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>
<thead>
<tr>
<th>Table I-1: Opportunity Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name</strong></td>
</tr>
<tr>
<td>City of Scotts Valley, along Mt. Hermon Road and Scotts Valley Drive</td>
</tr>
<tr>
<td>City of Santa Cruz, intersected by State Route (SR) 1 and Bay Street</td>
</tr>
<tr>
<td>City of Santa Cruz, Downtown including Water Street and Soquel Avenue</td>
</tr>
<tr>
<td>Santa Cruz County (Unincorporated), between north of SR 1 and Soquel Drive from Dominican Hospital perimeter to Capitola Avenue</td>
</tr>
<tr>
<td>City of Capitola, intersected by 41st Avenue and Capitola Road</td>
</tr>
<tr>
<td>Santa Cruz County (Unincorporated), between north of SR 1 and Soquel Drive from Cabrillo College perimeter to Aptos Street</td>
</tr>
<tr>
<td>City of Watsonville, along Freedom Boulevard between Green Valley Road and Main Street</td>
</tr>
<tr>
<td>City of Watsonville, along Main Street between Main Street/Freedom Boulevard intersection and Pajaro River</td>
</tr>
<tr>
<td>City of San Juan Bautista, north of SR 156 bounded by Monterey Street, 2nd Street and The Alameda</td>
</tr>
<tr>
<td>City of Hollister, west of McCray Street between Santa Ana Road and Tres Pinos Road</td>
</tr>
<tr>
<td>Monterey County (Unincorporated), south of SR 156 and bordered by a Census Designated Place boundary</td>
</tr>
<tr>
<td>City of Salinas, along N Main Street between E Boronda Road and Salinas Amtrak Station</td>
</tr>
<tr>
<td>City of Salinas, along S Main Street between Salinas Amtrak Station and Blanco Road</td>
</tr>
<tr>
<td>City of Salinas, along E Alisal Street east of US 101 to John Street</td>
</tr>
<tr>
<td>City of Salinas, between E Boronda Road and City of Salinas limits</td>
</tr>
<tr>
<td>City of Marina, along Reservation Road between Lake Drive and Salinas Avenue</td>
</tr>
<tr>
<td>City of Marina, east of SR 1 bounded by Patton Parkway and Divarty Street, and including CSU Monterey Bay</td>
</tr>
<tr>
<td></td>
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<tr>
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<td>28</td>
</tr>
</tbody>
</table>
### Urban Place Types

<table>
<thead>
<tr>
<th>Intensity</th>
<th>Land Use</th>
<th>General Characteristics</th>
<th>Transportation</th>
<th>Examples</th>
</tr>
</thead>
</table>
| **U-1 Urban Single Family**| Low to Medium Intensity (6 to 18 units per acre)                          | 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. | 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. | Chestnut Street, Santa Cruz  
Hellam Street, Monterey          |
| **U-2 Urban Multi-Family** | Low to Medium Intensity (12 to 30 units per acre)                        | 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. | 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. | Clay Street, Monterey  
3rd Street, Santa Cruz         |
| **U-3 Urban Commercial**  | Low Intensity (FAR 1.0 or less)                                          | 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. | 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. | Downtown Santa Cruz  
Downtown Monterey              |
### U-4 Urban Mixed Use

<table>
<thead>
<tr>
<th>Intensity</th>
<th>General Characteristics</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<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>Downtown Santa Cruz Downtown Monterey</td>
</tr>
<tr>
<td></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></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>S-1 Single Family Residential</td>
<td>Land Use: 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>Cliffwood Heights neighborhood, Capitola Deer Flats neighborhood, Monterey Hillcrest neighborhood, Hollister</td>
</tr>
<tr>
<td>Low to Medium Intensity (3 to 10 units per acre)</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>
<td></td>
</tr>
<tr>
<td>Medium to High Intensity (10 to 20 units per acre)</td>
<td>References</td>
<td></td>
</tr>
</tbody>
</table>

<p>| S-2 Multi-Family Residential | Land Use: 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. | Bay Tree Apartments, Scotts Valley Caputo Court, Hollister Footprints on the Bay, Monterey |
| Low to Medium Intensity (10 to 25 units per acre) | 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. | |
| Medium to High Intensity (20 to 40 units per acre) | References | |</p>
<table>
<thead>
<tr>
<th>S-3 Neighborhood Commercial</th>
<th>S-4 Regional Commercial</th>
<th>S-5 Employment Center</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Intensity (FAR less than 0.5)</strong></td>
<td><strong>Low Intensity (FAR less than 0.5) or occasionally Moderate Intensity (FAR 1.0 to 2.0)</strong></td>
<td><strong>Low to Medium Intensity (FAR from less than 1.0 to 2.0)</strong></td>
</tr>
<tr>
<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>
<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>
<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>
<tr>
<td>Automobile-oriented with large parking areas and limited pedestrian access; usually found along arterial streets. Limited local or, in rare instances, intercity transit service. Sidewalks and bicycle facilities usually absent or limited.</td>
<td>Automobile oriented, with most shoppers or visitors arriving by car; usually found along arterial streets or in core commercial areas. Transit access varies by setting, but in most instances includes only limited local or, in rare instances, intercity transit service. Except when located in core commercial areas, pedestrian and bicycle access and amenities tend to be limited or absent.</td>
<td>Usually auto-oriented with large areas of surface parking, or occasionally parking garages. May in limited instances include internal pedestrian-oriented features. Transit service is reflective of surrounding place types, but is typically similar to other suburban place types, with limited service and frequency. Larger employment centers may feature private shuttle services.</td>
</tr>
</tbody>
</table>

Forest Ave-Fairway Shopping Center, Pacific Grove McCray-Meridian Shopping Center, Hollister Kings Village Shopping Center, Scotts Valley

Capitola Mall Cannery Row, Monterey Airline Highway Shopping Center, Hollister Sand Dollar Shopping Center, Sand City

Tres Pinos Road and Rancho Drive, Hollister Ryan Ranch Office Park, Monterey

June 2022
| **S-6  Neighborhood Mixed Use** | **Medium Intensity (25 or more units per acre; FAR usually 2.0 or greater)** | **Multi-family, mixed-use developments with ground-floor, neighborhood-serving retail, medical, office or mixed uses. Usually found in newly built traditional neighborhood developments or as infill along existing commercial corridors; may include some accessory units. Buildings usually have high lot-coverage, with no setbacks and pedestrian-oriented entrances directly fronting the street.** | **Pedestrian, bicycle, and transit oriented with bicycle parking, limited or tucked-away car parking, and pedestrian amenities. Transit service typically similar to other suburban place types, but with greater potential for increased transit service and facilities.** | **Capitola Beach Villas Greenfield Village** |

<table>
<thead>
<tr>
<th><strong>Town Place Types</strong></th>
<th><strong>Intensity</strong></th>
<th><strong>General Characteristics</strong></th>
<th><strong>Examples</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>T-1  Town Single Family Residential</strong></td>
<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>
<td>Laine Street, New Monterey Neighborhood East Riverside Drive, Watsonville</td>
</tr>
</tbody>
</table>

June 2022
<table>
<thead>
<tr>
<th>Non-Urban Place Types</th>
<th>Intensity</th>
<th>Land Use</th>
<th>General Characteristics</th>
<th>Transportation</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>NU-1 Agriculture</td>
<td>Very Low Intensity (1 unit per acre or less)</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>Automobile dependent with widely-spaced, generally rectilinear road patterns. Transit absent or restricted to limited and infrequent regional or inter-city service. Sidewalks and other pedestrian/bicycle infrastructure usually absent.</td>
<td>Outlying portions of Greenfield Outlying portions of San Juan Bautista</td>
<td></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>
<td>Mixture of pedestrian- and automobile-oriented. Short blocks, grid street pattern, and nearby residential uses support non-motorized modes of transportation; however, cars may be more commonly used, especially by visitors traveling regionally. Transit absent or restricted to limited and/or infrequent regional or inter-city service. Sidewalks generally present, but may be absent in some cases. Dedicated bicycle infrastructure usually absent.</td>
<td>3rd Street, San Juan Bautista Merritt Street, Castroville Alta Street, Gonzales</td>
<td></td>
</tr>
</tbody>
</table>

| NU-3 Rural-Town Residential | Low Intensity (3 to 8 units per acre) | 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. | Short blocks, grid street pattern, and proximity to local destinations support non-motorized modes of transportation for intracity trips; however, cars may be more commonly used, especially for regional trips. Transit absent or restricted to limited and infrequent regional or inter-city service. Sidewalks may be absent, but generally low traffic may promote non-motorized transportation. Dedicated bicycle infrastructure usually absent. | 6th Street, San Juan Bautista Scott Street, Chualar 9th Street, Gonzales |

<p>| NU-4 Exurban and Rural Residential | Very Low to Low Intensity (usually 1 unit per acre or less, on rare occasions up to 6 units per acre) | 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. | Automobile oriented, often with long distances separating different land uses. Non-grid, typically low-connectivity street patterns discourage non-motorized transportation for non-recreational trips. Transit absent or restricted to limited and infrequent express or regional service; park-and-rides occasionally present. Sidewalks and dedicated bike paths typically for recreational use. | Pasadera Neighborhood, Monterey Fairview Road, Hollister Crescent Drive, Scotts Valley |</p>
<table>
<thead>
<tr>
<th>Place Type</th>
<th>Intensity</th>
<th>General Characteristics</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>IND (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. Transportation characteristics vary, with both pedestrian- and auto-oriented development patterns Availability of transit, pedestrian access, and bicycle infrastructure vary depending upon setting.</td>
<td>Industrial Drive, Hollister Los Coches Road, Soledad Estates Drive, Aptos</td>
</tr>
<tr>
<td>AT (Airport)</td>
<td>N/A</td>
<td>Airports.</td>
<td>Transportation characteristics vary.</td>
</tr>
<tr>
<td>INS (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. 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>
<td>UC Santa Cruz Salinas High School Public Libraries Wastewater Treatment Plants</td>
</tr>
<tr>
<td>OSR (Open Space / Recreation)</td>
<td>N/A</td>
<td>Open space and recreational uses, including local and regional parks, nature preserves, and beaches. 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>
<td>Village Green, Greenfield Ramsay Park, Watsonville Calaveras Park, Hollister</td>
</tr>
</tbody>
</table>

Non-Urban 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

Suburban Place Types

S-6 Neighborhood Mixed Use

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

Non-Urban Place Types

NU-1 Agriculture
NU-4 Ecotourism and Rural Residential

Other

INS Institutional/Civic
OSR Open Space/Recreational

Source data: AMBAG, 2022

APTOS URBAN AREA 2020 BASELINE
INCLUDES ADJACENT INCORPORATED URBAN AREAS

APTOS URBAN AREA

0.5 1 Miles

Urban Service Boundary

City Limits

Railroads

Sphere of Influence
Source data: AMBAG, 2022

2020 CAPITOLA, LIVE OAK, AND SOQUEL 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 Commercial
- **T-4**: Town Mixed Use
- **T-5**: Industrial/Manufacturing
- **T-6**: Institutional/Civic
- **T-7**: Open Space/Recreational

2020 BASELINE INCLUDES SURROUNDING UNINCORPORATED URBAN AREAS
2020 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
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

Railroads

Source data: AMBAG, 2022
2020 GREENFIELD 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

Non-Urban Place Types
- NU-1: Agriculture
- NU-2: Exurban and Rural Residential

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

Greenfield 2020 Baseline

Source data: AMBAG, 2022
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

Source data: AMBAG, 2022

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

Non-Urban Place Types
- NU-1 Agriculture
- NU-2 Rural Town Commercial
- INS Institutional/Civic
- IND Industrial/Manufacturing
- RV Railroads

Community Area

PAJARO
2020 BASELINE

Source data: AMBAG, 2022

Suburban Place Types

- S-1 Single-Family Residential
- S-2 Multi-Family Residential
- S-3 Neighborhood Commercial

Regional Commercial

Other

- IND Industrial/Manufacturing
- INS Institutional/Civic

Town Place Types

- S-4 Institutional/Civic
- S-5 Neighborhood Mixed Use
- S-6 Open Space/Recreational

City Limits

Sphere of Influence

Railroads

2020 BASELINE SAND CITY PLACE TYPES

Source data: AMBAG, 2022

2020 BASELINE
2020 SAN JUAN BAUTISTA PLACE TYPES

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

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

Non-Urban Place Types
- NU-1 Agriculture
- NU-2 Rural Town Commercial
- NU-3 Rural Town Residential
- NU-4 Exurban and Rural Residential

Industrial/Manufacturing
- IND Industrial/Manufacturing

Institutional/Civic
- INS Institutional/Civic

Open Space/Recreational
- OSR Open Space/Recreational

Source data: APBAG, 2022

SAN JUAN BAUTISTA 2020 SCENARIO

Proposed Sphere of Influence (expected to contract)
City Limits
Sphere of Influence
2020 SCOTTS VALLEY 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

Non-Urban Place Types
- NU-1 Exurban and Rural Residential

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

SCOTTS VALLEY
2020 SCENARIO
INCLUDES SURROUNDING UNINCORPORATED URBAN AREAS

Source data: AMBAG, 2022
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

City Limits

Source data: AMBAG, 2020

S-1 Suburban Single-Family Residential

S-2 Suburban Multi-Family Residential

S-3 Neighborhood Commercial

Suburban Place Types

NU-1 Agriculture

NU-2 Rural Town Commercial

NU-3 Rural Town Residential

Non-Urban Place Types

S-4 Regional Commercial

IND Industrial/Manufacturing

INS Institutional/Civic

OSR Open Space/Recreational

2020 SOLEDAD PLACE TYPES

City Limits

Sphere of Influence

Railroads

2020 SCENARIO

0 0.5 1 Miles

Source data: AMBAG, 2020
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

2045 URBAN APTOS PLANNING AREA PLACE TYPES

Suburban Place Types
- S-3 Suburban Single-Family Residential
- S-4 Suburban Multi-Family Residential
- S-5 Neighborhood Commercial
- S-6 Employment Center

Neighborhood Types
- T-1 Neighborhood Single-Family Residential
- T-2 Neighborhood Multi-Family Residential
- T-3 Neighborhood Commercial
- T-4 Employment Center

Non-Urban Place Types
- N1A Agriculture
- N1B Exurban and Rural Residential
- N1C Industrial/Manufacturing
- N1D Institutional/Civic
- N1E Open Space/Recreational

Source data: AMBAG, 2022

Urban Service Boundary
Sphere of Influence
City Limits
Railroads

APTOS URBAN AREA
2045 SCENARIO
INCLUDES ADJACENT INCORPORATED URBAN AREAS
Source data: AMBAG, 2022

2045 CAPITOLA, LIVE OAK, AND SOQUEL 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

Neighborhood Mixed Use
- S-6: 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

Non-Urban Place Types
- NU-1: Exurban and Rural Residential
- NU-2: Other
- NU-3: Industrial/Manufacturing
- NU-4: Institutional/Civic
- NU-5: Open Space/Recreational

Urban Service Boundary
- Sphere of influence
- City Limits
- Railroads

CAPITOLA, LIVE OAK, AND SOQUEL
2045 SCENARIO
INCLUDES SURROUNDING UNINCORPORATED URBAN AREAS

2,000  4,000 Feet

Source data: AMBAG, 2022

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

Census Designated Place

Railroads

CHUALAR 2045 SCENARIO
Source data: AMBAG, 2022

2045 GREENFIELD 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 Commercial

Non-Urban Place Types
- NU-1 Agriculture
- NU-4 Exurban and Rural Residential

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

Legend:
- City Limits
- Sphere of Influence
- Railroads
Source data: AMBAG, 2022

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: Non-Urban Place Types
- T-6: Agriculture

Other Place Types
- R: Rural Town Commercial
- IND: Industrial/Manufacturing
- AT: Airport
- INS: Institutional/Civic
- OSR: Open Space/Recreational

Legend:
- City Limits
- Sphere of Influence
- Railroads
ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

2045 MONTEREY PLACE TYPES

Urban Place Types
- S-L Single-Family Residential
- S-M Multi-Family Residential
- S-C Urban Commercial
- S-U Urban Mixed Use

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

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

Non-Urban Place Types
- U-1 Exurban and Rural Residential
- U-2 Urban Commercial
- U-3 Neighborhood Commercial
- U-4 Regional Commercial
- U-5 Employment Center

Other
- LU Industrial/Manufacturing
- LN Institutional/Civic
- LS Open Space/Recreational

Source data: AMBAG 2022

City Limits
Sphere of Influence
Railroads
Suburban Place Types Non-Urban Place Types
S-1 Single-Family Residential NA-1 Agriculture
S-2 Multi-Family Residential NU-2 Rural Town Commercial
S-3 Neighborhood Commercial Other

IND: Industrial/Manufacturing
INS: Institutional/Civic

Source data: AMBAG, 2022

2045 PAJARO PLACE TYPES
Community Area
Railroads
Unincorporated Area

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

Non-Urban Place Types
- NU-1 Exurban and Rural Residential
- NU-4 Other

2045 Scotts Valley Place Types

2045 Scenario Includes Surrounding Unincorporated Urban Areas

Source data: AMBAG, 2022
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

Figure 2

Santa Cruz County Opportunity Area Locations
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
Monterey County Opportunity Area Locations

Opportunity Areas

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

Figure 4
Figure 5
City of Scotts Valley Opportunity Area Locations
Scotts Valley
Santa Cruz
Santa Cruz
County
San
Lorenzo
Park
Arana
Gulch
Neary
Lagoon Park
Moore ... Areas
AMBAG Region
Potential Opportunity Areas
Existing/Planned Opportunity Areas
Opportunity Areas

City of Santa Cruz Opportunity Area Locations
Figure 7

County of Santa Cruz Unincorporated Opportunity Area Locations (A)
Figure 8
City of Capitola Opportunity Area Locations
Figure 9
County of Santa Cruz Unincorporated Opportunity Area Locations (B)
Figure 1

City of San Juan Bautista Opportunity Area Locations

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

0.7 Miles
Figure 12
City of Hollister Opportunity Area Locations

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

1.5 Miles
Monterey County Unincorporated Opportunity Area Locations

Figure 13

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

0.7 Miles
Monterey County Unincorporated Opportunity Area Locations

Figure 14

Opportunity Areas
- Existing/Planned Opportunity Areas
- Potential Opportunity Areas
- AMBAG Region
- City of Census Designated Place (CDP) Boundaries
- Unincorporated Areas
Figure 16
City of Marina Opportunity Area Locations
Figure 17
City of Seaside Opportunity Area Locations
City of Monterey 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 20
City of Carmel-by-the-Sea 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

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

1.5 Miles
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