal Beach from 2019 through 2023.

Table B-1: Permitted ADUs – Building Permits Issued

Year	Permitted ADUs
2019	1
2020	2
2021	0
2022	0
2023	3
Total	**6**
Annual Average	**1.2**
Source: HCD	

Over a 5-year period from 2019 through 2023, the City of Seal Beach issued an average of 1.2 ADU building permits per year. The City is estimating 1.2 ADUs to be produced each year, or 7.2 ADUs over the next six years (rounded to 7 ADUs), given recent historical trends and the length of the planning period (from October 15, 2021 to October 15, 2029).

The Housing Element incorporates feasible recommendations from this report to continue to incentivize ADU production to help meet the City's RHNA (see Section 4 and below). Programs in the Housing Element to further incentivize ADU production include:

- Program 1h: Accessory Dwelling Units
- Program 1i: Accessory Dwelling Units Amnesty Program
- Program 1j: Accessory Dwelling Unit Monitoring Program

SCAG conducted a regional ADU affordability analysis to provide local governments in the region with assumptions for ADU affordability that can be used to assign projected ADUs to income categories. The ADU affordability assumptions identified in the SCAG analysis were applied to ADUs projected over the planning period are listed in Table B-2.

Table B-2: Affordability per SCAG ADU Survey

Income Level	Percent	ADU Projections
Extremely Low	15%	1
Very Low	10%	1
Low	43%	3
Moderate	30%	2
Above Moderate	2%	1
	Total	**7**
Source: SCAG, 2020		

B.2.2 Current Projects Pending Approval

Because the RHNA projection period for the 2021-2029 Housing Element begins on June 30, 2021, housing developments that have already been proposed and are not expected to be issued a certificate of occupancy until July 1, 2021 or after, but are expected to be completed before the end of the planning period (October 15, 2029), can be credited toward the RHNA. **Error! Reference source not found.** lists the project that meet those criteria and can be credited toward the 6th Cycle RHNA.

Table B-3: Current Projects Pending Approval

APN	Project Name	Status	Units by Income Level			
			Low	Moderate	Above Moderate	Total Net New[1]
130-012-55	Old Ranch Country Club[2]	Submitted Application			167	167
		Total			**167**	**167**

[1] No projects are located on parcels with existing residential units where the existing residential units will be demolished.
[2] If approved, Old Ranch Country Club will include 116 family units and 51 senior units.
Source: City of Seal Beach

Approximately 4 acres of the 155-acre Old Ranch Country Club are proposed for housing. Existing uses at the Old Ranch Country Club include a clubhouse, golf course, and supporting amenities, most of which will remain. This housing development application includes specific plan and development agreement components, and an Environmental Impact Report is being prepared for this project.

B.2.3 Assumptions

Density and Realistic Capacity Assumptions

The City's sites inventory relies primarily on the rezoning of existing commercial properties to a new zone that allows for high density residential, mixed-use developments under Program 1.b (Mixed Commercial/Residential High Density Zone). This new MC/RHD zone will allow residential development with a maximum density of up to 46 dwelling units per acre, and will require a minimum density of 40 dwelling units per acre. Sites in the City's sites inventory that are being rezoned MC/RHD are conservatively assumed to develop at a capacity of 80 percent of maximum density (80 percent of 46 dwelling units per acre, or almost 37 dwelling units per acre), to account for inefficacies that can arise from parcel shape and orientation during the development process; there is no likelihood for 100 percent nonresidential (commercial) projects since 100 percent nonresidential will not be allowed in the MC/RHD zone, consistent with the zone's intent to produce additional housing.[2] In terms of land use controls, through Program 1.b the City will

[2] The declining trend of brick-and-mortar retail/commercial coupled with COVID-19 pandemic impacts (e.g., the increasing prevalence of working from home, decreases in demand for commercial real estate, etc.) and continued market demand for housing demonstrates that commercial uses as part of mixed-use developments will not impede residential development.

create development standards in the MC/RHD zone that are conducive to achieving the maximum density of 46 dwelling units per acre.[3]

The City's conservative realistic capacity assumption for sites to be rezoned MC/RHD (80 percent of the maximum density of 46 dwelling units per acre) is lower than the minimum density of 40 dwelling units per acre because that minimum density standard has not yet been adopted. However, once the minimum density standard of 40 dwelling units per acre is adopted for the MC/RHD zoning district, the City will anticipate additional units than those projected in its sites inventory (however, this capacity is not counted in the sites inventory towards the City's RHNA). The City considers this conservative approach to give it an additional built-in "buffer" for the purposes of meeting its RHNA obligations during the 6th cycle and is committed to adopting minimum and maximum densities as described in this Housing Element.

Furthermore, realistic capacity assumptions have been significantly reduced to account for the anticipated development footprint[4]. All of the sites to be rezoned MC/RHD anticipate that residential development will only occur on existing surface parking lots. Parcels with structures, or portions of structures have not been included as a part of these sites. Capacity at these sites is anticipated to be infill and no removal of existing commercial improvements are anticipated or included in the calculation of realistic capacity. See Sections B.2.5, B.3.2, and B.3.4 for more information.

As described in Section 3.2 below, the following sites[5] will be rezoned MC/RHD under Program 1b:

- Site 4: Accurate Storage
- Site 5: The Shops at Rossmoor
- Site 6: Old Ranch Town Center

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[3] Furthermore, because the MC/RHD zone will be created through Program 1.b (and does not currently exist), it is not possible to analyze historic trends of 100 percent nonresidential use occurring on sites within this zone; however, the new MC/RHD zone will not allow 100 percent nonresidential use. All other sites in the sites inventory are identified at parcels zoned Limited Commercial/Residential Medium Density (LC/RMD), Residential High-Density, Planned Development Overlay District (RHD-PD), and Residential High-Density-33 (RHD-33). Of these, only the LC/RMD allows 100 percent nonresidential (i.e., commercial) uses. The City does not have a track record of 100 percent nonresidential uses developing in the LC/RMD district in the last 5 years, indicating that 100 percent nonresidential uses will not impede residential development in this zone. For reference, the only site in the LC/RMD zone is 1780 Pacific Coast Highway which has an assumed capacity of 4 moderate-income units (discounted from a maximum capacity of 5 units).

[4] See Tables B-6 and B-7 for assumed capacity projections as a percentage of the maximum capacity that would be allowed.

[5] These commercial sites are in fact each made up of several individual parcels whose realistic capacity is calculated on a parcel-by-parcel basis. None of the sites in the inventory rely on consolidation for the purposes of calculating assumed capacity or income levels.

- Site 7: Seal Beach Plaza
- Site 8: Seal Beach Center

One other site, Site 9, located at 99 Marina Drive, will be rezoned under Program 1a (Provide Adequate Sites for Housing through updates to the General Plan and Zoning Code) to the City's existing High Density Residential-33 zoning district, which allows a maximum density of 33 dwelling units per acre. The realistic capacity assumed at 99 Marina Drive was discounted to 70 percent of maximum density (i.e., 70 percent of 33 dwelling units per acre, or approximately 23 dwelling units per acre) to account for land use controls, although again, the City anticipates that the maximum allowable density of 33 dwelling units per acre will be achievable at this site.

Lastly, the City's sites inventory includes two sites that do not necessitate rezoning for the production of housing, 1780 Pacific Coast Highway (Site 1) and the Leisure World RV parking lot (Site 2), which are also projected to accommodate an assumed capacity of 70 percent of maximum density to account for land use controls and the possibility of 100 nonresidential development. 1780 Pacific Coast Highway is zoned Limited Commercial/Residential Medium Density, which allows a maximum density of 21.8 dwelling units per acre, and the Leisure World RV lot is zoned Residential High Density/Planned Development, and has a maximum density of 32.2 dwelling units per acre. See Sections B.3.2 and B.3.4 for additional information regarding the realistic capacities assumed for the sites inventory.

Affordability Assumptions

State law[6] establishes a "default density" of 30 units per acre that is suitable for lower-income housing in communities with a population over 25,000, including Seal Beach. All lower-income sites in the sites inventory are consistent with this general affordability assumption[7]. However, State law provides that sites smaller than ½ acre, or larger than 10 acres, are not deemed adequate to accommodate lower-income housing need unless the locality can demonstrate that sites of equivalent size were successfully developed during the prior planning period for an equivalent number of lower-income housing units as projected for the site or unless the locality provides other evidence to the department that the site is adequate to accommodate lower income housing. All sites smaller than ½ acre have been allocated to the moderate or above moderate-income categories. See Sections B.3.2 and B.3.4 for additional information regarding the realistic capacities assumed for the sites inventory.

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[6] Government Code Sec. 65583.2(c)(3)

[7] In some cases, however, even if the maximum allowable density at a particular site is 30 dwelling units per acre or greater, the City has identified particular sites as affordable to moderate or above moderate income households, as allowed by the California Department of Housing and Community Development. No sites with maximum densities under 30 dwelling units per acre have been identified for lower-income units.

Density Bonus

Based on how existing financing applications for low-income housing tax credits, AHSC, and other funding sources are structured, affordable housing developments for lower-income households are most competitive to win funding when the project exceeds a jurisdiction's base density and/or utilizes a density bonus. In the instance of 4% Low Income Housing Tax Credits, a new construction project must utilize a density bonus to even be eligible.

State law has been amended several times to allow density bonuses in exchange for the provision of affordable housing. Due to the high cost of land and construction, Seal Beach expects residential developers to take advantage of the density bonus provisions to include affordable units in new residential projects and improve fiscal feasibility of projects - also see Programs 2a (Streamline the Density Bonus Review Process) and 2b (Density Bonus Incentives and Information) for more information on how the City will be facilitating density bonus applications. However, it is important to note that the City is not factoring in the possibility of additional units allowed by a density bonus in its realistic capacity nor affordability assumptions, nor to meet its RHNA obligations, although density bonus projects would of course help provide additional affordable housing. As shown in Table B-4, several housing development projects in the vicinity of Seal Beach have utilized density bonus provisions in recent years.

B.2.4 Methodology

Housing Site Inventory

Seal Beach is nearly built-out with almost no vacant developable land remaining. Therefore, the site inventory must rely primarily on non-vacant sites. The following pages detail the Housing Opportunity Sites that have potential for additional housing. The sites are broken into two categories: (a) underutilized sites that do not require zoning code changes summarized in Table B-6, and (b) sites where zoning modifications are proposed, summarized in Table B-7.

Where units could not be located at sites under present zoning, the City examined nonresidential areas where zoning amendments could facilitate residential development. A Housing Element Ad Hoc Committee was established and held two meetings to assist in identifying and evaluating potential sites for housing development. In addition, City staff contacted several property owners to assess interest in multi-family or mixed-use redevelopment.

To ensure sites selected for the site inventory do not have existing uses that are impediments to housing development, an analysis was conducted to select sites that are most likely to develop during the planning period. Development likelihood and feasibility was determined by a number of different variables, including improvement-to-land value ratio, existing lot coverage, lot size, future development potential, and existing uses, and by recent patterns and trends in the region (see table B-4 and Section B.2.5 for additional analysis on comparable patterns and trends). The City analyzed the most current parcel-level data across such variables to determine which sites were most appropriate for inclusion into the site inventory and to estimate the number of additional units that are likely to be developed. Bearing in mind that most of the developable land within the city consists of established residential uses, most of these areas were eliminated from consideration, as land assembly in a single-family neighborhood was considered infeasible.

As discussed in Appendix C Constraints, infrastructure systems such as water, wastewater, drainage and dry utilities are in place, and there are no known limitations that would preclude the anticipated level of development at any candidate site. In some instances, infrastructure may need to be upgraded to provide additional capacity. As part of future Land Use Element amendments and zoning changes to ensure availability of adequate sites (Program 1a), CEQA analysis will be conducted to analyze potential environmental impacts associated with any potential future infrastructure projects.

Recent real estate development trends in coastal Orange and Los Angeles counties demonstrate the increasing market feasibility of multi-family and mixed-use redevelopment. In addition, research conducted by the University of California, Berkeley [8] to identify potential infill development opportunities in California concluded that the ratio of improvement value to land value (I/L ratio) serves as an indicator of the likelihood of redevelopment. That study utilized an I/L ratio of less than 1.0 for commercial and multi-family residential properties, and the authors of that study noted that this methodology "…has a strong theoretical and empirical basis: urban parcels for which improvement values are less than land values are widely considered to be economically underutilized. Indeed, many, if not most, market-rate infill housing projects are currently built on refill sites." The candidate sites listed in Table B-6 and B-7 were also reviewed by the Planning Commission and City Council at public hearings, as described in Appendix E, and property owners and other interested stakeholders had the opportunity to provide comments on sites that should be considered for additional residential development.

Airport Environs Land Use Plan (AELUP)

The Airport Environs Land Use Plan (AELUP) states that infill projects must comply with all applicable specific policies and development standards. As all opportunity sites comply with height restrictions, noise and safety standards, and are not within identified Accident Potential Zones (APZs) or Clear Zones (CZs), they all qualify as suitable sites.

In accordance with the Public Utilities Code (PUC) Section 21678, upon the adoption of an overrule action, the Housing Element shall not be subject to further Orange County Airport Land Use Commission (ALUC) review, unless the ALUC and the City both agree that individual projects shall be reviewed by the ALUC.

Additionally, pursuant to PUC Sections 21670 and 21676, serving as the final review authority, the City Council may, following a public hearing, overrule the ALUC by a two-thirds vote, provided

[8] University of California, Berkeley Institute of Urban and Regional Development, The Future of Infill Housing in California: Opportunities, Potential, Feasibility and Demand, 2005

that specific findings are made that a project is consistent with the objectives of PUC Section 21670 regarding the protection of the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimizes the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

The AELUP also sets forth noise, safety, and land use compatibility standards with the Joint Forces Training Base (JFTB) Los Alamitos. Concerning noise standards, AELUP Section 2.1.1 establishes the Community Noise Equivalent Level (CNEL) standards. One opportunity site, the Old Ranch Town Center, lies partially within the 60 dB CNEL contour for the JFTB Los Alamitos. No sites are identified within the 65 dB CNEL. The Old Ranch Country Club site was formerly within the 60 dB CNEL contour for the JFTB Los Alamitos, but has been reclassified as a pipeline site. AELUP Section 3.2.4 requires residential uses to be developed with advanced insulation systems to limit interior sound to no more than 45 dB. The City's General Plan Noise Element also currently requires interior sound attenuation to 45 dB. Additionally, in compliance with AELUP Section 2.1.2 (Safety) safety standards, no opportunity sites are located within CZs.

Furthermore, concerning land use compatibility adjacent to JTFB Los Alamitos and consistency with the AELUP, any infill projects must comply with all applicable specific policies. Specifically, projects with heights of 200 feet or higher above ground level fall within the AELUP due to their potential adverse aeronautical effect. None of the housing opportunity sites violate the AELUP height restrictions, are consistent with the noise and safety policies, and are not situated within any identified APZs or CZs.

Based on these findings, on August 19, 2022, after conducting a public hearing, the City Council determined by resolution that the Housing Element is consistent with the noise, safety, and height standards, as well as the purposes and intent of the AELUP. Consequently, the Council overruled the ALUC's determination that the Housing Element is inconsistent with the AELUP. As determined by the City Council then, all of the housing sites are consistent with the AELUP.

B.2.5 Suitability of Nonvacant Sites

Sites for Housing Development

Due to a lack of vacant land, the majority of the Seal Beach opportunity sites are in use to some degree. As will be described in more detail however, the sites are underutilized, and the opportunities to intensify and/or diversify the uses are feasible and make sense within the greater market area. While Seal Beach itself has experienced intensifications of site use, complete site redevelopment has been minimal. Nevertheless, several regional examples of redevelopment are readily available and Seal Beach is subject to the same market forces that bring such projects to fruition. Some examples of new housing developments in the region, including neighboring cities such as Long Beach and other cities in Orange County, follow in Table B-4.

Table B-4: Comparable Residential/Mixed-Use Redevelopment Projects in Neighboring Long Beach and Orange County Cities

Project	Address	Site Size (ac)	City	Previous / Existing Use	Built Height	Final Unit Count	Number of Affordable Units	By-Right Density (du/ac)	Density Bonus?	Status	Built or Proposed Density (du/ac)	% of Max Density
Newport Village Mixed-Use	2000 – 2244 and 2001-2241 West Coast Highway	9.4	Newport Beach	Retail, marine related commercial, boat rental, service uses, office, and surface parking lots	3 stories	198	9	26.71	Yes	EIR Scoping Meeting October 2023	21.06	79%
Onni Marina Shores	6500 Pacific Coast Highway	6.17	Long Beach	Multi-tenant strip mall (fast casual food, grocery store, gym, chiropractor, dry cleaners, restaurants, grocery store, pet store, salon) and surface parking	5 stories	600	0	Calculated by Southeast Area Specific Plan Trip Allocation for Mixed-Use Designations	No	Approved by Planning Commission July 2023	97.24	N/A
6700 PCH	6700 Pacific Coast Highway	2.61	Long Beach	Office building (bank, finance offices) with underground and surface parking	6 stories	281	13	Calculated by Southeast Area Specific Plan Trip Allocation for Mixed-Use Designations	Yes	Approved by Planning Commission April 2023	107.66	N/A
6615 PCH	6615 E Pacific Coast Highway	3.75	Long Beach	Office building (chiropractor's office, accounting office, real estate offices, etc.) and surface parking	6 stories	380	17	Calculated by Southeast Area Specific Plan Trip Allocation for Mixed-Use Designations	Yes	Approved by City Council September 2023	104.00	N/A
Westminster Mall Redevelopment	1025 Westminster Mall, Westminster	100	Westminster	Shopping mall and surface parking	3 – 10 stories	3,000	300	Calculated by Westminster Mall Specific Plan Trip Budget	No	Specific Plan adopted December 2022; Development Applications in Process	30	N/A
MainPlace Mall Transformation	2800 North Main Street, Santa Ana	49	Santa Ana	Shopping mall and surface parking	10-20 stories	1,900	TBD, consistent with Housing	39	No	Specific Plan adopted June 2019; under construction	39	100%

Table B-4: Comparable Residential/Mixed-Use Redevelopment Projects in Neighboring Long Beach and Orange County Cities

Project	Address	Site Size (ac)	City	Previous / Existing Use	Built Height	Final Unit Count	Number of Affordable Units	By-Right Density (du/ac)	Density Bonus?	Status	Built or Proposed Density (du/ac)	% of Max Density
							Opportunity Ordinance					
Long Beach Senior Village	901-941 E Pacific Coast Highway	0.63	Long Beach	Car/boat mechanic's shop, autobody/paint shop, and surface parking	4 stories	68	67	44.68	Yes	Built 2023	107.94	242%
26 Point 2	3590 E Pacific Coast Highway	1.14	Long Beach	Commercial buildings with offices (salon; real estate, property management, appraisal service offices; insurance offices; dental office) and surface parking	5 stories	77	76	44.68	Yes	Built 2024	67.72	152%
The Cove	2121 W Williams St	0.87	Long Beach	Residential	4 stories	90	89	1,380 total units allowed in the Century Villages at Cabrillo Specific Plan	No	Built 2023	104	N/A

The City has several functioning retail centers serving local and regional customers, but adding residential uses to these commercial centers could be financially beneficial. As described in Section B.2.3, the City is developing a mixed-use zone to apply to these sites that will allow high-density residential uses that will include a maximum density of 46 dwelling units per acre and minimum density of 40 dwelling units per acre (Program 1b). While many of the residential/mixed-use projects described above are developing at densities approaching or in excess of 100 dwelling units per acre, indicating tremendous demand for housing in Seal Beach and its vicinity, two of the projects described above have allowable densities in the range allowed by the new Mixed Commercial/Residential High Density zoning district proposed in Program 1b: Heritage Gardens (Long Beach Senior Housing) and the 26 Point 2 project, which have allowable densities of 44.68 dwelling units per acre. Both of these projects have been developed at nonvacant sites.

These projects demonstrate that the density range proposed for the new Mixed Commercial/Residential High Density is consistent with other allowable densities that are currently producing housing. Development standards and land use controls, including heights, setbacks, parking ratios, etc. will be created as part of Program 2.b that ensure that the maximum density of 46 dwelling units per acre can be achieved.

Furthermore, all of the commercial sites being rezoned to Mixed Commercial/High Density Residential are proposed as infill development on parking lots, and do not require existing commercial uses to cease or discontinue. The sites in the inventory being rezoned to the Mixed Commercial/High Residential zone[9] that have existing commercial uses, shopping centers, and large surface parking lots are:

- Site 4: Accurate Storage: Indoor and outdoor storage facility with surface parking[10]
- Site 5: The Shops at Rossmoor: Multi-tenant strip mall with surface parking
- Site 6: Old Ranch Town Center: Multi-tenant strip mall with surface parking
- Site 7: Seal Beach Plaza: Multi-tenant strip mall with surface parking
- Site 8: Seal Beach Center: Multi-tenant strip mall with surface parking

The existing uses and parcel sizes for comparable redevelopment projects in Table B-4 correspond to the existing uses in the sites inventory identified above (also see Tables B-6 and

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[9] The only site in the sites inventory that will be rezoned to a zone other than the Mixed Commercial/High Density Residential zone is 99 Marina, which is a vacant site.

[10] In addition to a low Improvement-to-Land Value ratio of 0.54 (see Section B.2.4 for a description of the methodology used for selecting sites and projecting realistic capacity), the property owner has indicated interest in redevelopment of this property for housing.

B-7), providing support for the likelihood of redevelopment and demonstrating that the existing uses at these commercial sites in the sites inventory are not impediments to housing redevelopment. For example, Table B-4 identifies that previous/existing uses for comparable redevelopment projects include:

- Westminster Mall Redevelopment and Santa Ana Main Place Mall Transformation: Shopping mall, including big box stores, and surface parking
- Onni Marina Shores: Multi-tenant strip mall (fast casual food, grocery store, gym, chiropractor, dry cleaners, restaurants, grocery store, pet store, salon) and surface parking
- 26 Point 2: Commercial buildings with offices (salon; real estate, property management, appraisal service offices; insurance offices; dental office) and surface parking
- 6615 Pacific Coast Highway: Office building (chiropractor's office, accounting office, real estate offices, etc.) and surface parking
- 6700 Pacific Coast Highway: Office building (bank, finance offices) with underground and surface parking
- Long Beach Senior Village: Car/boat mechanic's shop, autobody/paint shop, and surface parking
- Newport Village Mixed-Use: Retail, marine related commercial, boat rental, service uses, office, and surface parking

Moreover, the project site sizes identified in Table B-4 for comparable redevelopment projects are similar to those in the sites inventory, lending further support to the likelihood of redevelopment. The project sites in Table B-4 range from 0.63 to 9.4 acres[11] whereas project sites in the sites inventory range from 0.25 to 11.97 acres.[12] In addition, the two sites in the inventory that do not necessitate rezoning, 1780 Pacific Coast Highway (Site 1) and the Leisure World RV parking lot (Site 2) are in zoning districts that allow similar densities to those in the region where housing is being developed. 1780 Pacific Coast Highway is zoned Limited Commercial/Residential Medium Density, which allows a maximum density of 21.8 dwelling units per acre, and the Leisure World RV lot is zoned Residential High Density/Planned Development, and has a maximum density of 32.2 dwelling units per acre.

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[11] Except for the very large mall redevelopment sites in Westminster and Santa Ana, which were included to demonstrate additional redevelopment of commercial sites with large parking lots.

[12] See Tables B-6 and B-7, as well as the Site Profiles in Section B.3.2. The infill parking lot area on which the City projects housing capacity for the Shops at Rossmoor is 11.97 acres.

Viable projects in nearby Cypress (Lincoln West Apartments – maximum 30 dwelling units per acre) and Newport Beach (Newport Village Mixed-Use – maximum 26.7 dwelling units per acre) demonstrate that housing is being built in nearby jurisdictions at the densities allowed at these sites that do not require rezoning. Therefore, it can be reasonably concluded that these sites are of a sufficient size and allow sufficient density to produce the housing assumed in Tables B-6 and B-7. Also see the Site Profiles in Section B.3.2 for more information.

Sites for Rezoning and Suitability of Nonvacant Sites

Many cities have observed the deterioration of retail centers for a variety of reasons. In Seal Beach, the primary retail centers remain largely viable uses; however, there are few outdated structures and underutilized parcels where uses could be intensified through infill or partial redevelopment. The success of these centers and their overall appearance contribute to the possibility that residential uses could also be successful on these sites. These sites are generally located along Seal Beach Boulevard or Pacific Coast Highway and enjoy good access to transit, services, and amenities. Therefore, the City is proposing to allow these retail sites to be developed with higher density residential uses through a new high density residential mixed-use zoning district (see Program 1.b: Mixed Commercial/Residential High Density Zone). Given the current operation of the retail centers, the City has assumed that each commercial site in the inventory would be developed with residential infill uses on existing parking lots.

Based on land use patterns in the City, parcels with the following characteristics were included in the inventory:

- Retail centers with large, paved surface parking lots that provide opportunity for infill development;
- Underutilized sites that could wholly or partially redevelop with residential uses.

The resultant parcels were reviewed based on an additional set of factors:

- General characteristics, such as low existing Floor Area Ratio (FAR), and COVID-impacted uses, among others;
- Expressed interest from property owners or developers;
- Applications filed for new residential development.

To further encourage and facilitate the development of affordable units for low- and very low-income households, the City will adopt a menu of development incentive opportunities, including: streamlined processing, density bonus incentives, deferred impact fees, and reductions in development and parking standards, as indicated in the Housing Action Plan (Section 4). Funding for potential regulatory and financial incentives will be prioritized to encourage housing for extremely low- and very low-income households. Although rare, developers have occasionally requested to develop at densities below the maximum permitted on a given site. This typically occurs when market demand is inconsistent with development regulations. When this occurs, the City will work cooperatively with the developer to maximize the site's potential consistent with the General Plan and other community objectives. To ensure that adequate sites are available for the development of lower income housing during the 2021-2029 planning period, the City has included Program 1d to track the number of units built on parcels including in the City’s sites inventory and to determine the remaining site capacity by income category. This will ensure the City takes appropriate action if a Housing Opportunity site is developed at a density below what is permitted

Section B.3 Adequacy of Residential Sites in Meeting RHNA

B.3.1 Summary

Table B-5 summarizes the City's methods for satisfying its RHNA and outlines the unit capacity of the sites inventory based on density and affordability assumptions provided above in Section B.2.3 Based on ADU projections (Table B-2), current projects pending approval (Table B-3), and available sites (Tables B-6 and B-7), the City has capacity for 1,339 units across all income categories, resulting in an 8 percent, or 96-unit, surplus over the RHNA.

Table B-5: Residential Development Potential and RHNA

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
RHNA	See Very Low	**258**	**201**	**239**	**545**	**1,243**
ADUs	See Very Low	2	3	2	-	7
Current Projects Pending Approval	-	-	-	-	167	167
Remaining RHNA	See Very Low	**256**	**198**	**237**	**378**	**1,069**
Site Inventory (Baseline Sites)[1]	See Very Low	-		129	-	129
Surplus/(Shortfall)	(454)[2]			(108)	(378)	(940)
Rezone Sites	534			117	385	1,036
Surplus/(Shortfall) with Rezone Sites	80			9	7	96

[1]. See Tables B-6 and B-7 for the complete inventory

[2.] For calculation purposes, extremely low, very low-, and low-income totals were grouped.

Source: City of Seal Beach, LWC

The scenario in Table B-5 relies on zoning amendments, identified in previous sections, to ensure adequate capacity for all income levels. With completion of these amendments (Program 1a and 1b), the City will have adequate capacity in all income categories, as shown in Tables B-6 and B-7.

AB 725 requires that 25 percent of a city's above-moderate income RHNA and 25 percent of the city's moderate-income RHNA be met on sites which accommodate four or more units per site. As shown in Tables B-6 and B-7, 100 percent of Seal Beach's above moderate-income RHNA and moderate income RHNA are expected on sites accommodating 4 or more units.

B.3.2 Site Profiles

In addition to the overall analysis, discussion and methodology described above, this section provides additional clarification and methodology on how the estimated number of residential units were determined for each site factoring the existing uses. Also see Section B.2.3 for information regarding how realistic capacity assumptions were reduced to take into account the possibility of 100 percent non-residential use[13] and other land use controls. Of the 8 site groupings listed in Tables B-6 and B-7 and in the site profiles below, only one is vacant (Site 9, 99 Marina). The discussion below provides a brief explanation on the methodology used to calculate residential potential for each of the sites that are currently developed with various uses.

The site profiles below also identify the "reason for selection" (i.e., why a site was included in the inventory). Consistent with the methodology used for identifying sites described in Section B.2.4, sites generally have low improvement-to-land values (I/L ratio<1.0), older existing uses, property owner interest in redevelopment for housing, and are supported by recent patterns and trends in the region (also see Section B.2.5). In addition, each of these sites have characteristics that are similar to other sites that have been redeveloped or developed with housing in neighboring communities (see Table B-4). These factors include the presence of surface parking, lower intensity uses (e.g., storage), or lack of substantial improvements.

[13] As stated previously, sites being rezoned to the Mixed Commercial/High Density Residential zone do not allow 100 percent nonresidential use (i.e., must include residential development). See Program 1b for more information.

Site 1 – 1780 Pacific Coast Highway (No Rezoning)

Location: 1780 Pacific Coast Highway, the eastern corner of the intersection of Pacific Coast Highway and Seal Beach Blvd. The site has housing to the rear of it, and retail to the north. Across the street to the south is the Naval Weapons Station, and to the west is single family residential.

APN: 199-061-01

Current Use: Retail, specifically a small liquor store and a bait shop

Current Zoning Designation: Limited Commercial/Residential Medium Density (LC/RMD)

Size: 0.25 acres

Reason for Selection:

This parcel is developed with an older commercial building currently occupied by a liquor/convenience store. Due to the age and marginal condition of the structure, taken in combination with the value of the land, this site is an excellent and likely candidate for redevelopment with a new residential or mixed-use project. It is immediately adjacent to housing, with excellent access to goods and services.

Assumed Development Capacity:

This zoning designation allows residential use at up to 21.8 units/acre. The site can reasonably accommodate ground floor commercial use and parking with four second-story housing units. Because of its maximum allowable density, this parcel has been listed in the moderate-income site inventory.

Site 2 – Leisure World (No Rezoning)

Location: Leisure World is a large, high-density residential senior community generally bound by Westminster Blvd, Seal Beach Blvd, the I-405, and the Los Alamitos Flood Control Channel. The community currently has 6,608 units. The opportunity site within the development is located along the eastern border, about one third of a mile from the southwestern corner of the community.

APN: 095-691-04

Current Use: Recreational vehicle storage

Current Zoning Designation: Residential High Density – Planned Development

Size: 5.5 acres

Reason for Selection:

This is an underutilized site in a community that while not income -restricted, offers very affordable living options, with units selling far below the cost of condominiums elsewhere in the region. For example, a one-bedroom unit may be found for under $300,000 while elsewhere pricing starts in the $500,000 range. According to Table A-11, approximately 75 percent of the population in Leisure World consists of low- to moderate-income households. Additionally, the community is already developed to higher densities, with a few buildings at three stories with parking underneath. Additional units could integrate well into the community and could spread ongoing maintenance and operational costs among a greater number of owners, helping to keep those costs in an affordable range. Furthermore, such development has precedent. The series of three-story buildings earlier referenced, known as Mutual 17, were built in the 1980s, well after the rest of Leisure World was developed, and include 126 2-bedroom, 2-bath condominiums on a little less than five acres. As only one percent of the site is proposed for redevelopment, and adequately sized common areas are present, the existing uses will not impede the anticipated amount of residential development. A development proposal at this site can be approved administratively. No additional zoning revisions are needed.

Assumed Development Capacity:

An additional 125 moderate-income units can be accommodated on approximately 5.55 acres presently devoted to recreational vehicle storage at an assumed density of 22.7 units to an acre (this site has a maximum density of 32.2 units to an acre). New three-story buildings can accommodate parking on the ground level with units above.

Site 4 – Accurate Storage (Rezoning Required)[14]

Location: 1011 Seal Beach Boulevard. This site is bordered by office, commercial and light industrial uses to the north and west, by the City Police Station across Adolfo Lopez Drive to the south, and by the Seal Beach Naval Weapons Station across Seal Beach Boulevard to the east.

APN: 095-791-18

Current Use: Self storage facility

Current Zoning Designation: High Density Residential (RHD-20)

Size: 4.4 acres (1.8 acres assumed to be developed during the planning period)

Reason for Selection:

Reason for selection: This site was previously selected as a candidate housing site due to underutilized parking, location close to services, and interest from the property owner. There are no known environmental constraints on this property, and the site has good access to employment and transit routes. Due to the high land value and relatively low utilization, there is significant financial incentive for residential development on this property.

Assumed Development Capacity:

As the current zoning did not result in redevelopment of this site with residential uses, the development assumptions have been revised. The improvement value to land value is less than 1.0 (0.54), indicating a likelihood for redevelopment, with conversion of the outdoor storage being the most likely to intensify in value. The indoor storage could remain in place and not be an impediment to development due to the site plan and overall quality of development and maintenance of the site. Therefore, it is assumed that only 1.8 acres of the site will redevelop to housing, instead of the entire 4.4 acres. As described in Table B-7, this site is proposed for rezoning to a maximum density of 46 units per acre that will enhance the financial viability of adding residences to the site. At an assumed capacity of 37 dwelling units per acre[15],

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[14] Previous draft versions of this 2021-2029 Housing Element identified “Site 3 – Accessory Dwelling Units” (ADUs); however, ADUs are not a “site” in the sites inventory, but are accounted for in Section B.2.1. For consistency, the numbering of all other sites remains unchanged from previous drafts, which is why there is no “Site 3” in the sites inventory.

[15] These are in fact conservative assumptions regarding assumed capacity, as the site will be rezoned Mixed Commercial/Residential High Density (MC/RHD) under Program 1.b, which will have a minimum density of 40 dwelling units per acre and a maximum 46 dwelling units per acre.

development of 1.8 acres could yield 66 above-moderate units, or more if a density bonus is employed.

Site 5 – The Shops at Rossmoor (Rezoning Required)

Location: This multi-address retail center is on the west side of Seal Beach Boulevard between St. Cloud Drive and Rossmoor Center Way

APNs: Development only projected at APNs 086-492-56, 086-492-80, 086-492-87, 086-492-90, 086-492-92

Current Use: Retail center, with uses including Marshalls, Kohl's, Ulta, Sprouts Farmers Market, and Burlington

Current Zoning Designation: General Commercial (CG)

Size: 27 acres (12 acres assumed to be developed during the planning period)

Reason for Selection:

This site was selected due to an abundance of underutilized parking accompanied by owner interest in development of housing units. The site's ratio of improvement value to land value is less than 1.0 (0.85), meaning the site is economically underutilized, despite being a generally successful retail center. However, with a number of "big box" type tenants subject to changes in the retail landscape, this center is vulnerable to store closures that could result in significant vacant space. A new mixed-use zone would allow for greater flexibility to utilize the land, and by adding housing units, increase the viability of the retail that remains. Additionally, high density residential already exists along the western edge of the retail center, increasing compatibility of the use.

Assumed Development Capacity:

The site is 27 acres, and surface parking occupies approximately 19 acres. It is assumed that approximately 12 acres of surface parking could be developed with housing, calculated at 37 units per acre, this would result in 441 units[16], exclusive of a density bonus. Because of the ample development potential and therefore ability to achieve economies of scale, Table B-7 assumes 276 of units at lower-income, 14 units at moderate-income, and 151 at above-moderate-income.

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[16] These are in fact conservative assumptions regarding assumed capacity, as the sites in the Rossmoor Shopping Center will be rezoned Mixed Commercial/Residential High Density (MC/RHD) under Program 1.b, which will have a minimum density of 40 dwelling units per acre and a maximum 46 dwelling units per acre.

Site 6 – Old Ranch Town Center (Rezoning Required)

Location: This multi-address retail center is on the east side of Seal Beach Boulevard, between the Old Ranch Country Club golf course and Plymouth Drive.

APNs: Development only projected at APNs 130-861-15, 130-861-16, 130-861-17, 130-861-18

Current Use: Retail center including stores such as Target and Ralph's supermarket.

Current Zoning Designation: General Commercial (GC)

Size: 26 acres (8.3 acres assumed to be developed during the planning period)

Reason for Selection:

Similar to the Shops at Rossmoor, the Old Ranch Town center has a significant amount of underutilized parking, and primarily big box uses. Currently, the former Bed Bath and Beyond store is vacant. The addition of housing to this site is feasible as it is immediately adjacent to goods and services, has excellent access along a major thoroughfare, and can integrate well with the scale of the existing development, bolstering retail uses with on-site residents. The improvement to land value ranges by parcel, with the largest parcel at 0.95 and the second largest parcel at 0.07, demonstrating ripeness for additional development.

Assumed Development Capacity:

It is assumed approximately 8.3 acres of the surface parking lot of the center could be developed or redeveloped with housing uses, creating a mixed-use environment at 37 units per acre, for a total of 306 units[17]. Because of the ample development potential and therefore ability to achieve economies of scale, as well as density over 30 dwelling units per acre, Table B-7 projects 258 units at lower-income and 48 at moderate-income. Due to its proximity to the Joint Forces Training Base, all residential units would be conditioned to meet interior noise level standards of 45 decibels, however, this is not an obstacle to development as this is also the standard in the California Building Code (see Section B.2.4 for more information on Airport Environ Land Use Plan considerations). Housing currently exists to the north and northeast of the site, also adjacent to the Joint Forces Training Base.

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[17] These are in fact conservative assumptions regarding assumed capacity, as the sites in the Old Ranch Town Center will be rezoned Mixed Commercial/Residential High Density (MC/RHD) under Program 1.b, which will have a minimum density of 40 dwelling units per acre and a maximum 46 dwelling units per acre.

Site 7 – Seal Beach Plaza (Rezoning Required)

Location: This multi-address retail center is at the northwest corner of Seal Beach Blvd and Westminster Blvd. Two churches and Leisure World are to the north and west, and generally the Naval Weapons Station surrounds the other sides.

APNs: Development only projected at APNs 095-641-44, 095-641-55, 095-641-57.

Current Use: Retail and office/service uses

Current Zoning Designation: Service Commercial (SC)

Size: 7 acres (1.5 acres assumed to be developed during the planning period)

Reason for Selection:

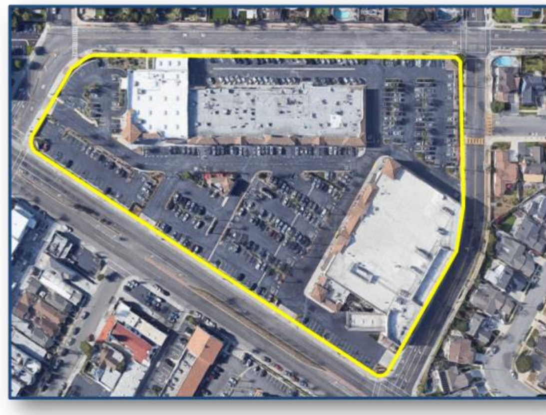
This site has a low improvement value to land value ratio at 0.72, and has experienced some large tenant turnover in the past, which could indicate a need to reposition the site for long-term success in the future. Similar to other retail plazas, it is underutilized with large parking areas. The site offers excellent access to goods and services, and augmenting the site with housing would benefit the on-site retailers. The adjacent Leisure World utilizes higher densities, and the Naval Weapons Station is immediately east, and is not a conflicting use.

Assumed Development Capacity:

This site can be redeveloped entirely or partially as a mixed-use project. Assuming that residential uses are developed on 1.5 acres of surface parking at the site at a calculated density of 37 du/acre[18], 55 moderate-income units could be accommodated following adoption of a new mixed-use zoning district..

[18] These are in fact conservative assumptions regarding assumed capacity, as the sites in the Seal Beach Plaza will be rezoned Mixed Commercial/Residential High Density (MC/RHD) under Program 1.b, which will have a minimum density of 40 dwelling units per acre and a maximum 46 dwelling units per acre.

Site 8 – Seal Beach Center (Rezoning Required)



Location: This retail plaza is located on Pacific Coast Highway, between Balboa Drive and Bolsa Avenue. It is directly across PCH from Main Street, the commercial core of the Old Town area.

APNs: Development only projected at APNs 043-260-02, 043-260-05.

Current Use: The center consists of two anchor stores, a Pavilions supermarket, and a CVS Pharmacy, along with several smaller retail and restaurant tenant spaces.

Current Zoning Designation: Service Commercial (SC)

Size: 9 acres (2.7 acres assumed to be developed during the planning period)

Reason for Selection:

This site has an improvement value to land value ratio of 0.72, indicating it is underutilized and could perform to a higher capacity. Its location provides excellent walkability and access to goods and services, including an elementary school. A small mixed-use project could be undertaken using available parking and redeveloping portions of the site with housing above retail. Moreover, the property representatives have expressed an interest in mixed use as a future possibility to increase site utility.

Assumed Development Capacity:

With a mixed-use zoning allowing up to 46 units per acre, 2.7 acres of surface parking and a calculated capacity of 37 dwelling units per acre[19], the capacity would be 99 above-moderate units without using a density bonus.

[19] These are in fact conservative assumptions regarding assumed capacity, as the sites in the Seal Beach Center will be rezoned Mixed Commercial/Residential High Density (MC/RHD) under Program 1.b, which will have a minimum density of 40 dwelling units per acre and a maximum 46 dwelling units per acre.

Site 9 – 99 Marina (Rezoning Required)

Location: 99 Marina Drive, northeast of Marina Drive and 1st Street intersection.

APN: 199-011-10

Current Use: Vacant. At some point, a handball court was constructed on the western edge of the property, and the City does maintain a small section of the property around the court primarily for public safety reasons as it is adjacent to a public park.

Current Zoning Designation: Oil Extraction (OE)

Size: 4.3 acres (only 3 acres are proposed for redevelopment)

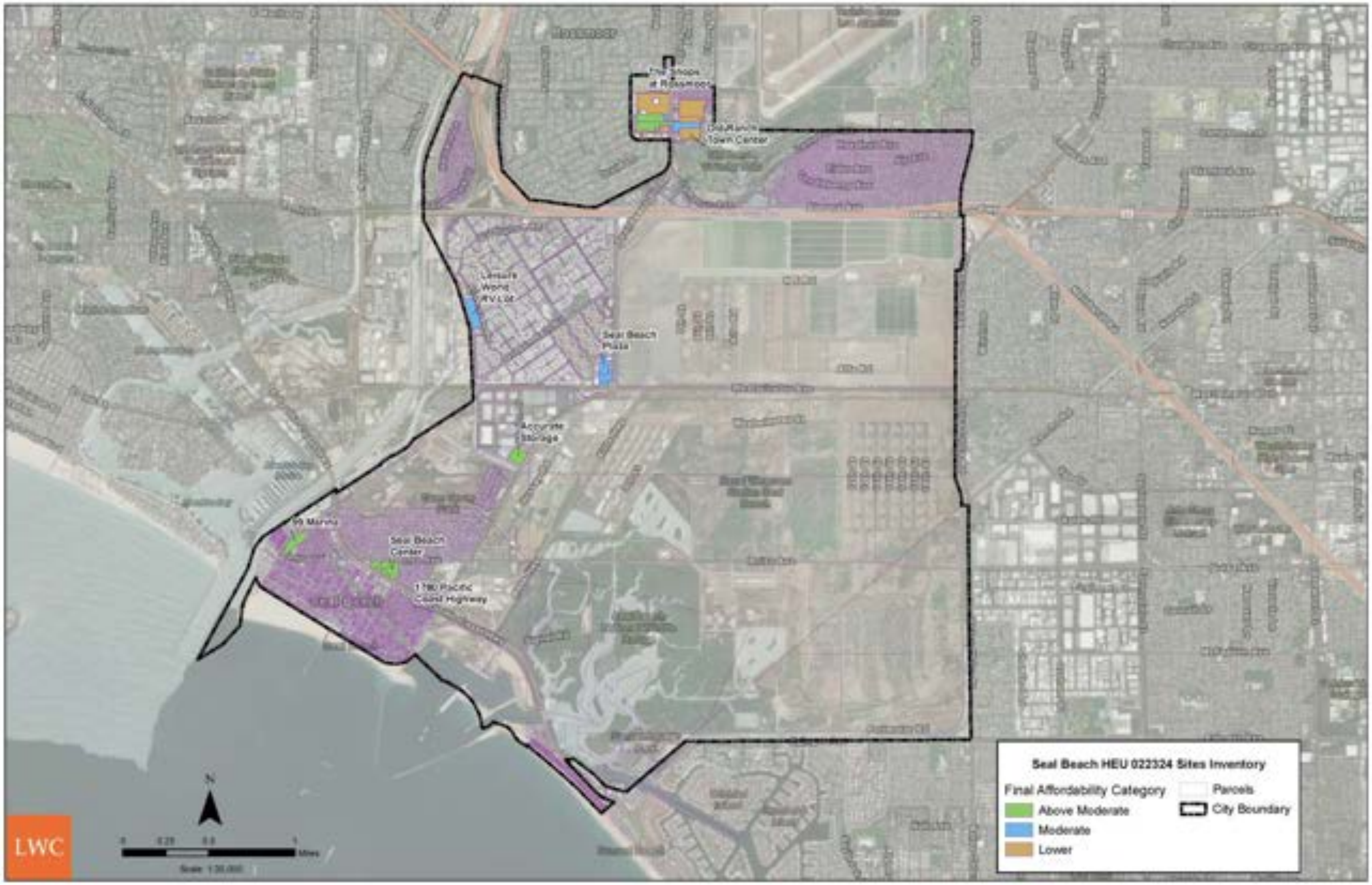
Background and Description:

Previously a site that supported oil extraction in the area, the current owners (Exxon and Chevron) are actively marketing the property. Based on inquires received by City staff from potential buyers, as well as the surrounding residential uses, housing development makes the most sense, and is generally expected by the community.

Assumed Development Capacity:

A density of 33 units per acre is proposed at this site to meet the 30-dwelling-unit-per-acre default density thresholds established under Government Code Section 65583.2(c)(3)(B)). However, this location may have additional development standards imposed by the Coastal Commission, similar to the adjacent development, where a portion of the site was left as open space. Thus, the total housing production expected at the site is 66 units, all of which are assumed to be above moderate, to be extremely conservative.

B.3.3 Housing Sites Map



B.3.4 Housing Sites Tables

Table B-6 lists the parcels in the City's housing sites inventory that do not require rezoning with unit capacity by income category.

Table B-7 lists all of the rezone parcels with unit capacity by income category.

Table B-6: Housing Sites (Under Existing Zoning)

Site #	Site Address / Intersection	APN	Current		Density (du/ac)		Acres	Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity			
			General Plan	Zoning	Min. Allowed	Max. Allowed	Parcel			Final Affordability	Max. Capacity	Assumed Capacity	Assumed Capacity as a Percentage of Max Capacity
1	1780 Pacific Coast Highway	199-061-01	Commercial Limited	LC/RMD	–	21.8	0.25	Underutilized	Yes, Last	Moderate	5	4	80%
2	Leisure World RV Lot	095-691-04	High Density Residential	RHD-PD	–	32.2	5.55	Underutilized	No	Moderate	179	125	70%
													Total = 129 Moderate Units

Source: City of Seal Beach, LWC

Table B-7: Rezone Sites

Site #	Site Address / Inter-section	APN	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity					
			General Plan	Zoning	Zoning	Min. All-owed	Max. All-owed	Parcel	Sub-total	Infill Parking Lot Sizes			Max. Cap-acity	Assu med Cap-acity	Assumed Capacity as a Percentage of Max Capacity	Low-er	Mod-erate	Above Moderate
5	The Shops at Rossmoor	086-492-90	Commercial General	GC	MC/RHD	40	46	2.532		0.50		No	116	18	15%	18		
5	The Shops at Rossmoor	086-492-92	Commercial General	GC	MC/RHD	40	46	13.287		7.00		No	611	258	42%	258		
6	Old Ranch Town Center	130-861-15	Commercial General	GC	MC/RHD	40	46	8.564		4.00		No	394	147	37%	147		
6	Old Ranch Town Center	130-861-16	Commercial General	GC	MC/RHD	40	46	2.404		1.00		No	111	37	33%	37		
6	Old Ranch Town Center	130-861-18	Commercial General	GC	MC/RHD	40	46	2.022		2.00		No	93	74	80%	74		
5	The Shops at Rossmoor	086-492-80	Commercial General	GC	MC/RHD	40	46	0.69		0.37		No	32	14	44%		14	
6	Old Ranch Town Center	130-861-17	Commercial General	GC	MC/RHD	40	46	1.801		1.30		No	83	48	58%		48	
7	Seal Beach Plaza	095-641-44	Commercial Service	SC	MC/RHD	40	46	0.81	6.78	0.10	Under utilized	No	37	4	11%		4	
7	Seal Beach Plaza	095-641-55	Commercial Service	SC	MC/RHD	40	46	3.433	6.78	0.50	Under utilized	No	158	18	11%		18	

Table B-7: Rezone Sites

Site #	Site Address / Inter-section	APN	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity					
			General Plan	Zoning	Zoning	Min. All-owed	Max. All-owed	Parcel	Sub-total	Infill Parking Lot Sizes			Max. Cap-acity	Assumed Cap-acity	Assumed Capacity as a Percentage of Max Capacity	Low-er	Mod-erate	Above Moderate
7	Seal Beach Plaza	095-641-57	Commercial Service	SC	MC/RHD	40	46	2.538	6.78	0.90	Underutilized	No	117	33	28%		33	
4	Accurate Storage	095-791-18	High Density Residential	RHD-20	MC/RHD	40	46	4.4	1.8		Underutilized, owner interest in redevelopment	Yes, Last Two	83	66	33%[20]			66
5	The Shops at Rossmoor	086-492-56	Commercial General	GC	MC/RHD	40	46	5.43		2.10		No	250	77	31%			77
5	The Shops at Rossmoor	086-492-87	Commercial General	GC	MC/RHD	40	46	4.306		2.00		No	198	74	37%			74
8	Seal Beach Center	043-260-02	Commercial Service	SC	MC/RHD	40	46	0.435	7.44	0.20	Underutilized, owner interest in redevelopment	No	20	7	35%			7

[20] This percentage is based on the fact that the total parcel size is 4.4 acres, but the parcel's capacity has been discounted to only include the 1.8 acres of surface parking and outdoor storage, in addition to another 30 percent capacity reduction to conservatively estimate capacity to account for land use controls and the possibility of 100 nonresidential development.

Table B-7: Rezone Sites

Site #	Site Address / Inter-section	APN	Current		Proposed	Density (du/ac)		Acres			Site Status	Identified in Last / Last Two Planning Cycles	Realistic Capacity					
			General Plan	Zoning	Zoning	Min. All-owed	Max. All-owed	Parcel	Sub-total	Infill Parking Lot Sizes			Max. Cap-acity	Assu med Cap-acity	Assumed Capacity as a Percentage of Max Capacity	Low-er	Mod-erate	Above Moderate
8	Seal Beach Center	043-260-05	Commerci al Service	SC	MC/RHD	40	46	7.009	7.44	2.50	Under utilized , owner interes t in redeve lopme nt	No	322	92	29%			92
9	99 Marina	199-011-10	Oil Extraction	OE	RHD-33	–	33	3	–		Vacant land on the market	No	99	69	49%[21]			69
												Net New Capacity	**2,724**	**1,036**		**534**	**117**	**385**
Source: City of Seal Beach, LWC																		

[21] This percentage is based on the fact that the total parcel size is 4.3 acres, but the parcel's capacity has been discounted to only include the 3 acres, in addition to another 20 percent capacity reduction to conservatively estimate capacity to account for land use controls.