Appendix I: SCS Maps

Introduction

To better analyze land use patterns and consider scenario alternatives, AMBAG created a set of place types which established a set of land use designations common to general plans for the three counties and 18 cities in the region during the development of the 2045 MTP/SCS. These place type categories are meant to act as a common “language” so that the diverse general and specific plans across the Monterey Bay Area may be compared in a consistent and standard manner. Development of the place types began with a review of the predominant land uses and development patterns in the Monterey Bay region, leading to the creation of initial place type categories and a preliminary place type matrix. The following metrics and characteristics were established as the primary determinants of place type designations:

- **Density** – The general density of a particular land use, expressed as Floor to Area Ratio (FAR) and/or as dwelling units per acre
- **Setting** – The surrounding land use and development context
- **Character** – The urban and built form, including building placement, street pattern, and pedestrian or auto-orientation
- **Transportation** – The level of transit access, quality of the pedestrian environment, and presence of bicycle infrastructure

Based on these characteristics, a Place Type matrix was created and place type designation assignments were made. The Place Type Matrix was updated as part of the 2045 MTP/SCS. The assignment of place types was based primarily on existing land use designations, transit service maps and aerial imagery, but also relied upon information from local jurisdictions. The updated place type maps for 2020 and 2045 are included as an attachment to this Appendix.

As part of the development of the 2040 MTP/SCS, initial Opportunity Areas were identified in 2017 to connect land use patterns and supporting transportation projects. A set of Opportunity Areas were developed, designated as either “existing/planned” or “potential,” that help inform appropriate transportation investments and the identification of Transit Priority Projects (TPPs) in the AMBAG region. For more information on the creation and evaluation of the initial Opportunity Areas, please see Appendix I of the 2040 MTP/SCS.

Opportunity Areas are places in the region with the highest chance for successful sustainable growth in the future; they are generally located where Transit Priority Areas (TPAs) and Economic Development Areas (EDAs) within the AMBAG region overlap. This analysis defines a Transit Priority Area as a location that have both supportive land use densities and high quality transit service/connections. Economic Development Areas are locations that support future land use development opportunities, support a major employment center, and/or are areas with populations that would benefit from new economic opportunities. AMBAG worked with local jurisdictions to update the Opportunity Areas in the region for the 2045 MTP/SCS.

- Opportunity Areas designated as “existing/planned” were identified as both a TPA and an EDA.
- Opportunity Areas designated as “potential” were identified as either:
  - A TPA or an EDA where the other designation may also possible to achieve, or
  - Neither a TPA nor an EDA, but with a potential to become both a TPA and EDA in the future.

The updated Opportunity Areas for the 2045 MTP/SCS are shown in Table I-1.
# Table I-1: Opportunity Areas

<table>
<thead>
<tr>
<th>Name</th>
<th>Notation</th>
<th>Existing/Planned or Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Scotts Valley, along Mt. Hermon Road and Scotts Valley Drive</td>
<td>SV-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Santa Cruz, intersected by State Route (SR) 1 and Bay Street</td>
<td>SC-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Santa Cruz, Downtown including Water Street and Soquel Avenue</td>
<td>SC-2</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>Santa Cruz County (Unincorporated), between north of SR 1 and Soquel Drive from Dominican Hospital perimeter to Capitola Avenue</td>
<td>SC-UN-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Capitola, intersected by 41st Avenue and Capitola Road</td>
<td>CA-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>Santa Cruz County (Unincorporated), between north of SR 1 and Soquel Drive from Cabrillo College perimeter to Aptos Street</td>
<td>SC-UN-2</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Watsonville, along Freedom Boulevard between Green Valley Road and Main Street</td>
<td>WA-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Watsonville, along Main Street between Main Street/Freedom Boulevard intersection and Pajaro River</td>
<td>WA-2</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of San Juan Bautista, north of SR 156 bounded by Monterey Street, 2nd Street and The Alameda</td>
<td>SJB-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Hollister, west of McCray Street between Santa Ana Road and Tres Pinos Road</td>
<td>HO-1</td>
<td>Potential</td>
</tr>
<tr>
<td>Monterey County (Unincorporated), south of SR 156 and bordered by a Census Designated Place boundary</td>
<td>MC-UN-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Salinas, along N Main Street between E Boronda Road and Salinas Amtrak Station</td>
<td>SA-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Salinas, along S Main Street between Salinas Amtrak Station and Blanco Road</td>
<td>SA-2</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Salinas, along E Alisal Street east of US 101 to John Street</td>
<td>SA-3</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Salinas, between E Boronda Road and City of Salinas limits</td>
<td>SA-4</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Marina, along Reservation Road between Lake Drive and Salinas Avenue</td>
<td>MA-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Marina, east of SR 1 bounded by Patton Parkway and Divarty Street, and including CSU Monterey Bay</td>
<td>MA-2</td>
<td>Potential</td>
</tr>
</tbody>
</table>
## Table I-1: Opportunity Areas (continued)

<table>
<thead>
<tr>
<th>Name</th>
<th>Notation</th>
<th>Existing/Planned or Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Seaside, includes the City limits of Sand City and extends eastward</td>
<td>SE-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Seaside, bounded by City limits of Seaside and Gigling Road, and including CSU Monterey Bay</td>
<td>SE-2</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Monterey, along Fremont Street west of SR 1</td>
<td>MO-1</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Monterey, from Municipal Wharfs 1 and 2 bounded by El Dorado Street, Camino El Estero and Larkin Street.</td>
<td>MO-2</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Monterey, along Lighthouse Avenue bounded by David Avenue, Archer Street and Presidio of Monterey</td>
<td>MO-3</td>
<td>Existing/Planned</td>
</tr>
<tr>
<td>City of Pacific Grove, along Lighthouse Avenue bounded by David Avenue, Pine Avenue and Del Monte Boulevard</td>
<td>PG-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Carmel By-The-Sea, bordered by 3rd Avenue, Torres Street, and Cassanova north of Ocean Avenue, and the City limits and 11th Street south of Ocean Avenue</td>
<td>CM-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Gonzales, east of Alta Street bounded by 10th Street, Fanoe Road/Herold Parkway and Jersey Drive</td>
<td>GO-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Soledad, east of US 101 and south of SR 146 bounded by East Street and the City limits</td>
<td>SO-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of Greenfield, west of US 101 boarded by Walnut Avenue, 12th Street and Elm Avenue</td>
<td>GR-1</td>
<td>Potential</td>
</tr>
<tr>
<td>City of King City, Canal Street, King Street, the City limits and Division Street</td>
<td>KC-1</td>
<td>Potential</td>
</tr>
</tbody>
</table>
Attachments
<table>
<thead>
<tr>
<th>Urban Place Types</th>
<th>Intensity</th>
<th>General Characteristics</th>
<th>Transportation</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>U-1 Urban Single Family Residential</strong></td>
<td>Low to Medium Intensity (6 to 18 units per acre)</td>
<td>Single family homes in close proximity to urban centers, typically laid out in a grid block pattern. Includes occasional duplexes, accessory units, and/or small multi-unit buildings. Compact development pattern with small lots, limited setbacks, and close proximity of structures.</td>
<td>Short blocks, grid street pattern, and proximity to destinations support non-motorized modes of transportation. Complete sidewalks and bicycle infrastructure typically present. Neighborhoods served by bus service with typical 30-minute headways; occasional proximity to multi-modal, regional, or intercity transit stations.</td>
<td>Chestnut Street, Santa Cruz Hellam Street, Monterey</td>
</tr>
<tr>
<td><strong>U-2 Urban Multi-Family Residential</strong></td>
<td>Low to Medium Intensity (12 to 30 units per acre)</td>
<td>Small and large apartment buildings, duplexes, accessory units, and limited single family homes in close proximity to urban centers. Well-integrated into the surrounding urban fabric. One- to five-story residential buildings on small to medium lots with minimal setbacks from property lines and adjacent structures. Building entrances typically oriented to the street.</td>
<td>Short blocks, grid street pattern, land-use diversity, and proximity of destinations support non-motorized modes of transportation. Complete sidewalks and bicycle infrastructure typically present. Neighborhoods served by bus service with typical 30-minute headways; occasional proximity to multi-modal, regional or intercity transit stations.</td>
<td>Clay Street, Monterey 3rd Street, Santa Cruz</td>
</tr>
<tr>
<td><strong>U-3 Urban Commercial</strong></td>
<td>Low Intensity (FAR 1.0 or less)</td>
<td>A high concentration of retail, service, and office uses organized in a grid block pattern. A pedestrian-friendly environment supported by active ground floor building frontages, entrances oriented to the street, parking located to the rear of lots, and buildings placed at or near property lines.</td>
<td>Short blocks, grid street pattern, land-use diversity, and proximity of destinations support non-motorized modes of transportation. Wide sidewalks support pedestrian circulation; motorists frequently park once to visit multiple destinations. Multiple bus routes typically with 30-minute headways; occasional presence of multi-modal, regional or intercity transit stations.</td>
<td>Downtown Santa Cruz Downtown Monterey</td>
</tr>
<tr>
<td>Urban Mixed Use</td>
<td>Medium to High Intensity (FAR greater than 2.0)</td>
<td>Commercial, office, and residential uses in medium- to large-scale buildings. Vertical mixed use with residential or office above ground floor retail is typical. A pedestrian-friendly environment supported by active ground floor building frontages, entrances oriented to the street, parking located to the rear of lots, and buildings placed at or near property lines.</td>
<td>High-quality pedestrian infrastructure supports pedestrian circulation. Short blocks, grid street pattern, land-use diversity, and proximity of destinations support non-motorized modes of transportation; motorists frequently park once to visit multiple destinations. Transit typically includes modest to robust bus service, with headways averaging 15 to 30 minutes.</td>
<td>Downtown Santa Cruz Downtown Monterey</td>
</tr>
</tbody>
</table>

### Suburban Place Types

<table>
<thead>
<tr>
<th>Intensity</th>
<th>General Characteristics</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>S-1 Single Family Residential</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low to Medium Intensity (3 to 10 units per acre)</td>
<td>Single family homes in self-contained residential neighborhoods. One- to two-story buildings typically on 5,000 to 15,000 square foot lots with moderate to large setbacks. May include some accessory units.</td>
<td>Automobile-oriented with resident-serving local, collector, and occasionally arterial streets. Limited local transit service and park-and-ride lots. Sidewalks and bicycle facilities for recreational use.</td>
</tr>
<tr>
<td>Medium to High Intensity (10 to 20 units per acre)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>S-2 Multi-Family Residential</strong></td>
<td>Duplexes, apartment complexes, subdivided houses, and mobile home parks in a generally low-density setting. Generally one- to four-story buildings on lots of varying sizes, often inward-oriented. May include some accessory units.</td>
<td>Automobile-oriented, most often found along collector or arterial streets. Limited local transit service and park-and-ride lots. Sidewalks and bicycle facilities for recreational use.</td>
</tr>
<tr>
<td>S-3 Neighborhood Commercial</td>
<td>Low Intensity (FAR less than 0.5)</td>
<td>Stand-alone retail buildings, strip malls, local-serving big-box stores, and smaller-scale offices or office parks. Usually one story buildings occupying low proportion of total lot area; offices in some instances are multi-story. Typically set far back from street.</td>
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<tr>
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</tr>
<tr>
<td>S-4 Regional Commercial</td>
<td>Low Intensity (FAR less than 0.5) or occasionally Moderate Intensity (FAR 1.0 to 2.0)</td>
<td>Large-scale retail or entertainment uses with a regional draw, including shopping malls, big-box stores, and tourist destinations. Most frequently occurs as large retail stores with substantial surrounding parking areas, but may also include more pedestrian-oriented or urban forms, especially for tourist destinations.</td>
</tr>
<tr>
<td>S-5 Employment Center</td>
<td>Low to Medium Intensity (FAR from less than 1.0 to 2.0)</td>
<td>Office and research-oriented industrial land uses with medium to high employment densities. Buildings typically have low to moderate lot coverage; may have multiple stories or higher lot coverage. Suburban-style office parks, with multi-story office buildings and large parking lots are typical, as are stand-alone office buildings with surrounding parking.</td>
</tr>
</tbody>
</table>
### Town Place Types

<table>
<thead>
<tr>
<th>Intensity</th>
<th>General Characteristics</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T-1</strong> Town Single Family Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low to Medium Intensity (6 to 15 units per acre)</td>
<td>Single family homes in close proximity to town centers or pedestrian-oriented commercial corridors, typically laid out in a grid block pattern. Includes some duplexes, accessory units, or small multi-unit buildings. Compact development pattern with small lots, limited setbacks, and close proximity of structures.</td>
<td>Short blocks, grid street pattern, and proximity to destinations support non-motorized modes of transportation. Complete sidewalks often present; bicycle infrastructure typically limited. Neighborhoods served by bus service with 30-minute or more headways; occasional proximity to regional or intercity transit service.</td>
</tr>
<tr>
<td>Medium to High Intensity (12 to 25 units per acre)</td>
<td>Combination of apartment buildings, duplexes, accessory units, and some single family homes. Usually located in areas with traditional street patterns. One- to three-story residential buildings, typically with small setbacks from the street and property lines; may include accessory units.</td>
<td>Short blocks, grid street pattern, and proximity to destinations support non-motorized modes of transportation. Complete sidewalks often present; bicycle infrastructure typically limited. Neighborhoods served by bus service with 30-minute or more headways; occasional proximity to regional or intercity transit service.</td>
</tr>
<tr>
<td><strong>T-2</strong> Town Multi-Family Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low to Medium Intensity (12 to 30 units per acre)</td>
<td></td>
<td>Lain Street, New Monterey Neighborhood East Riverside Drive, Watsonville</td>
</tr>
<tr>
<td>Medium to High Intensity (25 to 50 units per acre)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intensity</td>
<td>General Characteristics</td>
<td>Examples Land Use</td>
</tr>
<tr>
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<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Low intensity (FAR 1.0 or less)</strong></td>
<td>Pedestrian-oriented commercial uses in town core commercial areas or along commercial corridors. Usually in areas with traditional street patterns. One-story buildings, often with no setbacks and sometimes with full lot coverage. Entrances usually face the street. Lots occasionally include parking, usually located at rear.</td>
<td>Bay and Mission Street, Santa Cruz Downtown Carmel</td>
</tr>
<tr>
<td><strong>Low to Medium Intensity (FAR 1.0 to 3.0)</strong></td>
<td>Small-scale, mixed-use buildings typically in core commercial areas or along commercial corridors. Usually in areas with traditional street patterns. Vertical mixed use buildings common with residential and office above ground-floor commercial. Buildings typically built to property lines; parking may be included, usually to the rear of buildings. May include accessory units.</td>
<td>Capitola Village 5th Street, Hollister Lighthouse Avenue, Pacific Grove</td>
</tr>
<tr>
<td><strong>Very Low Intensity (1 unit per acre or less)</strong></td>
<td>Isolated single family homes, farm houses, and other agriculture-related structures in an agricultural or rural setting; may include farmworker housing. Various building heights and sizes, frequently 2-stories or less, often with expansive setbacks from roads and property lines.</td>
<td>Outlying portions of Greenfield Outlying portions of San Juan Bautista</td>
</tr>
<tr>
<td>NU-2 Rural-Town Commercial</td>
<td>Low Intensity (FAR usually less than 1.0, up to 2.0 in rare instances)</td>
<td>Variety of small commercial buildings usually located in centers of compact, rural towns. Buildings usually one-story with parking at front or rear. In some cases may not include parking and may include second story with upstairs use.</td>
</tr>
<tr>
<td>NU-3 Rural-Town Residential</td>
<td>Low Intensity (3 to 8 units per acre)</td>
<td>Single family homes in areas with grid street patterns; close proximity to central areas of compact, rural towns. May include-small multi-family buildings such as duplexes or homes with accessory units. One- or two-story buildings on small- to medium-sized lots. Homes have variable setbacks from property lines and other buildings.</td>
</tr>
<tr>
<td>NU-4 Exurban and Rural Residential</td>
<td>Very Low to Low Intensity (usually 1 unit per acre or less, on rare occasions up to 6 units per acre)</td>
<td>Single family homes located in neighborhoods on urban fringe. Frequently characterized by non-grid street patterns and relatively long distances to noncontiguous urban or town centers. One or two story buildings on large lots with deep setbacks; may include accessory units. In rare instances may include smaller “suburban” style lots located far from central areas of towns or cities.</td>
</tr>
</tbody>
</table>
### Other Place Types

<table>
<thead>
<tr>
<th>Place Type</th>
<th>Intensity</th>
<th>General Characteristics</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IND</strong> Industrial and Manufacturing</td>
<td>Various Intensities (FAR from less than 1.0 to 4.0 or higher)</td>
<td>Various industrial and manufacturing uses, including factories, storage facilities, industrial and commercial suppliers, and some research and development uses. Street patterns and building forms vary, ranging from traditional blocks and pedestrian-oriented configurations to isolated facilities inaccessible by non-motorized transportation.</td>
<td>Transportation characteristics vary, with both pedestrian- and auto-oriented development patterns. Availability of transit, pedestrian access, and bicycle infrastructure vary depending upon setting.</td>
</tr>
<tr>
<td><strong>AT</strong> Airport</td>
<td>N/A</td>
<td>Airports.</td>
<td>Transportation characteristics vary.</td>
</tr>
<tr>
<td><strong>INS</strong> Institutional</td>
<td>Various Intensities (FAR from less than 1.0 to 4.0 or higher)</td>
<td>Various institutional, civic, public, educational, hospital, cemeteries, and utilities uses located in various settings. Built forms vary by specific use and location. May include group quarters, student housing, or accessory units.</td>
<td>Transportation characteristics vary, with both pedestrian- and auto-oriented development patterns. Availability of transit, pedestrian access, and bicycle infrastructure are all variable, depending upon setting.</td>
</tr>
<tr>
<td><strong>OSR</strong> Open Space / Recreation</td>
<td>N/A</td>
<td>Open space and recreational uses, including local and regional parks, nature preserves, and beaches.</td>
<td>Transit characteristics highly variable. Isolated regional parks or wilderness areas may lack transit connections and pedestrian/bicycle access. Parks in urban centers may have frequent transit service and complete bicycle/pedestrian infrastructure.</td>
</tr>
</tbody>
</table>

November 2021
Suburban Place Types

S-5 Suburban Single-Family Residential
S-6 Neighborhood Mixed Use
S-2 Suburban Multi-Family Residential
S-4 Regional Commercial
S-3 Neighborhood Commercial
OSR Open Space/Recreational

Town Place Types

T-5 Employment Center
T-6 Neighborhood Mixed Use
T-1 Town Single-Family Residential
T-4 Town Mixed Use
T-2 Town Multi-Family Residential
T-3 Town Commercial
T-1 Town Single-Family Residential
T-2 Town Multi-Family Residential

Source data: AMBAG, 2021

CAPITOLA, LIVE OAK, AND SOQUEL
2020 BASELINE INCLUDES SURROUNDING UNINCORPORATED URBAN AREAS
2020 CARMEL PLACE TYPES

Suburban Place Types
S-1 Suburban Single-Family Residential
S-2 Neighborhood Commercial

Town Place Types
T-1 Town Single-Family Residential
T-2 Town Multi-Family Residential
T-3 Town Commercial
T-4 Town Mixed Use
T-5 Institution/Civic
T-6 Open Space/Recreational

City Limits
Sphere of Influence

Source data: AMBAG, 2021
2020 BASELINE SALINAS PLACE TYPES

Urban Place Types
- Single-Family Residential
- Multi-Family Residential
- Urban Commercial
- Urban Mixed Use

Suburban Place Types
- Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Regional Commercial
- Employment Center

Town Place Types
- Single-Family Residential
- Multi-Family Residential
- Town Commercial
- Town Mixed Use

Industrial/Manufacturing
Airport
Institutional/Civic
Open Space/Recreational
City Limits
Sphere of Influence
Railroads

Source: AMBAG, 2021
Suburban Place Types
- S1: Single-Family Residential
- S2: Multi-Family Residential
- S3: Neighborhood Commercial

Town Place Types
- T1: Institutional/Civic
- T2: Neighborhood Commercial
- T3: Single-Family Residential

Other
- R1: Regional Commercial
- R2: Industrial/Manufacturing
- R3: Open Space/Recreational

City Limits
- Sphere of Influence
- Railroads
SCOTT'S VALLEY PLACE TYPES

Suburban Place Types
- S1: Suburban Single-Family Residential
- S2: Suburban Multi-Family Residential
- S3: Neighborhood Commercial
- S4: Regional Commercial
- S5: Employment Center

Non-Urban Place Types
- NU-4: Exurban and Rural Residential

Other
- IND: Industrial/Manufacturing
- INS: Institutional/Civic
- OSA: Open Space/Recreational

SCOTT'S VALLEY 2020 SCENARIO INCLUDES SURROUNDING UNINCORPORATED URBAN AREAS

Source data: AMBAG, 2021
Suburban Place Types
- S-1 Single-Family Residential
- S-2 Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial

Town Place Types
- T-1 Employment Center
- T-2 Neighborhood Mixed Use
- T-3 Multi-Family Residential
- T-4 Town Commercial

Other
- S-5 Employment Center
- S-6 Neighborhood Mixed Use
- S-7 Multi-Family Residential
- S-8 Regional Commercial

Institutional/Civic
- INS

Industrial/Manufacturing
- IND

Open Space/Recreational
- OSR

City Limits
- CL

Sphere of Influence
- SOI

Railroads
- RAIL

2020 SEASIDE PLACE TYPES

SEASIDE 2020 SCENARIO
Source data: AMBAG, 2021

APTOS URBAN AREA

2045 SCENARIO
INCLUDES ADJACENT INCORPORATED URBAN AREAS

Suburban Place Types
S-1 Suburban Single-Family Residential
S-2 Suburban Multi-Family Residential
S-3 Neighborhood Commercial
S-4 Employment Center

Neighborhood Mixed Use
S-5

Town Place Types
T-1 Town Single-Family Residential
T-2 Town Multi-Family Residential
T-3 Town Commercial

Non-Urban Place Types
NJ-1 Agriculture
NJ-4 Exurban and Rural Residential
NJ-5 Employment Center

Other
IND Industrial/Manufacturing
INS Institutional/Civic
OSR Open Space/Recreational

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Sphere of Influence
Urban Service Boundary
City Limits
Railroads
2045 Carmel Place Types

Suburban Place Types
- S-1 Suburban Single-Family Residential
- S-3 Neighborhood Commercial

Town Place Types
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-3 Town Commercial City Limits
- T-4 Town Mixed Use Sphere of Influence
- OSR Open Space/Recreational
- INS Institutional/Civic
2045 CASTROVILLE PLACE TYPES

Suburban Place Types
- S-1: Suburban Single-Family Residential
- S-2: Suburban Multi-Family Residential
- S-6: Neighborhood Mixed Use

Non-Urban Place Types
- NU-1: Agriculture
- NU-2: Rural Town Commercial
- NU-3: Rural Town Residential
- OSR: Open Space/Recreational

Industrial/Manufacturing
- IND

Institutional/Civic
- INS

Source data: AMBAG, 2021
**2045 Chualar Place Types**

**Non-Urban Place Types**
- NU-1: Agriculture
- NU-2: Rural Town Commercial
- NU-3: Rural Town Residential

**Other**
- INS: Institutional/Civic

**Source data:** AMBAG, 2021
Source data: AMBAG, 2021

2045 GONZALES PLACE TYPES

Suburban Place Types
- S-1: Suburban Single-Family Residential
- S-2: Suburban Multi-Family Residential
- S-3: Neighborhood Commercial
- S-4: Regional Commercial
- S-5: Employment Center
- S-6: Neighborhood Mixed Use

Town Place Types
- T-1: Town Single-Family Residential
- T-2: Town Multi-Family Residential
- T-3: Town Mixed Use

Non-Urban Place Types
- NU-1: Rural Town Commercial
- NU-2: Rural Town Residential

Other Types
- IND: Industrial/Manufacturing
- INS: Institutional/Civic

Open Space/Recreational
- CER: City Limits
- Sphere of Influence

Railroads
Source data: AMBAG, 2021

2045 KING CITY PLACE TYPES

Suburban Place Types
- S-1 Suburban Single-Family Residential
- S-2 Suburban Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial
- S-5 Neighborhood Mixed Use

Town Place Types
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-3 Town Commercial
- T-4 Town Mixed Use
- T-5 Neighborhood Mixed Use
- T-6 Non-Urban Place Types

Non-Urban Place Types
- Nu-1 Agriculture
- Nu-2 Rural Town Commercial
- Nu-3 Industrial/Manufacturing
- Nu-4 Airport
- Nu-5 Institutional/Civic
- Nu-6 Open Space/Recreational

City Limits
Sphere of Influence
Railroads
2045 PACIFIC GROVE PLACE TYPES

**Suburban Place Types**
- S-1 Single-Family Residential
- S-2 Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial

**Town Place Types**
- T-1 Single-Family Residential
- T-2 Multi-Family Residential
- T-3 Town Commercial
- T-4 Town Mixed-Use

**Other**
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

Source data: AMBAG, 2021
## Suburban Place Types

<table>
<thead>
<tr>
<th>Code</th>
<th>Place Type</th>
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<tbody>
<tr>
<td>S-1</td>
<td>Single-Family Residential</td>
</tr>
<tr>
<td>S-2</td>
<td>Multi-Family Residential</td>
</tr>
<tr>
<td>S-3</td>
<td>Neighborhood Commercial</td>
</tr>
</tbody>
</table>

## Non-Urban Place Types

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<tbody>
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<td>NU-1</td>
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</tr>
<tr>
<td>NU-2</td>
<td>Rural Town Commercial</td>
</tr>
<tr>
<td>IND</td>
<td>Industrial/Manufacturing</td>
</tr>
<tr>
<td>INS</td>
<td>Institutional/Civic</td>
</tr>
</tbody>
</table>

Source data: AMBAG, 2021
Source data: AMBAG, 2021

**2045 SAND CITY PLACE TYPES**

**Urban Place Types**
- **U-4**: Urban Mixed Use
- **S-4**: Regional Commercial
- **T-2**: Town Multi-Family Residential
- **OSR**: Open Space/Recreational

**Suburban Place Types**
- **S-1**: Suburban Single-Family Residential
- **S-2**: Suburban Multi-Family Residential
- **S-3**: Neighborhood Commercial
- **T-1**: Town Single-Family Residential
- **INS**: Institutional/Civic

**2045 Scenario**

- **City Limits**
- **Sphere of Influence**
- **Railroads**
Source data: AMBAG, 2021

2045 SOLEDAD PLACE TYPES

Suburban Place Types
- S-1: Suburban Single-Family Residential
- S-2: Suburban Multi-Family Residential
- S-3: Neighborhood Commercial

Non-Urban Place Types
- NU-1: Farm
- NU-2: Other

City Limits
- Sphere of Influence

Open Space/Recreational
- Railroads

Regional Commercial
- Rural Town Residential
- Industrial/Manufacturing
- Institutional/Civic
Figure 2: Santa Cruz County Opportunity Area Locations

Opportunity Areas:
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries

10 Miles
Figure 3
San Benito County Opportunity Area Locations

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries

7.5 Miles
Figure 5
City of Scotts Valley Opportunity Area Locations
Figure 6: City of Santa Cruz Opportunity Area Locations

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas
Figure 7

Opportunity Areas

- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas

County of Santa Cruz Unincorporated Opportunity Area Locations (A)
Figure 8
City of Capitola Opportunity Area Locations

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas
Figure 12
City of Hollister Opportunity Area Locations
Figure 13
Monterey County Unincorporated Opportunity Area Locations

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas

Monterey County Unincorporated Opportunity Area Locations
Figure 14
Monterey County Unincorporated Opportunity Area Locations
Figure 16
City of Marina Opportunity Area Locations
Opportunity Areas

- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas

Figure 17
City of Seaside Opportunity Area Locations
Opportunity Areas

- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas

Figure 19
City of Pacific Grove Opportunity Area Locations
Figure 21
City of Gonzales Opportunity Area Locations

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas
Figure 22
City of Soledad Opportunity Area Locations
Figure 23

City of Greenfield Opportunity Area Locations

Opportunity Areas

- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas

1 Miles
Figure 24
City of King City Opportunity Area Locations

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas

0.75 Miles