










AMBAG Place Types Matrix


Urban Place Types				
	Intensity	General Characteristics		Examples
		Land Use	Transportation	
U-1 Urban Single-Family Residential 	<p>Low to Medium Intensity (6 to 18 units per acre)</p> <p>Medium to High Intensity (15 to 25 units per acre)</p>	<p>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.</p> <p>Compact development pattern with small lots, limited setbacks, and close proximity of structures.</p>	<p>Short blocks, grid street pattern, and proximity to destinations support non-motorized modes of transportation. Complete sidewalks and bicycle infrastructure typically present.</p> <p>Neighborhoods served by bus service with typical 30-minute headways; occasional proximity to multi-modal, regional, or intercity transit stations.</p>	<p>Chestnut Street, Santa Cruz</p> <p>Hellam Street, Monterey</p>
U-2 Urban Multi-Family Residential 	<p>Low to Medium Intensity (12 to 30 units per acre)</p> <p>Medium to High Intensity (25 to 50 units per acre)</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>Neighborhoods served by bus service with typical 30-minute headways; occasional proximity to multi-modal, regional or intercity transit stations.</p>	<p>Clay Street, Monterey</p> <p>3rd Street, Santa Cruz</p>
U-3 Urban Commercial 	<p>Low Intensity (FAR 1.0 or less)</p>	<p>A high concentration of retail, service, and office uses organized in a grid block pattern.</p> <p>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.</p>	<p>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.</p> <p>Multiple bus routes typically with 30-minute headways; occasional presence of multi-modal, regional or intercity transit stations.</p>	<p>Downtown Santa Cruz</p> <p>Downtown Monterey</p>



U-4 Urban Mixed Use 	Medium to High Intensity (FAR greater than 2.0)	<p>Commercial, office, and residential uses in medium- to large-scale buildings. Vertical mixed use with residential or office above ground floor retail is typical.</p> <p>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.</p>	<p>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.</p> <p>Transit typically includes modest to robust bus service, with headways averaging 15 to 30 minutes.</p>	Downtown Santa Cruz Downtown Monterey
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Suburban Place Types				
	Intensity	General Characteristics		Examples
		Land Use	Transportation	
S-1 Single-Family Residential 	<p>Low to Medium Intensity (3 to 10 units per acre)</p> <p>Medium to High Intensity (10 to 20 units per acre)</p>	<p>Single-family homes in self-contained residential neighborhoods.</p> <p>One- to two-story buildings typically on 5,000 to 15,000 square foot lots with moderate to large setbacks.</p>	<p>Automobile-oriented with resident-serving local, collector, and occasionally arterial streets.</p> <p>Limited local transit service and park-and-ride lots. Sidewalks and bicycle facilities for recreational use.</p>	<p>Cliffwood Heights neighborhood, Capitola</p> <p>Deer Flats neighborhood, Monterey</p> <p>Hillcrest neighborhood, Hollister</p>
S-2 Multi-Family Residential 	<p>Low to Medium Intensity (10 to 25 units per acre)</p> <p>Medium to High Intensity (20 to 40 units per acre)</p>	<p>Duplexes, apartment complexes, subdivided houses, and mobile home parks in a generally low-density setting.</p> <p>Generally one- to four-story buildings on lots of varying sizes, often inward-oriented.</p>	<p>Automobile-oriented, most often found along collector or arterial streets.</p> <p>Limited local transit service and park-and-ride lots. Sidewalks and bicycle facilities for recreational use.</p>	<p>Bay Tree Apartments, Scotts Valley</p> <p>Caputo Court, Hollister</p> <p>Footprints on the Bay, Monterey</p>


<p>S-3 Neighborhood Commercial</p> 	<p>Low Intensity (FAR less than 0.5)</p>	<p>Stand-alone retail buildings, strip malls, local-serving big-box stores, and smaller-scale offices or office parks.</p> <p>Usually one story buildings occupying low proportion of total lot area; offices in some instances are multi-story. Typically set far back from street.</p>	<p>Automobile-oriented with large parking areas and limited pedestrian access; usually found along arterial streets.</p> <p>Limited local or, in rare instances, intercity transit service. Sidewalks and bicycle facilities usually absent or limited.</p>	<p>Forest Ave-Fairway Shopping Center, Pacific Grove</p> <p>McCray-Meridian Shopping Center, Hollister</p> <p>Kings Village Shopping Center, Scotts Valley</p>
<p>S-4 Regional Commercial</p> 	<p>Low Intensity (FAR less than 0.5) or occasionally Moderate Intensity (FAR 1.0 to 2.0)</p>	<p>Large-scale retail or entertainment uses with a regional draw, including shopping malls, big-box stores, and tourist destinations.</p> <p>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.</p>	<p>Automobile oriented, with most shoppers or visitors arriving by car; usually found along arterial streets or in core commercial areas.</p> <p>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.</p>	<p>Capitola Mall</p> <p>Cannery Row, Monterey</p> <p>Airline Highway Shopping Center, Hollister</p> <p>Sand Dollar Shopping Center, Sand City</p>
<p>S-5 Employment Center</p> 	<p>Low to Medium Intensity (FAR from less than 1.0 to 2.0)</p>	<p>Office and research-oriented industrial land uses with medium to high employment densities.</p> <p>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.</p>	<p>Usually auto-oriented with large areas of surface parking, or occasionally parking garages. May in limited instances include internal pedestrian-oriented features.</p> <p>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.</p>	<p>Tres Pinos Road and Rancho Drive, Hollister</p> <p>Ryan Ranch Office Park, Monterey</p>
<p>S-6 Neighborhood Mixed Use</p> 	<p>Medium Intensity (25 or more units per acre; FAR usually 2.0 or greater)</p>	<p>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.</p> <p>Buildings usually have high lot-coverage, with no setbacks and pedestrian-oriented entrances directly fronting the street.</p>	<p>Pedestrian, bicycle, and transit oriented with bicycle parking, limited or tucked-away car parking, and pedestrian amenities.</p> <p>Transit service typically similar to other suburban place types, but with greater potential for increased transit service and facilities.</p>	<p>Capitola Beach Villas</p> <p>Greenfield Village</p>




Town Place Types				
	Intensity	General Characteristics		Examples
		Land Use	Transportation	
T-1 Town Single-Family Residential 	<p>Low to Medium Intensity (6 to 15 units per acre)</p> <p>Medium to High Intensity (12 to 25 units per acre)</p>	<p>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.</p> <p>Compact development pattern with small lots, limited setbacks, and close proximity of structures.</p>	<p>Short blocks, grid street pattern, and proximity to destinations support non-motorized modes of transportation. Complete sidewalks often present; bicycle infrastructure typically limited.</p> <p>Neighborhoods served by bus service with 30-minute or more headways; occasional proximity to regional or intercity transit service.</p>	<p>Jewel Box, Capitola</p> <p>Maple Street, Salinas</p> <p>6th Street, Hollister</p>
T-2 Town Multi-Family Residential 	<p>Low to Medium Intensity (12 to 30 units per acre)</p> <p>Medium to High Intensity (25 to 50 units per acre)</p>	<p>Combination of apartment buildings, duplexes, accessory units, and some single-family homes. Usually located in areas with traditional street patterns.</p> <p>One- to three-story residential buildings, typically with small setbacks from the street and property lines.</p>	<p>Short blocks, grid street pattern, and proximity to destinations support non-motorized modes of transportation. Complete sidewalks often present; bicycle infrastructure typically limited.</p> <p>Neighborhoods served by bus service with 30-minute or more headways; occasional proximity to regional or intercity transit service.</p>	<p>Laine Street, New Monterey Neighborhood</p> <p>East Riverside Drive, Watsonville</p>
T-3 Town Commercial 	<p>Low intensity (FAR 1.0 or less)</p>	<p>Pedestrian-oriented commercial uses in town core commercial areas or along commercial corridors. Usually in areas with traditional street patterns.</p> <p>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.</p>	<p>Short blocks, grid street pattern, and nearby residential uses support non-motorized modes of transportation. Complete sidewalks often present; bicycle infrastructure typically limited.</p> <p>Transit typically includes limited local service, with headways as short as 30 minutes. Many visitors arrive by car, particularly when traveling long distances.</p>	<p>Bay and Mission Street, Santa Cruz</p> <p>Downtown Carmel</p>

T-4 Town Mixed Use 	<p>Low to Medium Intensity (FAR 1.0 to 3.0)</p>	<p>Small-scale, mixed-use buildings typically in core commercial areas or along commercial corridors. Usually in areas with traditional street patterns.</p> <p>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.</p>	<p>Short blocks, grid street pattern, and nearby residential uses support non-motorized modes of transportation. Complete sidewalks often present; bicycle infrastructure typically limited.</p> <p>Transit typically includes limited local service, with headways as short as 30 minutes. Many visitors arrive by car, particularly when traveling long distances.</p>	<p>Capitola Village 5th Street, Hollister Lighthouse Avenue, Pacific Grove</p>
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Non-Urban Place Types				
	Intensity	General Characteristics		Examples
		Land Use	Transportation	
NU-1 Agriculture 	<p>Very Low Intensity (1 unit per acre or less)</p>	<p>Isolated single-family homes, farm houses, and other agriculture-related structures in an agricultural or rural setting.</p> <p>Various building heights and sizes, frequently 2-stories or less, often with expansive setbacks from roads and property lines.</p>	<p>Automobile dependent with widely-spaced, generally rectilinear road patterns.</p> <p>Transit absent or restricted to limited and infrequent regional or inter-city service. Sidewalks and other pedestrian/bicycle infrastructure usually absent.</p>	<p>Outlying portions of Greenfield Outlying portions of San Juan Bautista</p>
NU-2 Rural-Town Commercial 	<p>Low Intensity (FAR usually less than 1.0, up to 2.0 in rare instances)</p>	<p>Variety of small commercial buildings usually located in centers of compact, rural towns.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>3rd Street, San Juan Bautista Merritt Street, Castroville Alta Street, Gonzales</p>

NU-3 Rural-Town Residential 	Low Intensity (3 to 8 units per acre)	<p>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.</p> <p>One- or two-story buildings on small- to medium-sized lots. Homes have variable setbacks from property lines and other buildings.</p>	<p>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.</p> <p>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.</p>	6th Street, San Juan Bautista Scott Street, Chualar 9th Street, Gonzales
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)	<p>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.</p> <p>One or two story buildings on large lots with deep setbacks. In rare instances may include smaller "suburban" style lots located far from central areas of towns or cities.</p>	<p>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.</p> <p>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.</p>	Pasadera Neighborhood, Monterey Fairview Road, Hollister Crescent Drive, Scotts Valley

Other Place Types				
	Intensity	General Characteristics		Examples
		Land Use	Transportation	
IND Industrial and Manufacturing 	Various Intensities (FAR from less than 1.0 to 4.0 or higher)	<p>Various industrial and manufacturing uses, including factories, storage facilities, industrial and commercial suppliers, and some research and development uses.</p> <p>Street patterns and building forms vary, ranging from traditional blocks and pedestrian-oriented configurations to isolated facilities inaccessible by non-motorized transportation.</p>	<p>Transportation characteristics vary, with both pedestrian- and auto-oriented development patterns</p> <p>Availability of transit, pedestrian access, and bicycle infrastructure vary depending upon setting.</p>	Industrial Drive, Hollister Los Coches Road, Soledad Estates Drive, Aptos

AT Airport 	N/A	Airports.	Transportation characteristics vary.	Monterey Peninsula Airport Hollister Municipal Airport
INS Institutional 	Various Intensities (FAR from less than 1.0 to 4.0 or higher)	Various institutional, civic, public, educational, hospital, cemetaries, and utilities uses located in various settings. Built forms vary by specific use and location.	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.	UC Santa Cruz Salinas High School Public Libraries Wastewater Treatment Plants
OSR Open Space / Recreation 	N/A	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.	Village Green, Greenfield Ramsay Park, Watsonville Calaveras Park, Hollister