

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 be 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

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

Table I-1: Opportunity Areas (continued)

	Name	Notation	Existing/Planned or Potential
18	City of Seaside, includes the City limits of Sand City and extends eastward	SE-1	Existing/Planned
19	City of Seaside, bounded by City limits of Seaside and Gigling Road, and including CSU Monterey Bay	SE-2	Potential
20	City of Monterey, along Fremont Street west of SR 1	MO-1	Existing/Planned
21	City of Monterey, from Municipal Wharfs 1 and 2 bounded by El Dorado Street, Camino El Estero and Larkin Street.	MO-2	Existing/Planned
22	City of Monterey, along Lighthouse Avenue bounded by David Avenue, Archer Street and Presidio of Monterey	MO-3	Existing/Planned
23	City of Pacific Grove, along Lighthouse Avenue bounded by David Avenue, Pine Avenue and Del Monte Boulevard	PG-1	Potential
24	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	CM-1	Potential
25	City of Gonzales, east of Alta Street bounded by 10th Street, Fanoie Road/Herold Parkway and Jersey Drive	GO-1	Potential
26	City of Soledad, east of US 101 and south of SR 146 bounded by East Street and the City limits	SO-1	Potential
27	City of Greenfield, west of US 101 boarded by Walnut Avenue, 12th Street and Elm Avenue	GR-1	Potential
28	City of King City, Canal Street, King Street, the City limits and Division Street	KC-1	Potential








Attachments


Urban Place Types

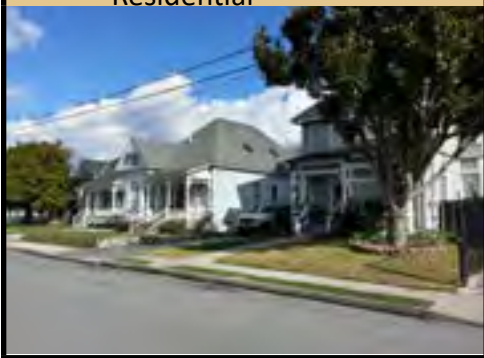

	Intensity	General Characteristics		Examples
		Land Use	Transportation	
U-1 Urban Single Family Residential 	Low to Medium Intensity (6 to 18 units per acre) Medium to High Intensity (15 to 25 units per acre)	Single family homes in close proximity to urban centers, typically laid out in a grid block pattern. 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 Residential 	Low to Medium Intensity (12 to 30 units per acre) Medium to High Intensity (25 to 50 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 	<p>Medium to High Intensity (FAR greater than 2.0)</p>	<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>	<p>Downtown Santa Cruz</p> <p>Downtown Monterey</p>
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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. May include some accessory units.</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. May include some accessory units.</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>


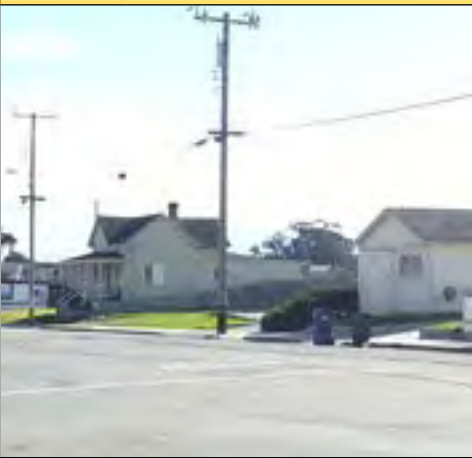

<p>S-3 Neighborhood Commercial</p> 	<p>Low Intensity (FAR less than 0.5)</p>	<p>Stand-alone retail buildings, strip malls, local-serving big-box stores, and smaller-scale offices or office parks.</p> <p>Usually one story buildings occupying low proportion of total lot area; offices in some instances 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; may include some accessory units.</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 Greenfield Village</p>
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Town Place Types				
	Intensity	General Characteristics		Examples
		Land Use	Transportation	
<p>T-1 Town Single Family Residential</p> 	<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 Maple Street, Salinas 6th Street, Hollister</p>
<p>T-2 Town Multi-Family Residential</p> 	<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; may include accessory units.</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 East Riverside Drive, Watsonville</p>

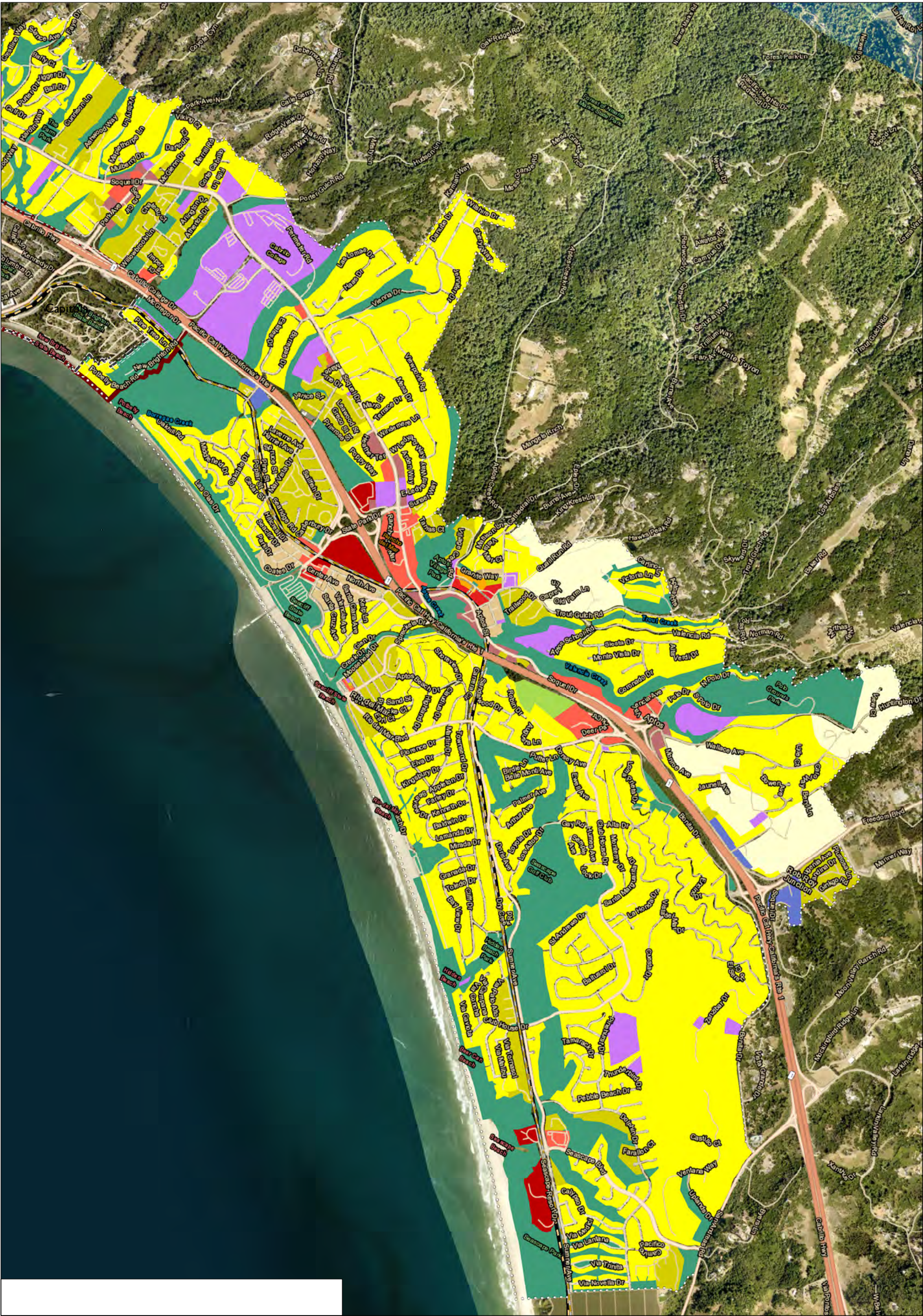
	<p>Low intensity (FAR 1.0 or less)</p>	<p>Pedestrian-oriented commercial uses in town core commercial areas or along commercial corridors. Usually in areas with traditional street patterns.</p> <p>One-story buildings, often with no setbacks and sometimes with full lot coverage. Entrances usually face 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 Downtown Carmel</p>
	<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. May include accessory units.</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>

	<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; may include farmworker housing.</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</p> <p>Merritt Street, Castroville</p> <p>Alta Street, Gonzales</p>
NU-3 Rural-Town Residential 	<p>Low Intensity (3 to 8 units per acre)</p>	<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>	<p>6th Street, San Juan Bautista</p> <p>Scott Street, Chualar</p> <p>9th Street, Gonzales</p>
NU-4 Exurban and Rural Residential 	<p>Very Low to Low Intensity (usually 1 unit per acre or less, on rare occasions up to 6 units per acre)</p>	<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; may include accessory units. 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-motirized 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>	<p>Pasadera Neighborhood, Monterey</p> <p>Fairview Road, Hollister</p> <p>Crescent Drive, Scotts Valley</p>

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>	<p>Industrial Drive, Hollister</p> <p>Los Coches Road, Soledad</p> <p>Estates Drive, Aptos</p>
AT Airport 	N/A	Airports.	Transportation characteristics vary.	<p>Monterey Peninsula Airport</p> <p>Hollister Municipal Airport</p>
INS Institutional 	Various Intensities (FAR from less than 1.0 to 4.0 or higher)	<p>Various institutional, civic, public, educational, hospital, cemeteries, and utilities uses located in various settings.</p> <p>Built forms vary by specific use and location. May include group quarters, student housing, or accessory units.</p>	<p>Transportation characteristics vary, with both pedestrian- and auto-oriented development patterns</p> <p>Availability of transit, pedestrian access, and bicycle infrastructure are all variable, depending upon setting.</p>	<p>UC Santa Cruz</p> <p>Salinas High School</p> <p>Public Libraries</p> <p>Wastewater Treatment Plants</p>
OSR Open Space / Recreation 	N/A	Open space and recreational uses, including local and regional parks, nature preserves, and beaches.	<p>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.</p>	<p>Village Green, Greenfield</p> <p>Ramsay Park, Watsonville</p> <p>Calaveras Park, Hollister</p>



Source data: AMBAG, 2021

2020 URBAN APTOS PLANNING AREA 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

Town Place Types

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

Non-Urban Place Types

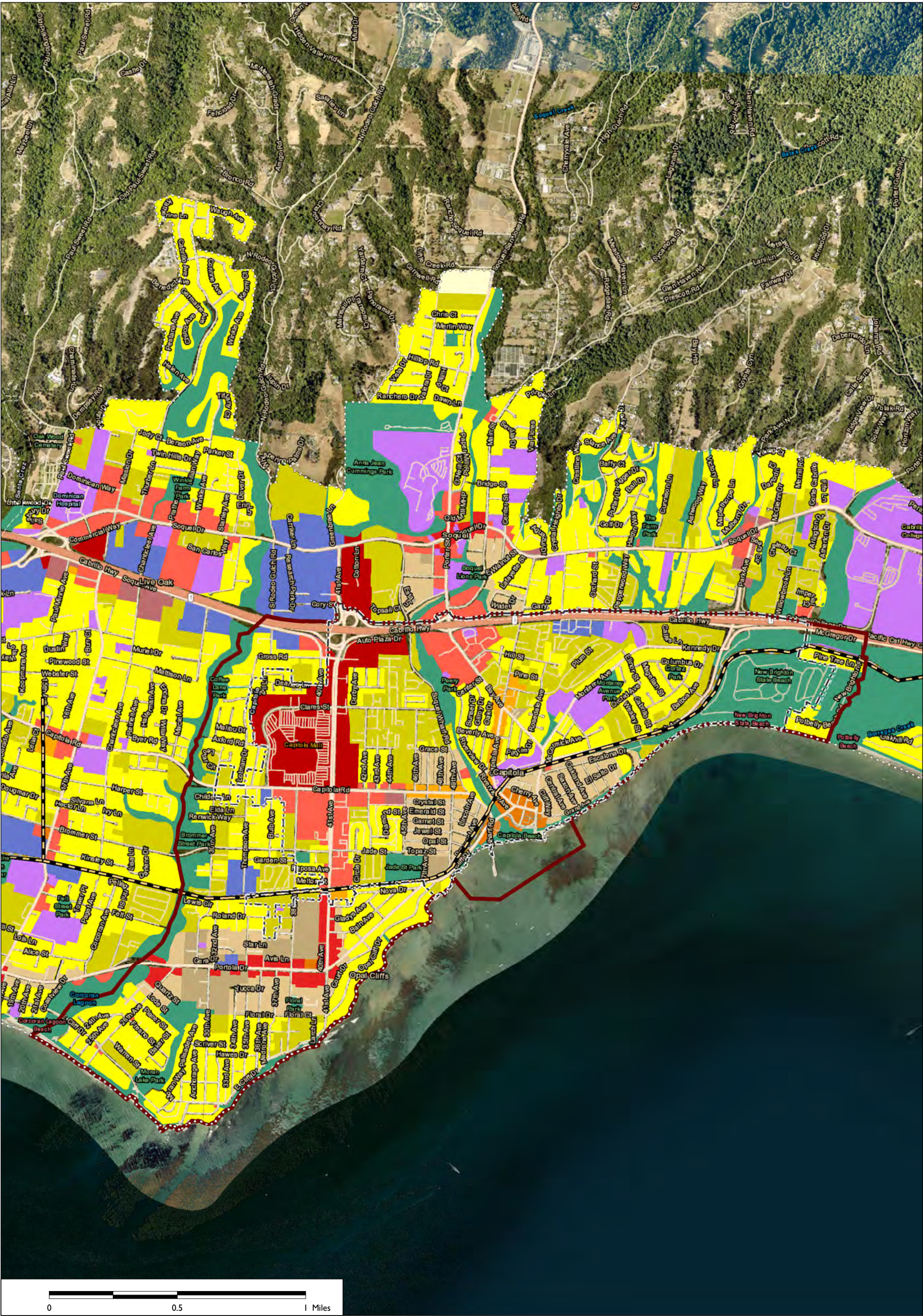
- NU-1 Agriculture
- NU-4 Exurban and Rural Residential

Other

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

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

APTOS URBAN AREA
2020 BASELINE
INCLUDES ADJACENT
INCORPORATED URBAN AREAS



Source data: AMBAG, 2021

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

Other

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

Urban Service Boundary

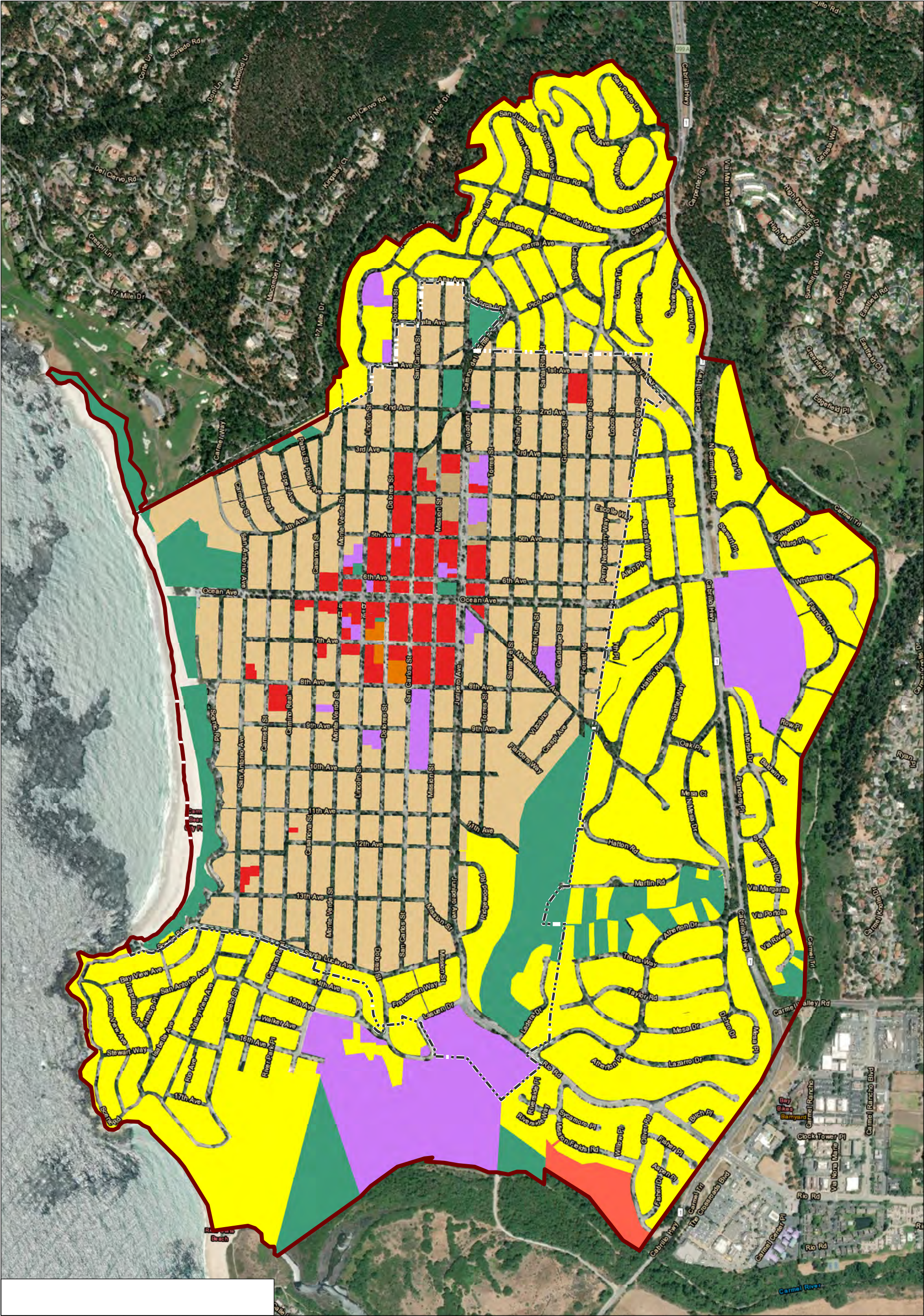
Sphere of Influence

City Limits

Railroads

CAPITOLA, LIVE OAK, AND SOQUEL

2020 BASELINE
INCLUDES SURROUNDING
UNINCORPORATED URBAN AREAS



Source data: AMBAG, 2021

2020 CARMEL PLACE TYPES

Suburban Place Types

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

Town Place Types

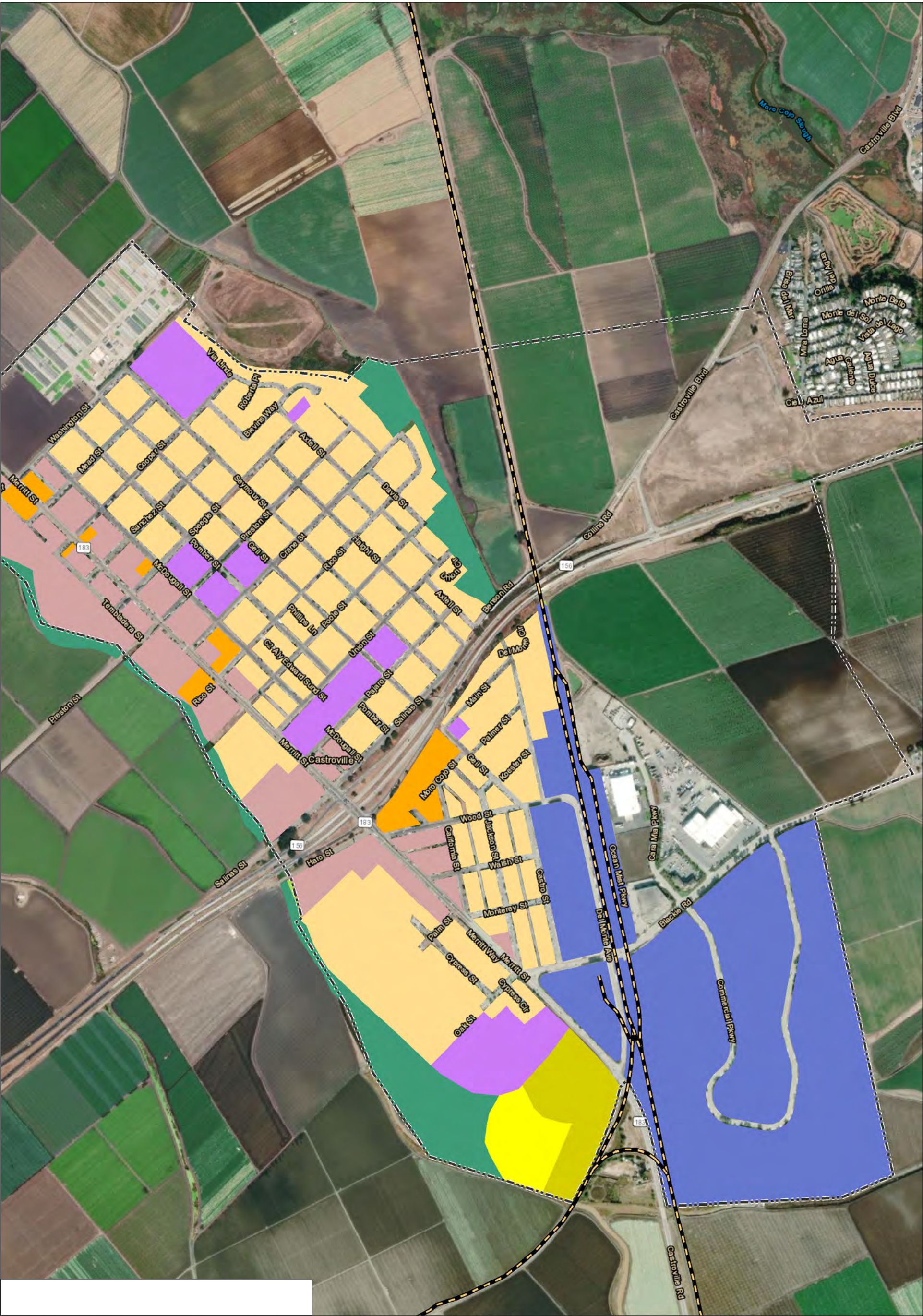
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential

- T-3 Town Commercial
- T-4 Town Mixed Use

Other

- INS Institutional/Civic
- OSR Open Space/Recreational

- City Limits
- Sphere of Influence



Source data: AMBAG, 2021

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

Other

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

- Community Area
- Railroads



Source data: AMBAG, 2021

2020 CHUALAR PLACE TYPES

Non-Urban Place Types

- NU-1 Agriculture
- NU-2 Rural Town Commercial
- NU-3 Rural Town Residential

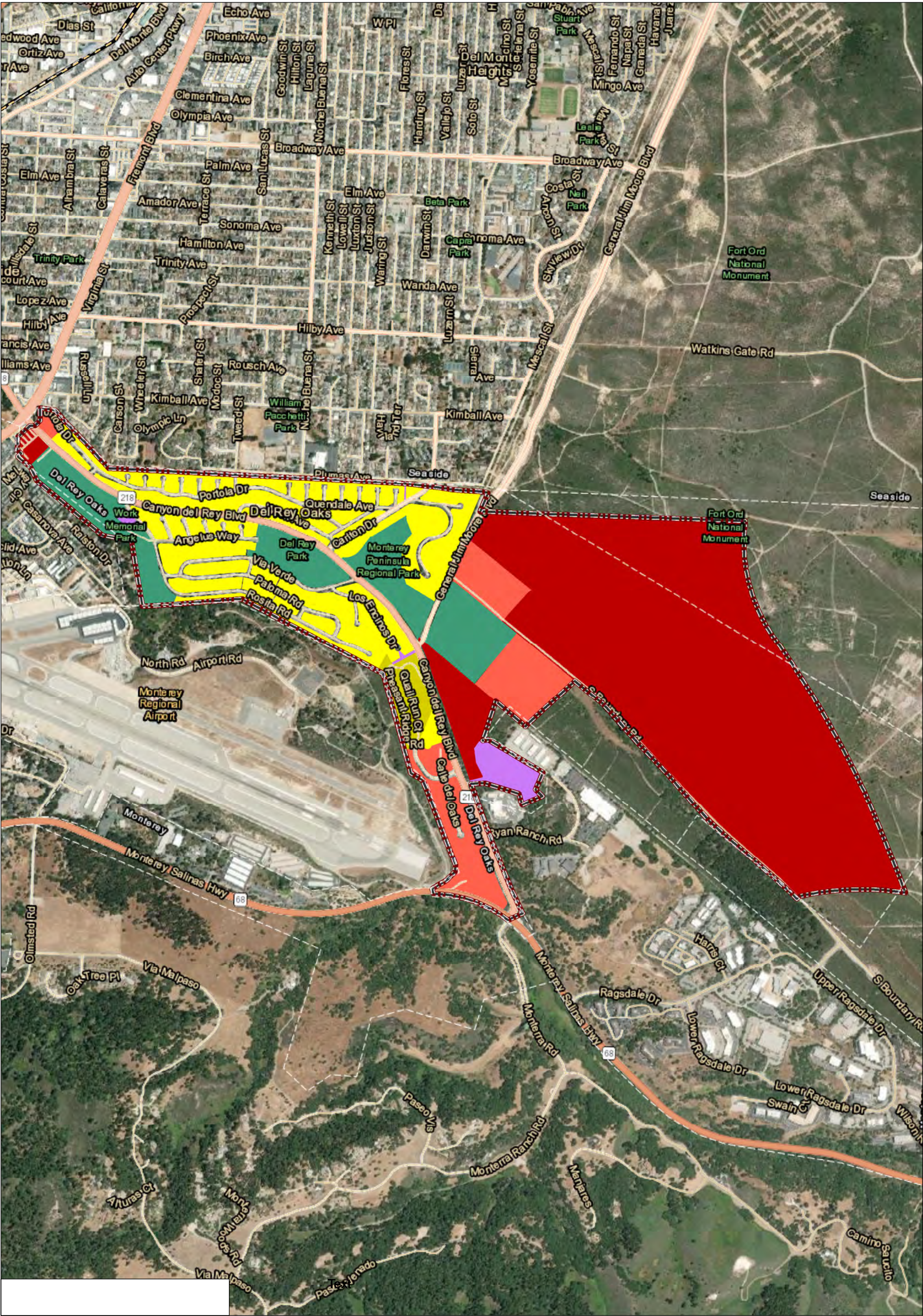
Other

- INS Institutional/Civic

- Census Designated Place
- Railroads

 Railroads

2020 BASELINE



Source data: AMBAG, 2021

2020 DEL REY OAKS PLACE TYPES

Suburban Place Types

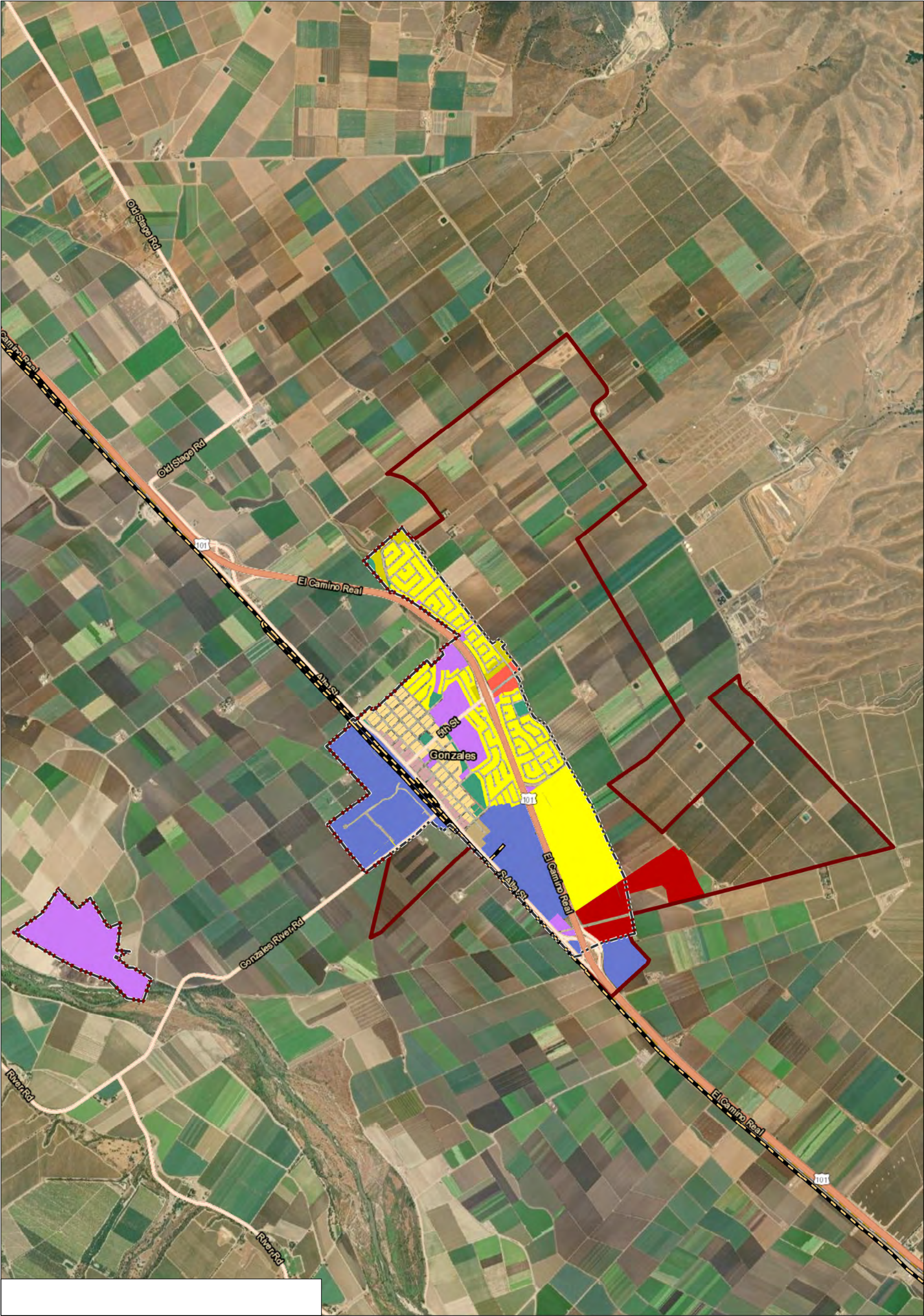
- S-1 Suburban Single-Family Residential
- S-2 Suburban Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial

Other

- S-6 Neighborhood Mixed Use
- INS Institutional/Civic
- OSR Open Space/Recreational

- City Limits
- Sphere of Influence
- Railroads

DEL REY OAKS
2020 BASELINE



Source data: AMBAG, 2021

2020 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

Town Place Types

- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential

Non-Urban Place Types

- NU-2 Rural Town Commercial

Other

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

- NU-3 Rural Town Residential



City Limits

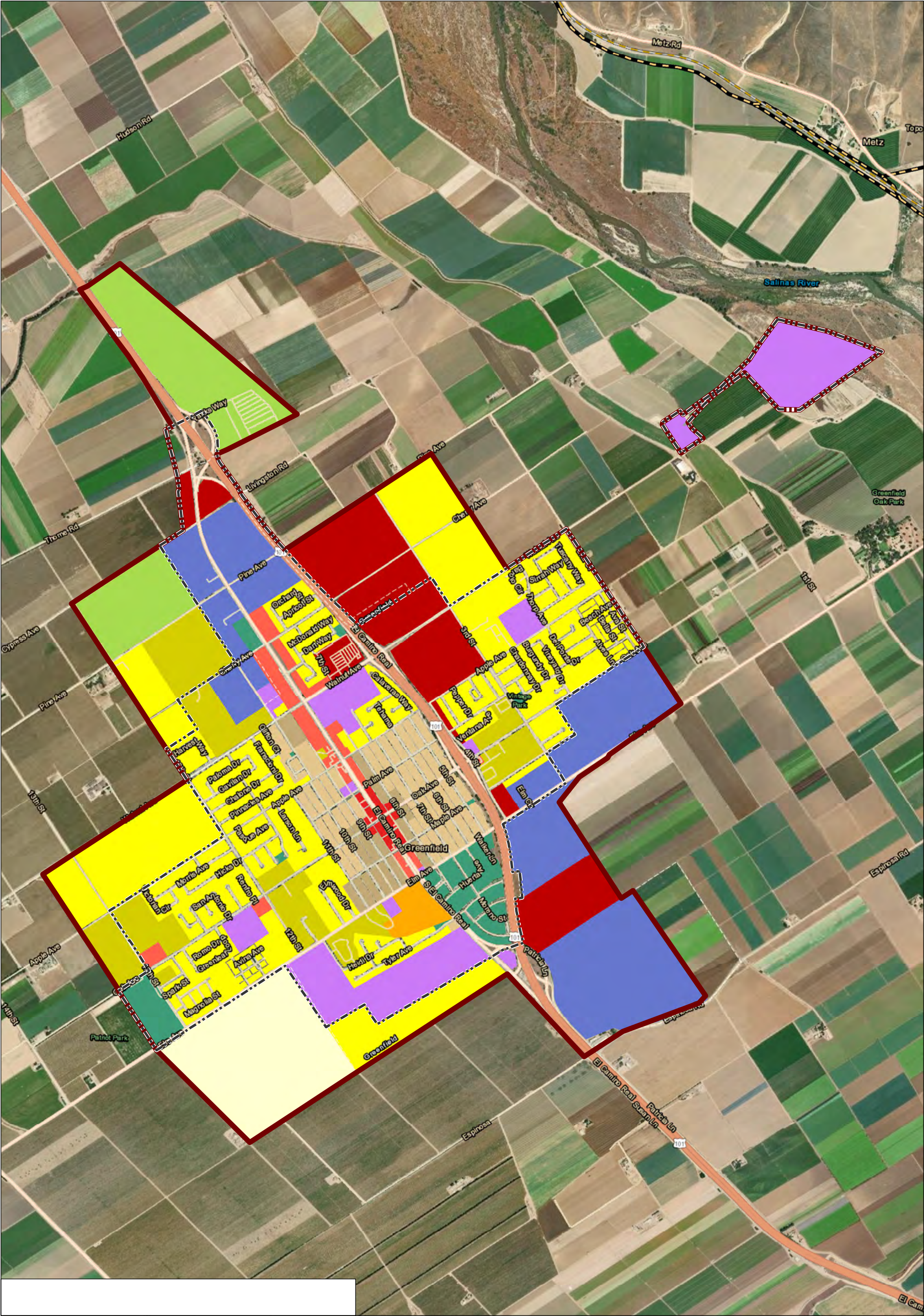


Sphere of Influence



Railroads

GONZALES
2020 BASELINE



Source data: AMBAG, 2021

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-6 Neighborhood Mixed Use

Town Place Types

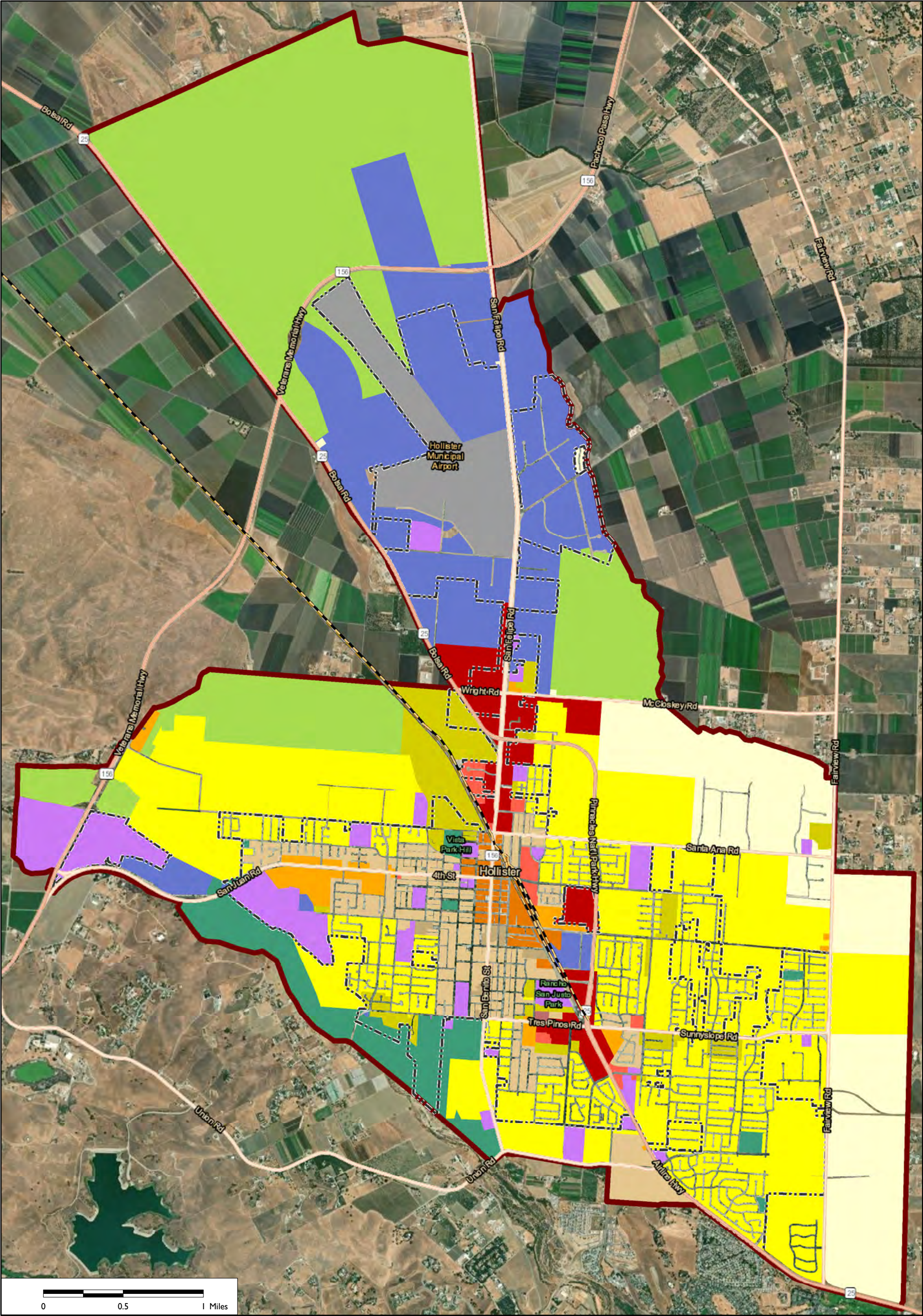
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-3 Town Commercial

Non-Urban Place Types

- NU-1 Agriculture

- NU-4 Exurban and Rural Residential
- Other
 - IND Industrial/Manufacturing
 - INS Institutional/Civic
 - OSR Open Space/Recreational
 - Airport

- City Limits
- Sphere of Influence
- Railroads



Source data: AMBAG, 2021

2020 HOLLISTER 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

Town Place Types

- S-6 Neighborhood Mixed Use
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-4 Town Mixed Use

Non-Urban Place Types

- NU-1 Agriculture

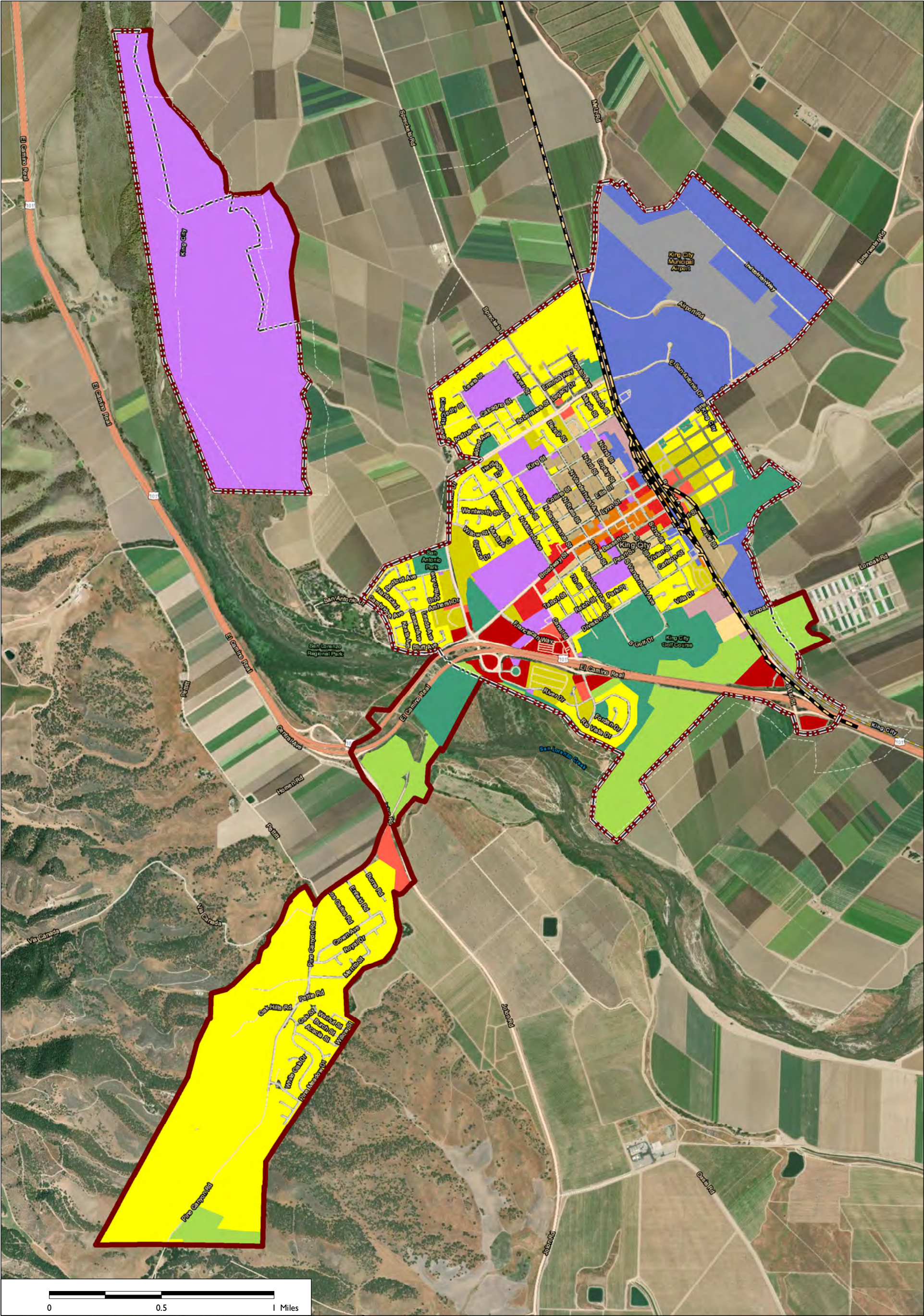
Other

- NU-4 Exurban and Rural Residential
- IND Industrial/Manufacturing
- AT Airport
- INS Institutional/Civic
- OSR Open Space/Recreational

City Limits

Sphere of Influence

Railroads



Source data: AMBAG, 2021

2020 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

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

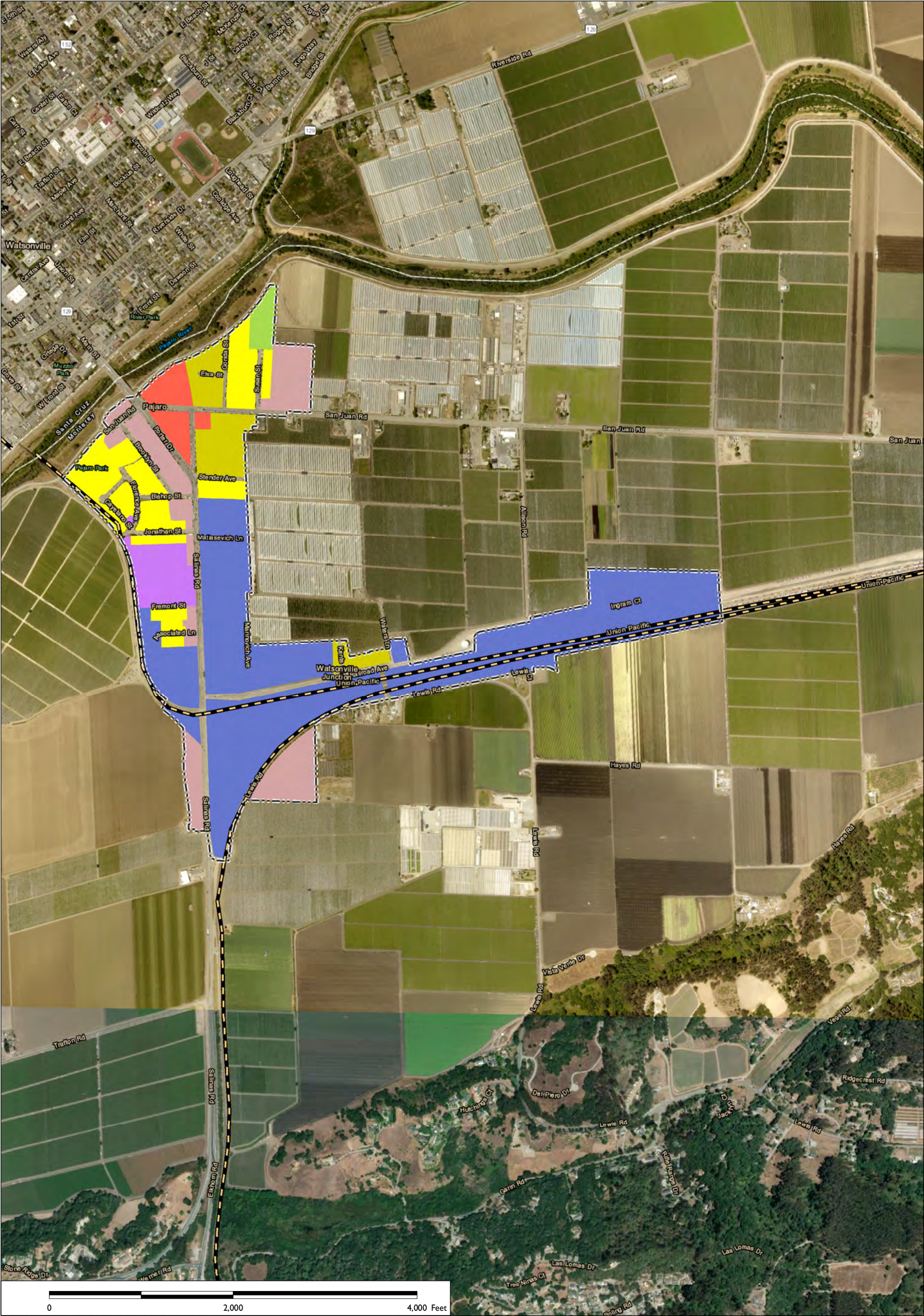
- NU-1 Agriculture
- NU-2 Rural Town Commercial

- NU-3 Rural Town Residential

Other

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

- City Limits
- Sphere of Influence
- Railroads



Source data: AMBAG, 2021

2020 PAJARO PLACE TYPES

Suburban Place Types

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

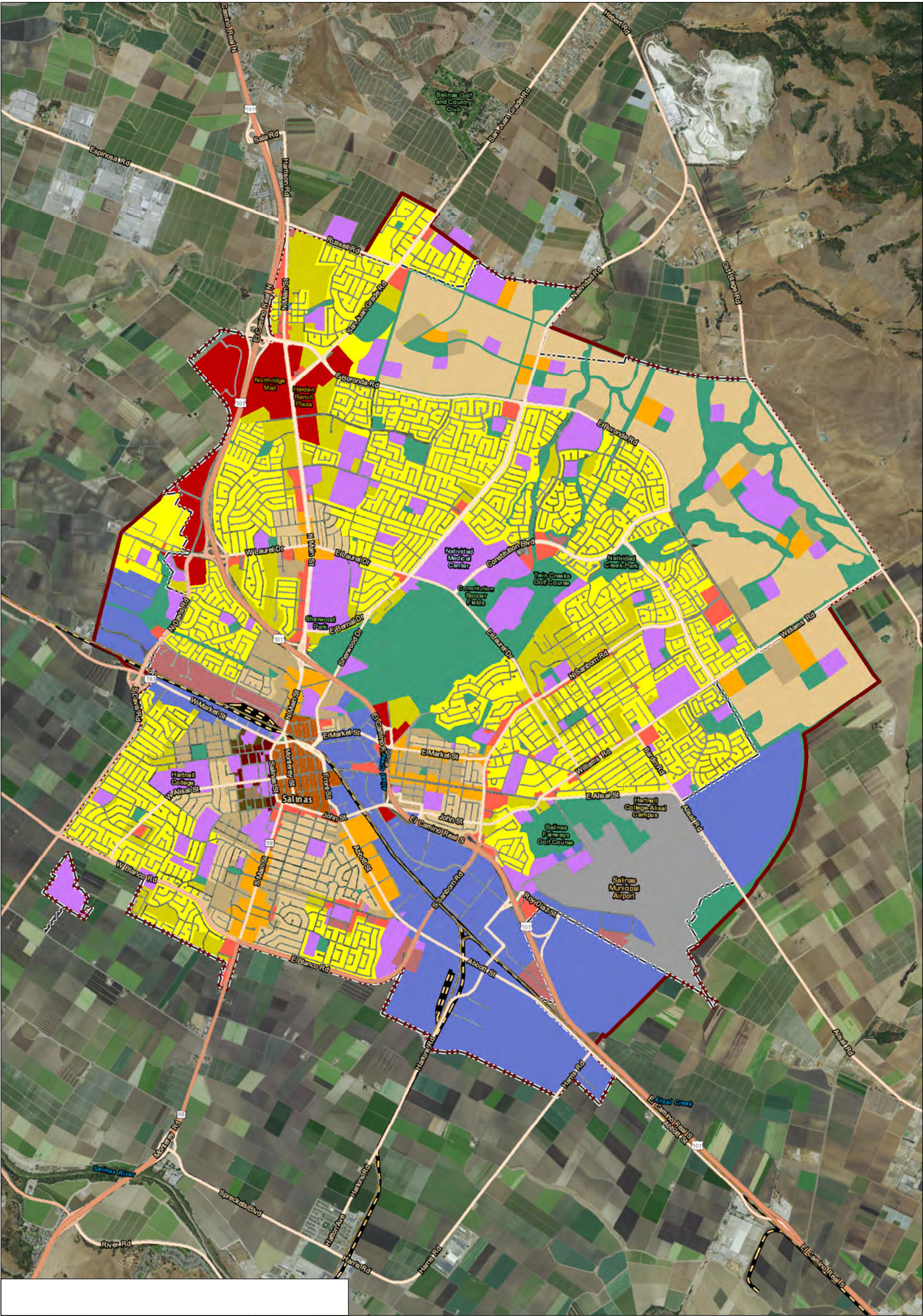
Non-Urban Place Types

- NU-1 Agriculture
- NU-2 Rural Town Commercial

Other

- IND Industrial/Manufacturing
- INS Institutional/Civic

- Community Area
- Railroads



Source data: AMBAG, 2021

2020 BASELINE SALINAS PLACE TYPES

Urban Place Types

- U-1 Single-Family Residential
- U-2 Multi-Family Residential
- U-3 Urban Commercial
- U-4 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

Other

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

City Limits

Sphere of Influence

Railroads

SALINAS
2020 BASELINE

2020 BASELINE SAND CITY PLACE TYPES

S-3 Neighborhood Commercial

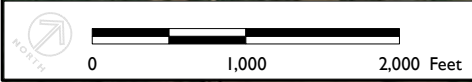
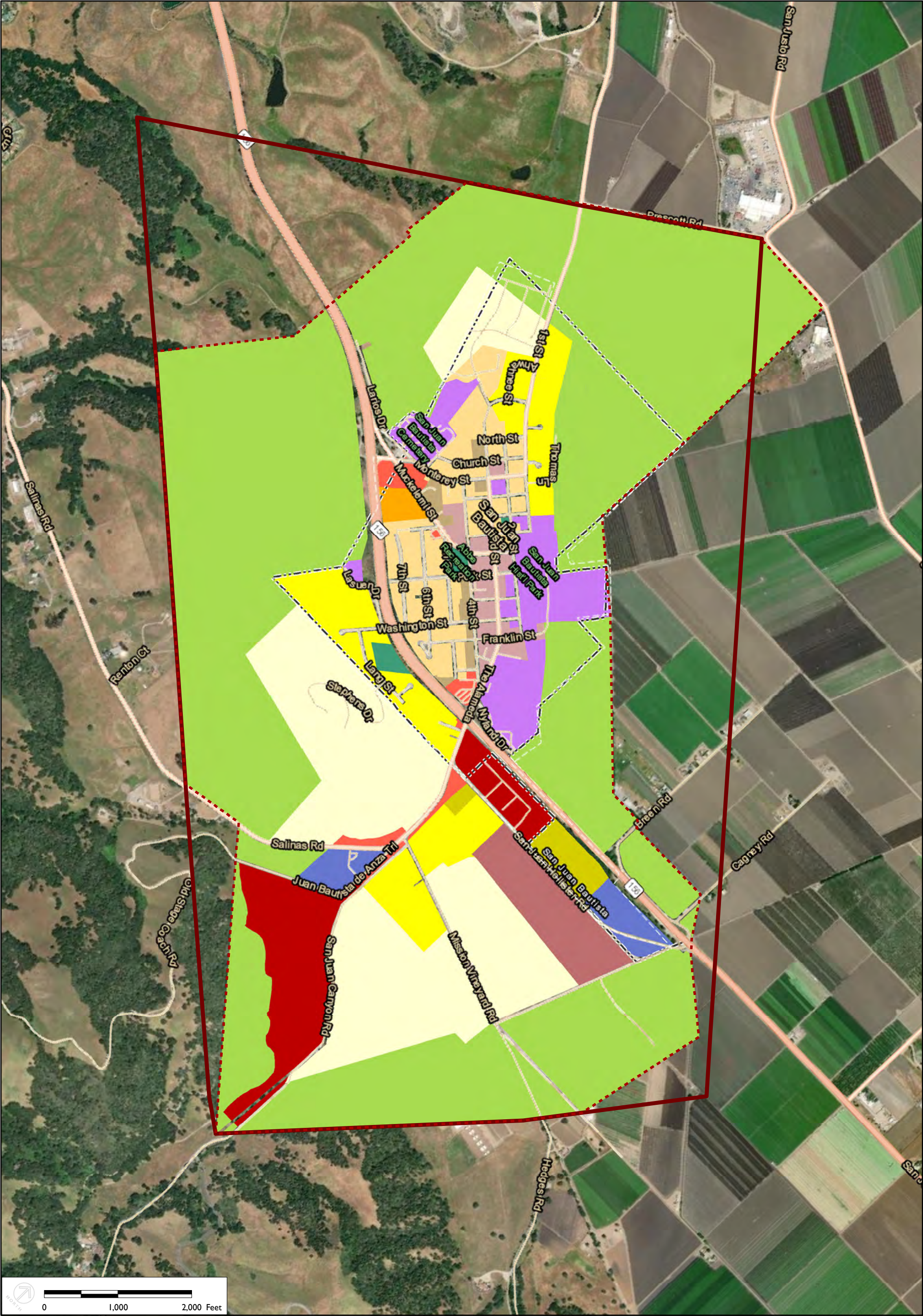
T-1 Single-Family Residential

OSR Open Space/Recreational

 Railroads

SAND CITY

2020 BASELINE



Source data: AMBAG, 2021

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-6 Neighborhood Mixed Use

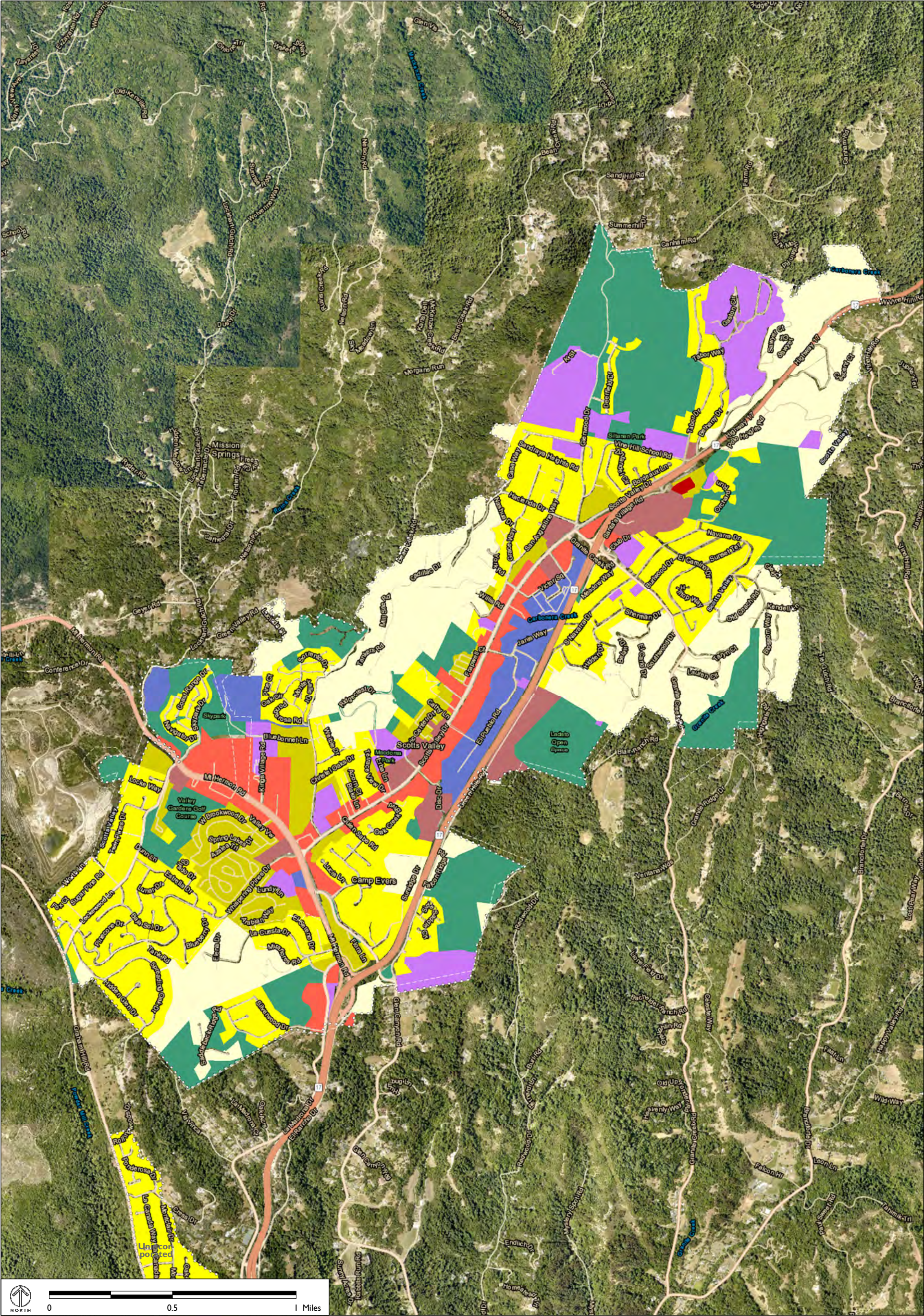
Town Place Types

- T-2 Multi-Family Residential
- Non-Urban Place Types
- NU-1 Agriculture
- NU-2 Rural Town Commercial
- NU-3 Rural Town Residential

Other

- NU-4 Exurban and Rural Residential
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

- Proposed Sphere of Influence (expected to contract)
- City Limits
- Sphere of Influence



Source data: AMBAG, 2021

2020 SCOTTS VALLEY PLACE TYPES

Suburban Place Types

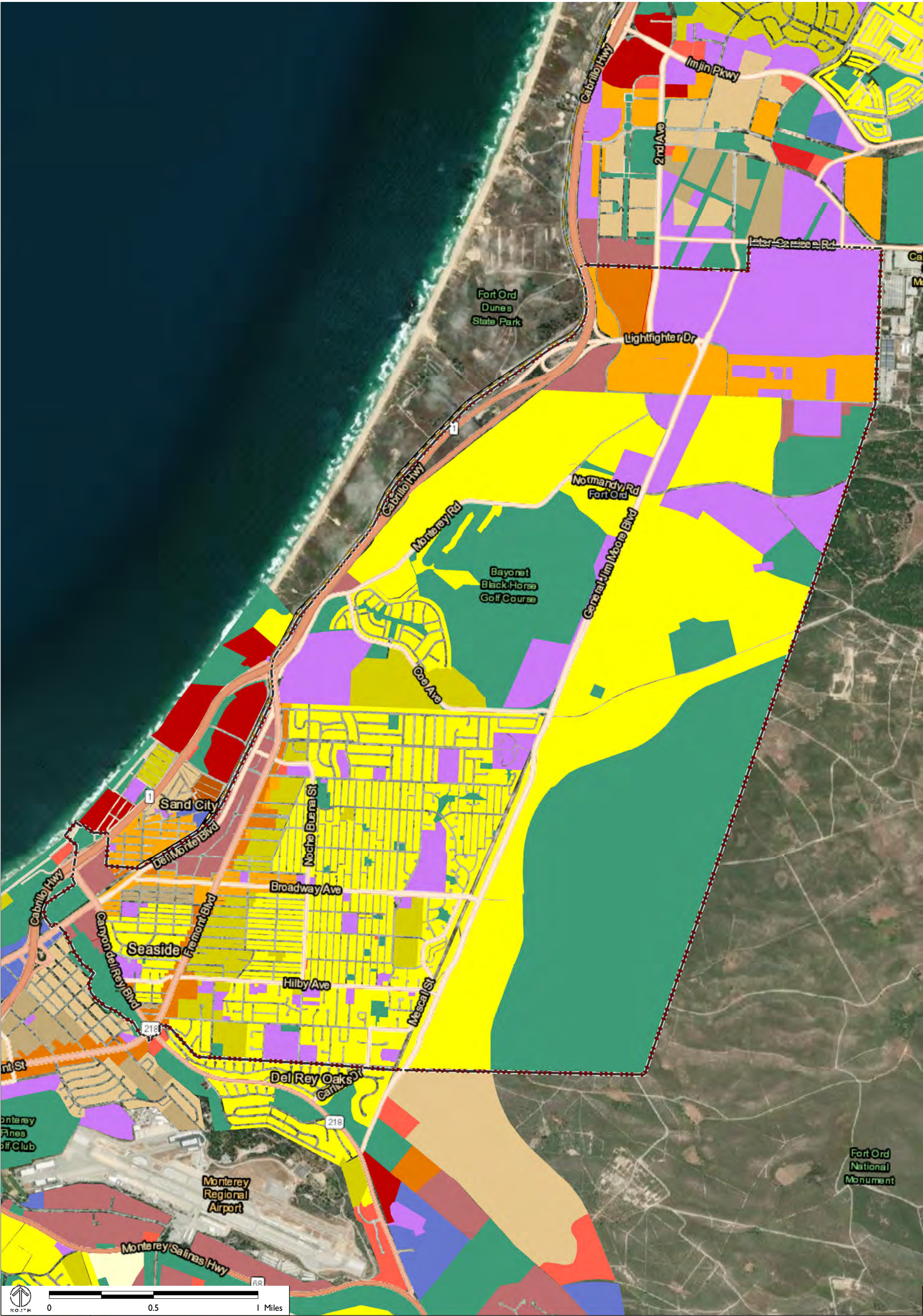
- S-1 Suburban Single-Family Residential
- S-2 Suburban Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial
- S-5 Employment Center

Non-Urban Place Types

- NU-4 Exurban and Rural Residential
- Other
 - IND Industrial/Manufacturing
 - INS Institutional/Civic
 - OSR Open Space/Recreational

- Sphere of Influence
- City Limits
- Urban Service Boundary

SCOTTS VALLEY
2020 SCENARIO
INCLUDES SURROUNDING
UNINCORPORATED URBAN AREAS



2020 SEASIDE PLACE TYPES

Suburban Place Types

- S-1 Single-Family Residential
- S-2 Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial

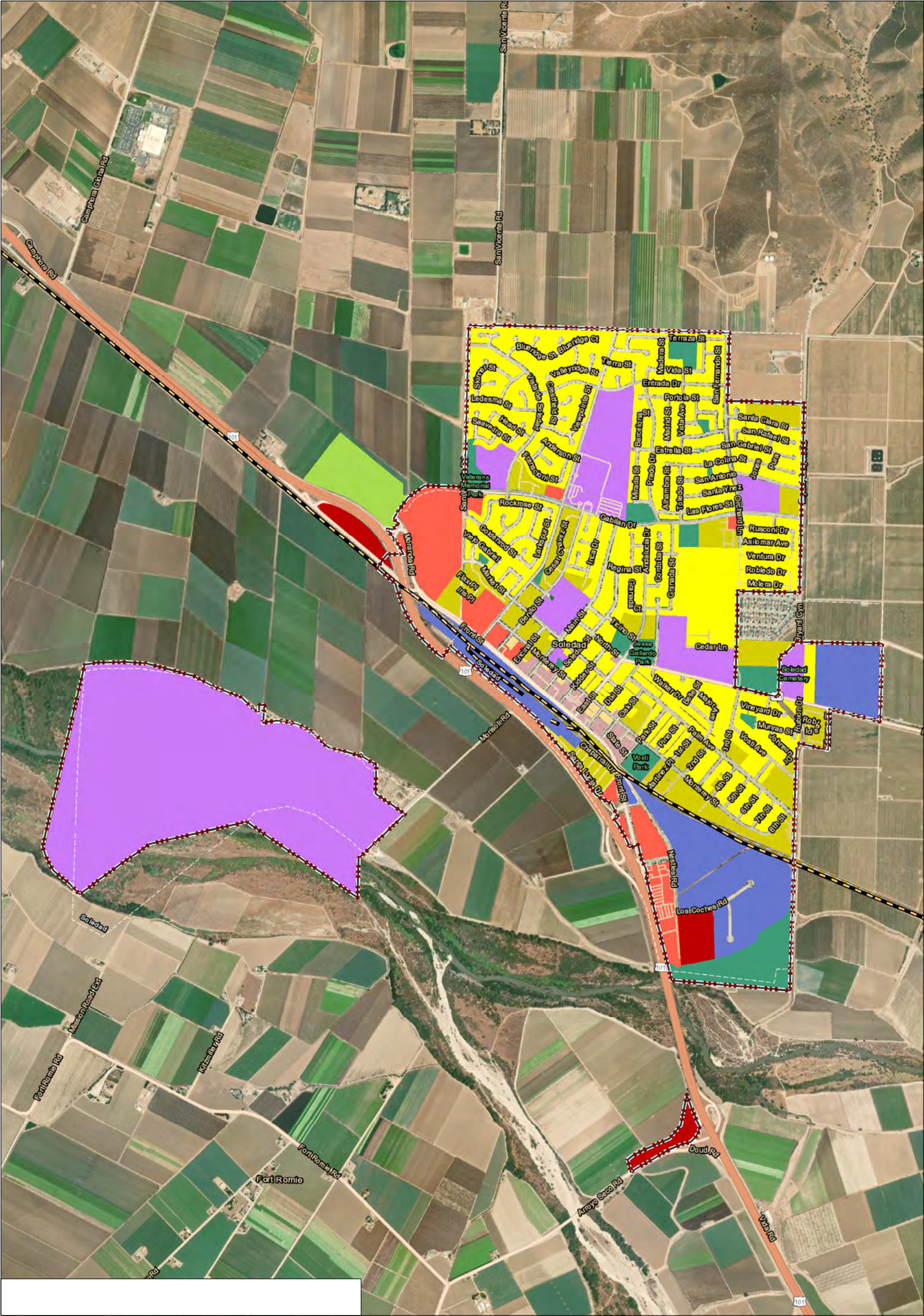
Town Place Types

- T-2 Multi-Family Residential
- T-3 Town Commercial

Other

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

- City Limits
- Sphere of Influence
- Railroads



Source data: AMBAG, 2021

2020 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

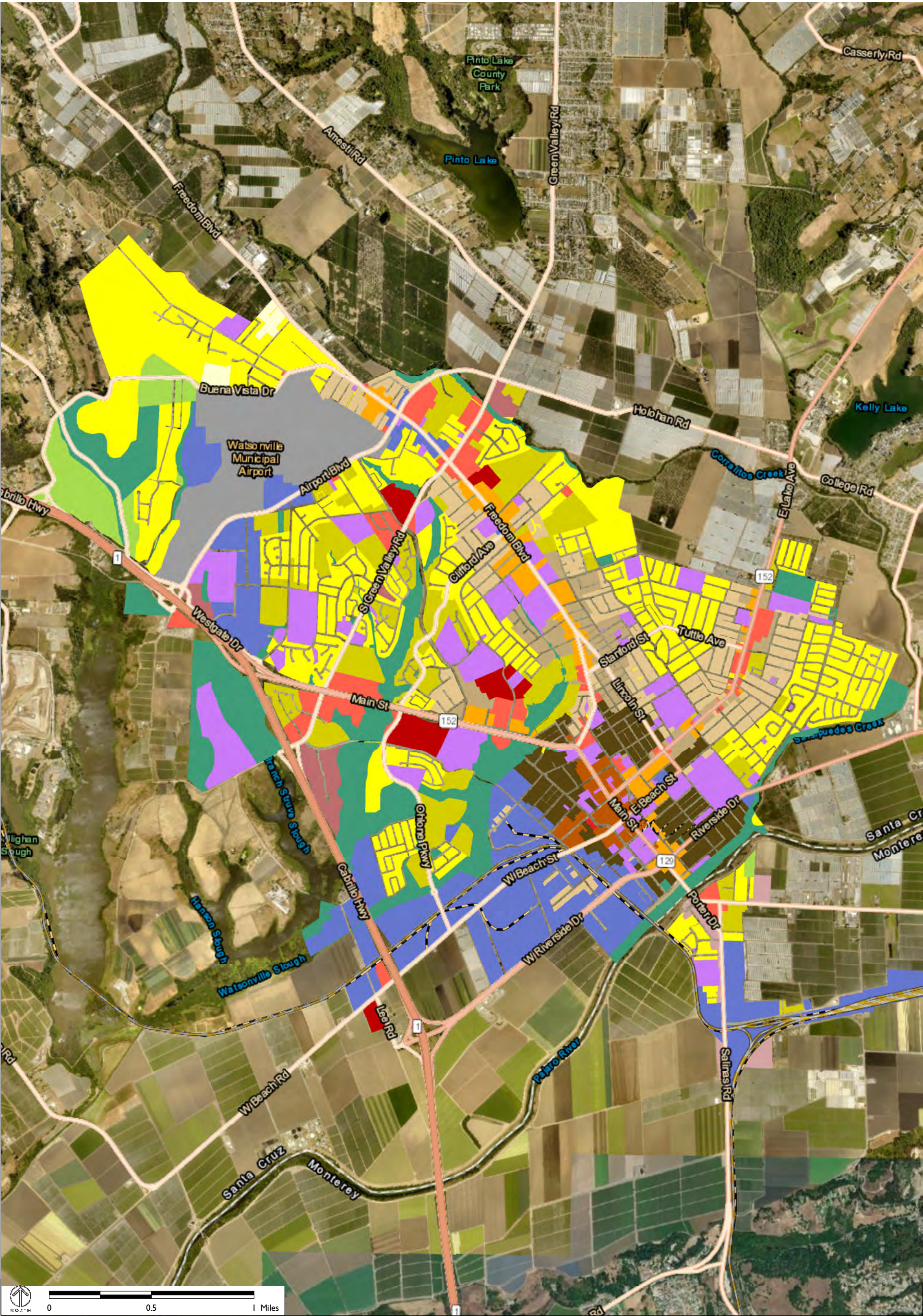
- S-4 Regional Commercial
- NU-1 Agriculture
- NU-2 Rural Town Commercial

Other

- NU-3 Rural Town Residential
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

- City Limits
- Sphere of Influence
- Railroads

SOLEDAD
2020 SCENARIO



Source data: AMBAG, 2021

2020 WATSONVILLE PLACE TYPES

Urban Place Types

- U-2 Urban Multi-Family Residential
- U-4 Urban Mixed Use

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

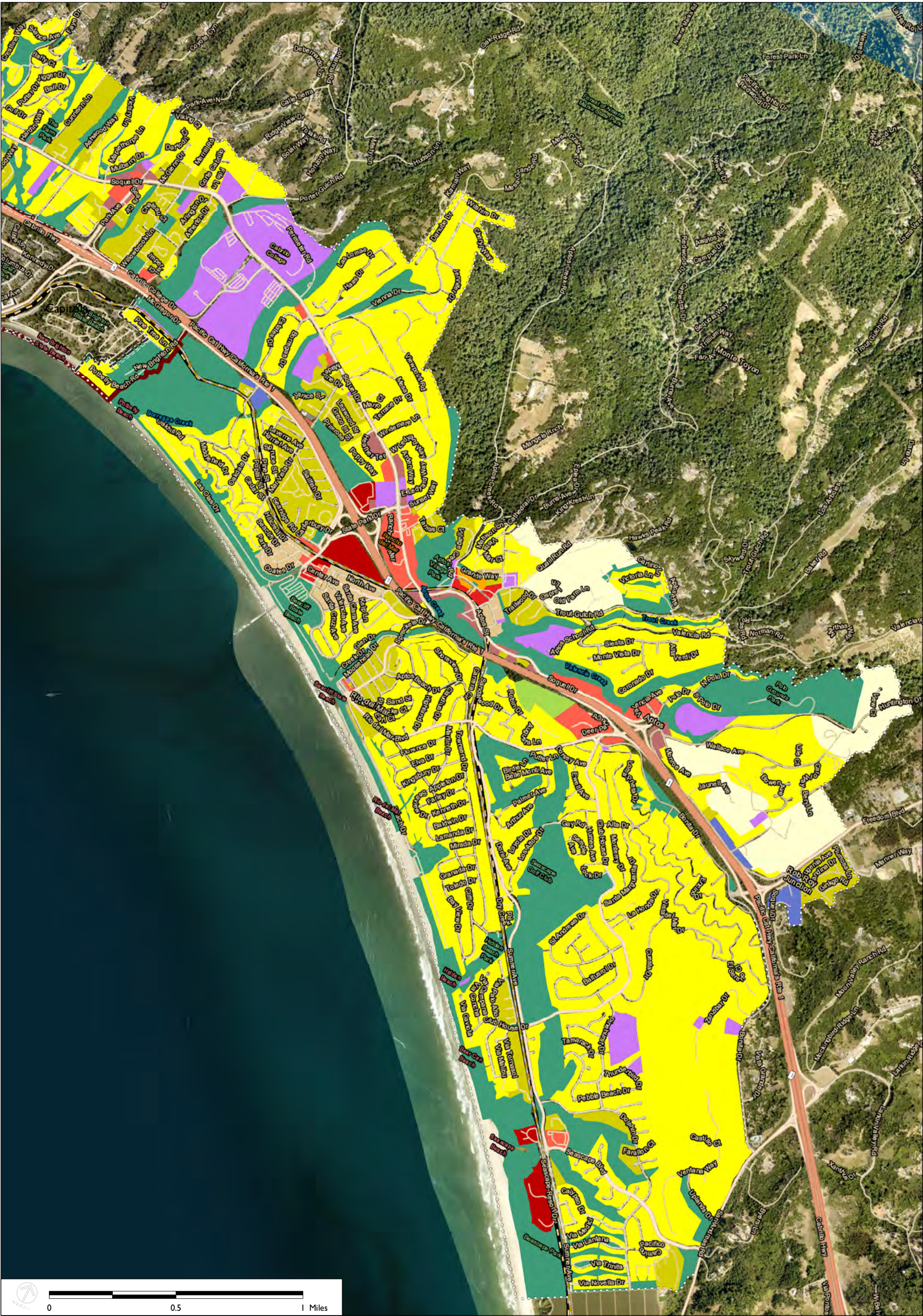
- T-1 Town Single-Family Residential

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

Other

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

- Sphere of Influence
- City Limits
- Railroads



Source data: AMBAG, 2021

2045 URBAN APTOS PLANNING AREA 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

Town Place Types

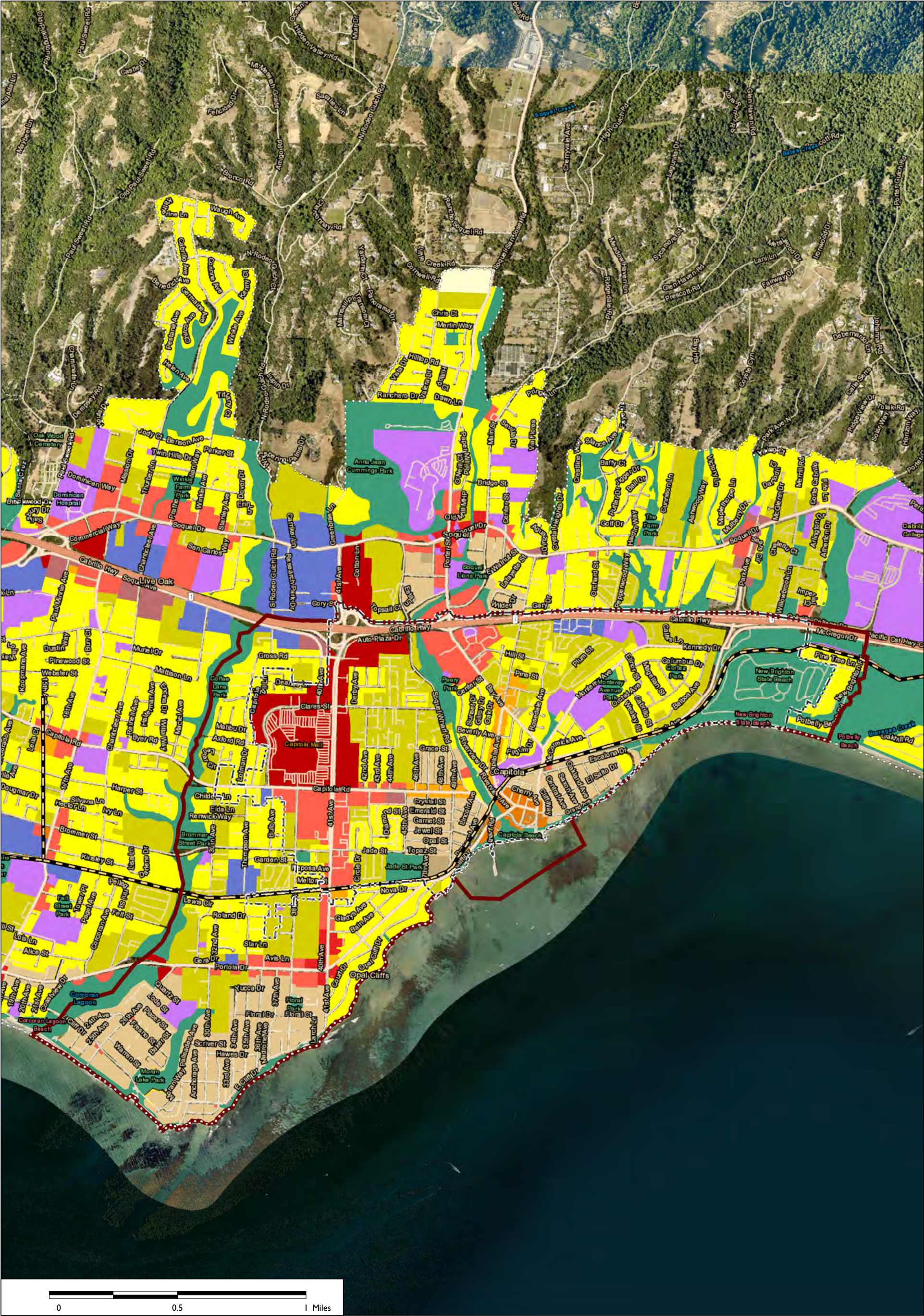
- S-6 Neighborhood Mixed Use
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-3 Town Commercial

Non-Urban Place Types

- NU-1 Agriculture
- NU-4 Exurban and Rural Residential
- Other
 - IND Industrial/Manufacturing
 - INS Institutional/Civic
 - OSR Open Space/Recreational

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

APTOS URBAN AREA
2045 SCENARIO
INCLUDES ADJACENT
INCORPORATED URBAN AREAS



Source data: AMBAG, 2021

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

Town Place Types

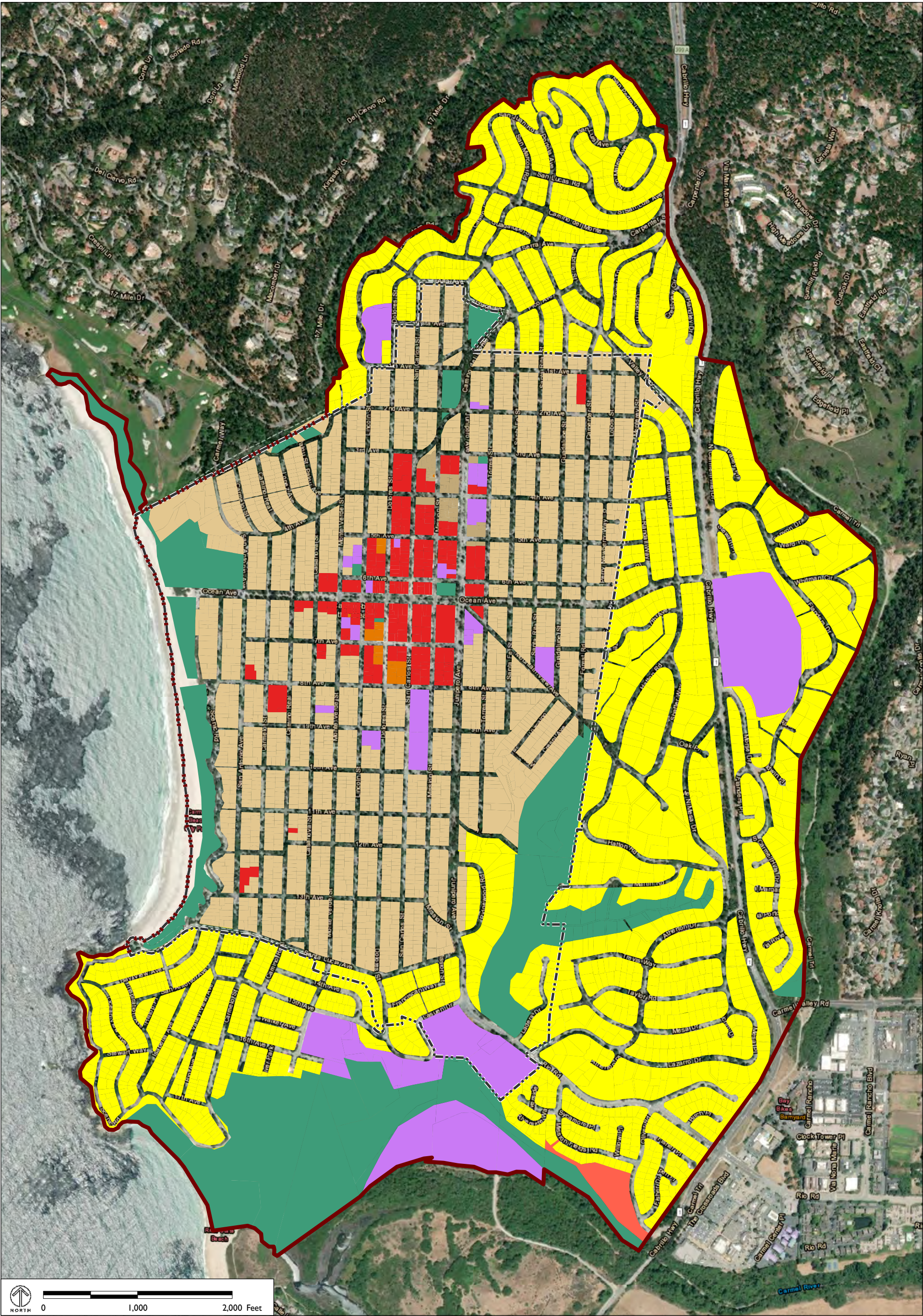
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-3 Town Commercial
- T-4 Town Mixed Use

Non-Urban Place Types

- NU-4 Exurban and Rural Residential
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

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

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



Source data: AMBAG, 2021

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

T-4 Town Mixed Use

Other

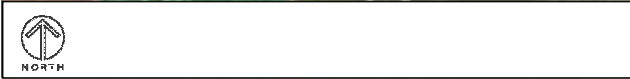
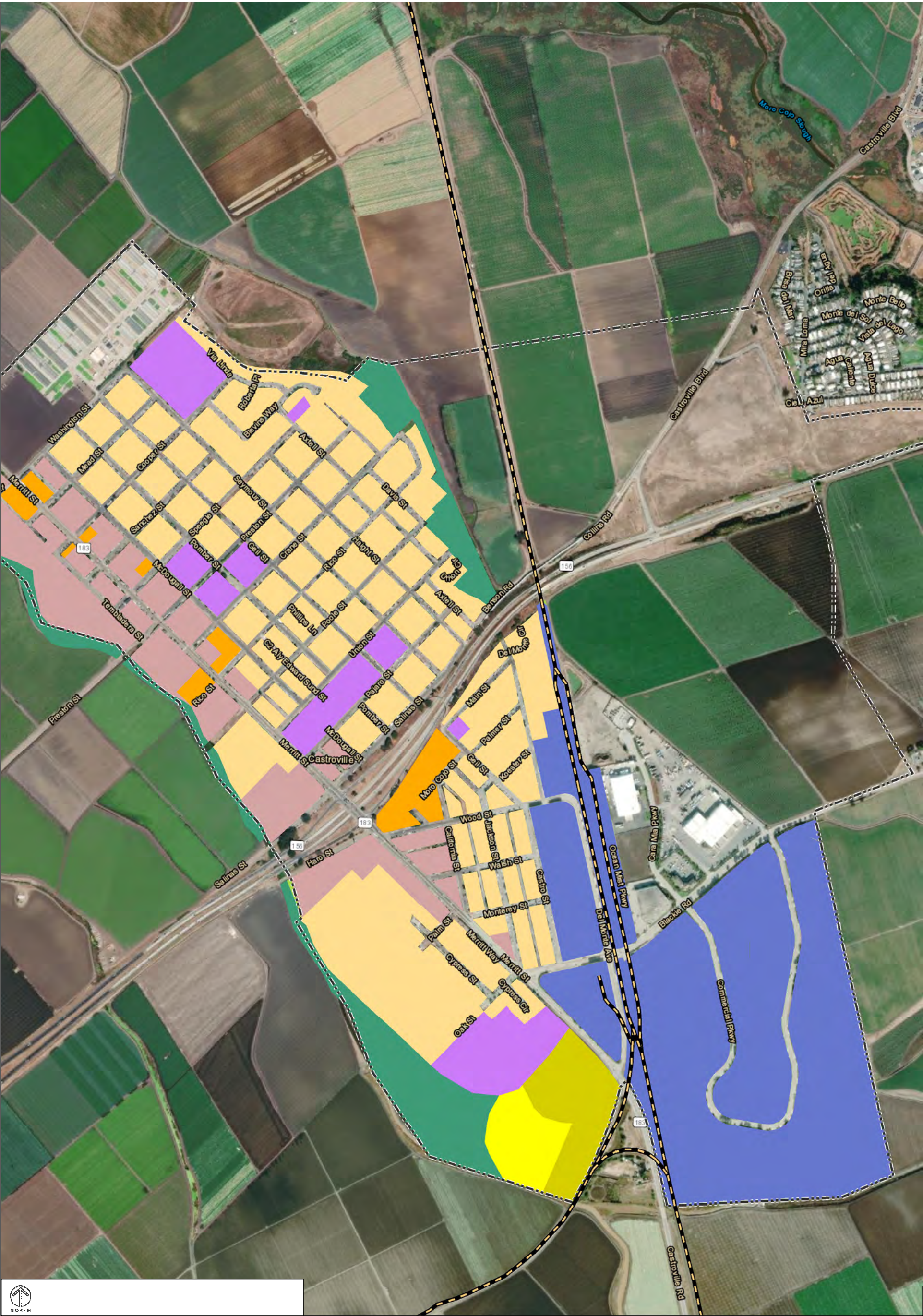
INS Institutional/Civic

OSR Open Space/Recreational

City Limits

Sphere of Influence

CARMEL
2045 SCENARIO



Source data: AMBAG, 2021

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

Other

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

- Community Area
- Railroads

CASTROVILLE
2045 SCENARIO



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

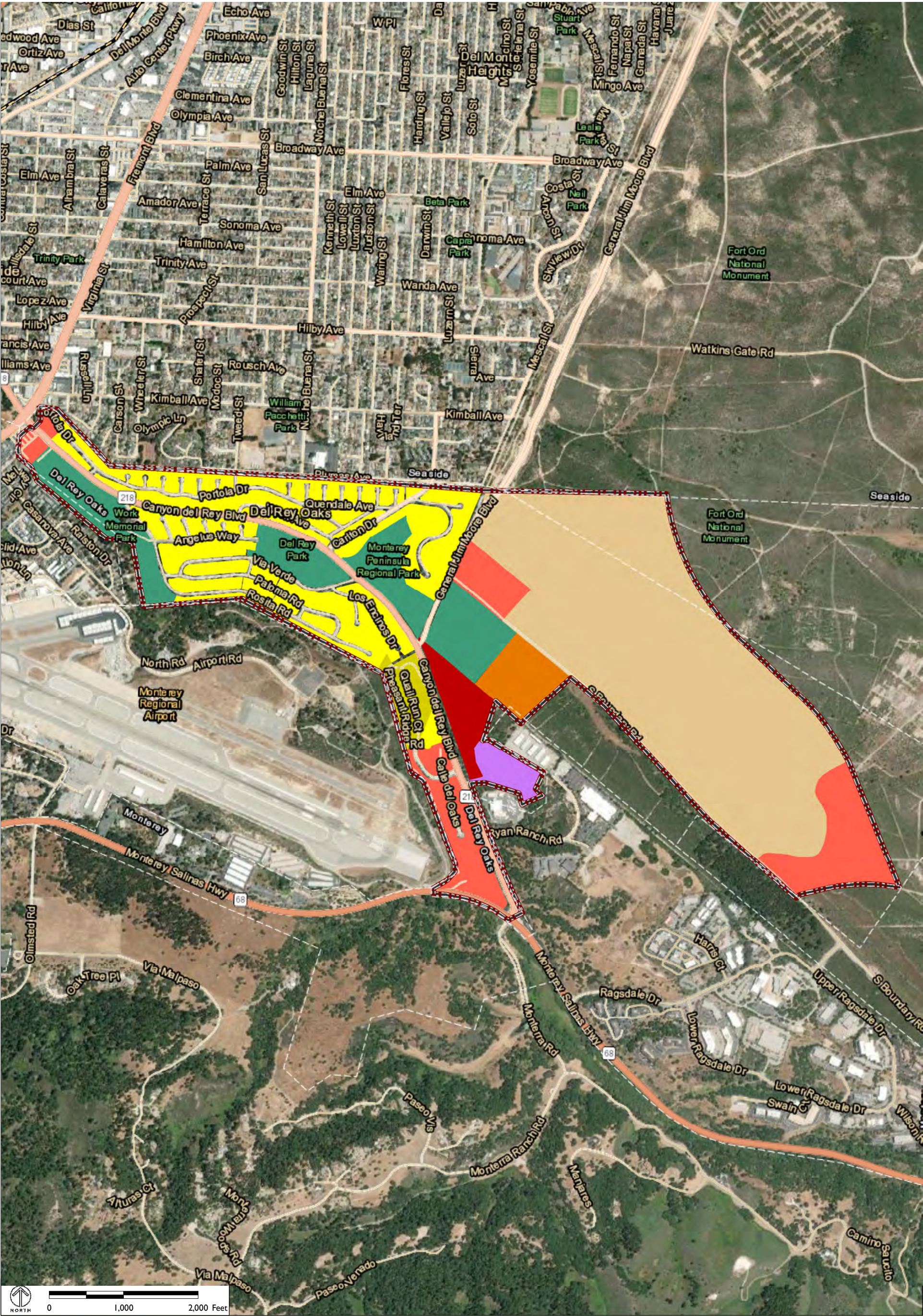
- INS Institutional/Civic



Census Designated Place



Railroads



Source data: AMBAG, 2021

2045 DEL REY OAKS 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

Town Place Types

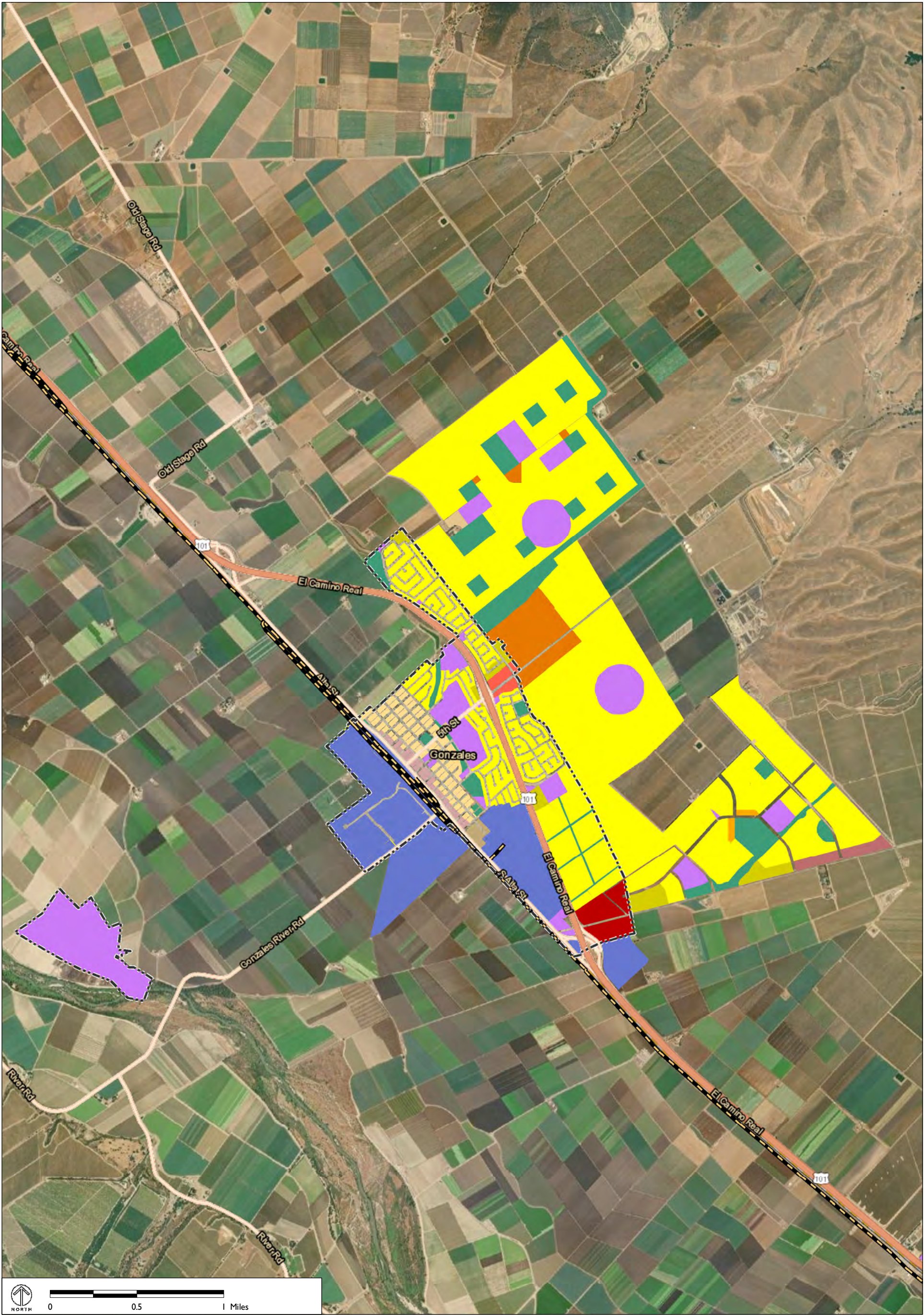
- T-1 Town Single Family Residential
- T-2 Town Multi-Family Residential
- T-4 Town Mixed Use

Other

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

- City Limits
- Sphere of Influence
- Railroads

DEL REY OAKS
2045 SCENARIO



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

Town Place Types

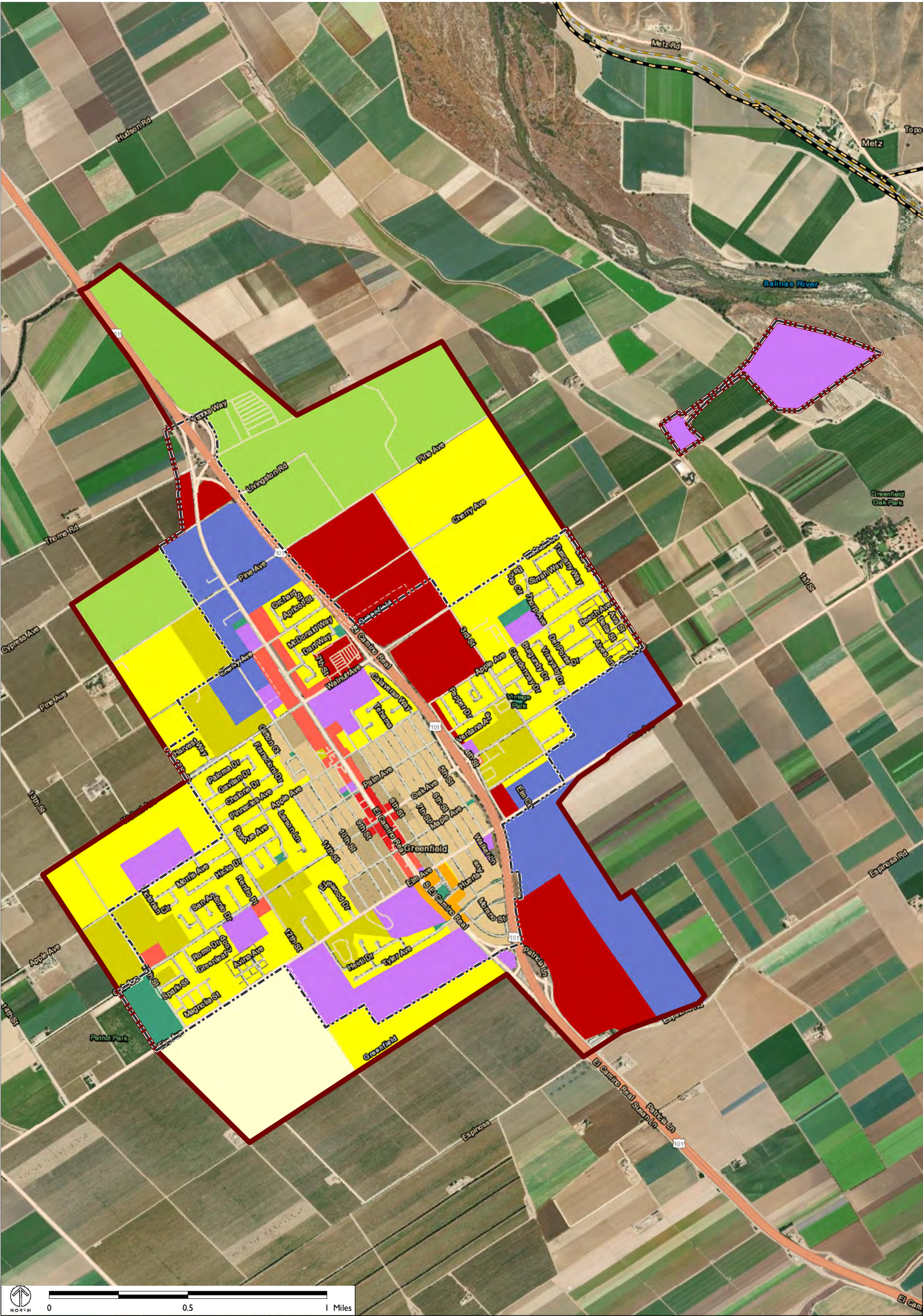
- S-6 Neighborhood Mixed Use
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-4 Town Mixed Use

Non-Urban Place Types

- NU-2 Rural Town Commercial
- NU-3 Rural Town Residential
- Other
- IND Industrial/Manufacturing
- INS Institutional/Civic

- OSR Open Space/Recreational
- City Limits
- Sphere of Influence
- Railroads

GONZALES
2045 SCENARIO



Source data: AMBAG, 2021

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-6 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

Other

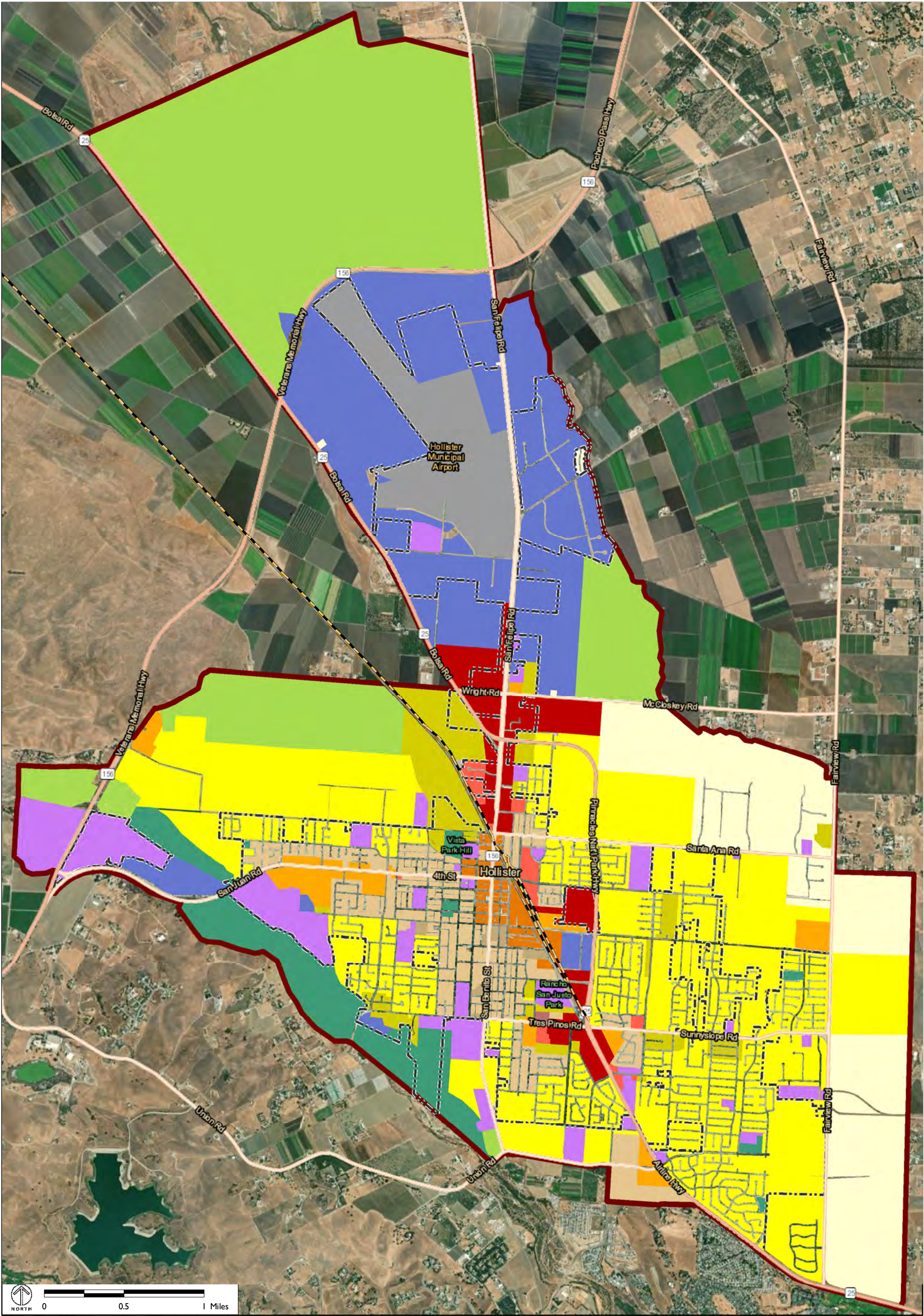
- NU-4 Exurban and Rural Residential
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

City Limits

Sphere of Influence

Railroads

GREENFIELD
2045 SCENARIO



Source data: AMBAG, 2021

2045 HOLLISTER 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

Town Place Types

- S-6 Neighborhood Mixed Use
- T-1 Town Single-Family Residential
- T-2 Town Multi-Family Residential
- T-4 Town Mixed Use

Non-Urban Place Types

- NU-1 Agriculture

Other

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

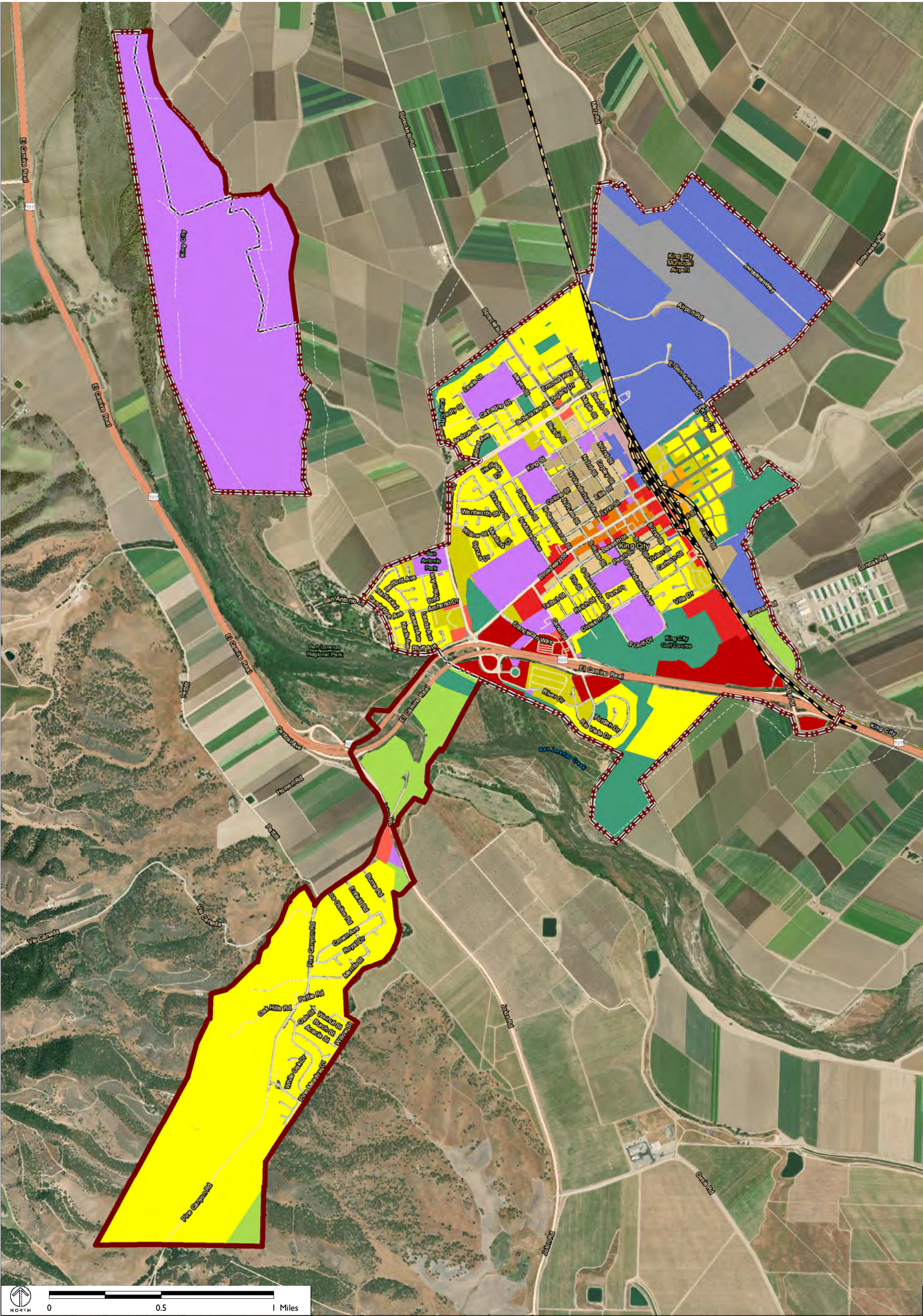
NU-4 Exurban and Rural Residential

City Limits

Sphere of Influence

Railroads

HOLLISTER
2045 SCENARIO



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

Non-Urban Place Types

- NU-1 Agriculture

NU-2 Rural Town Commercial

Other

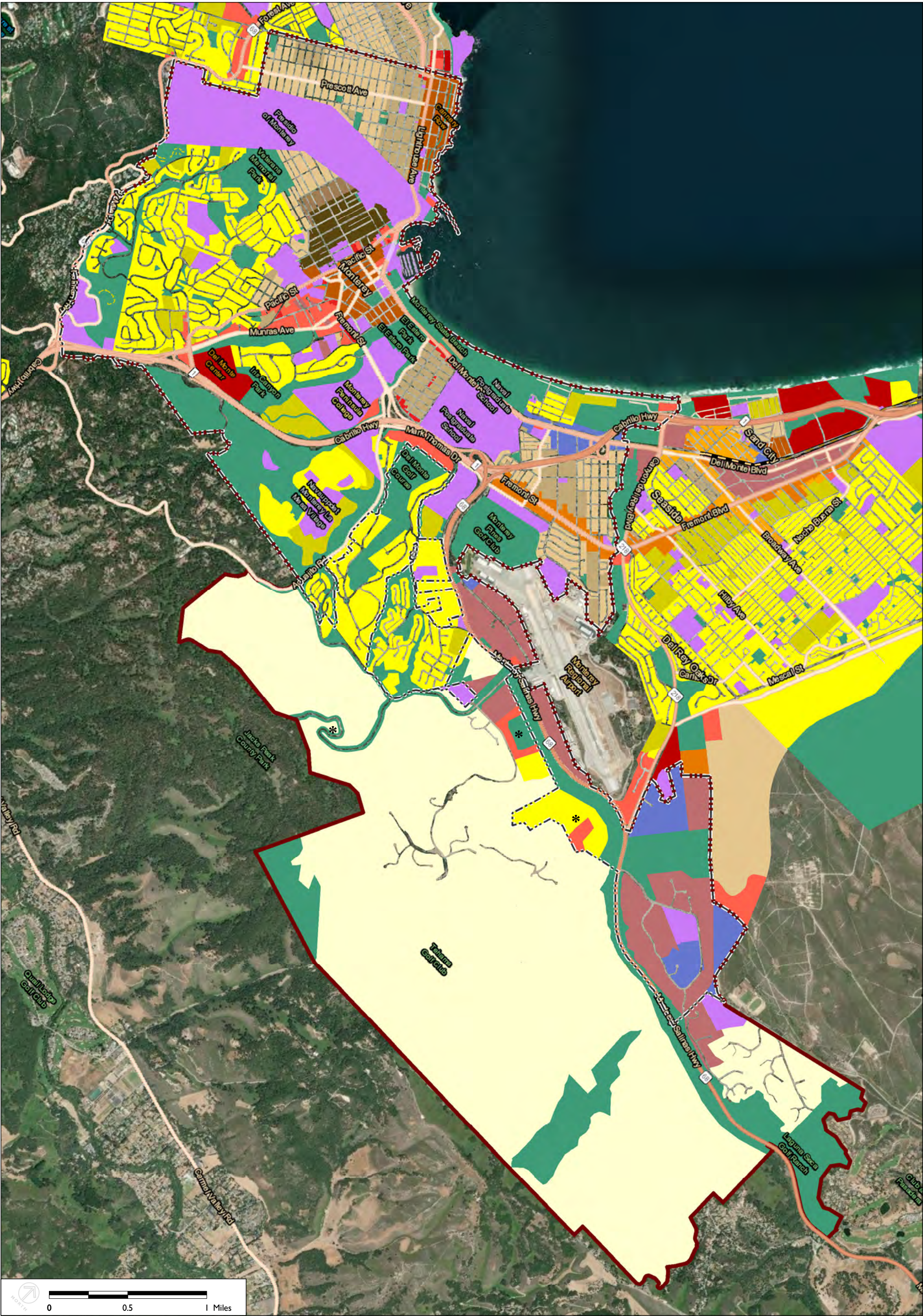
- IND Industrial/Manufacturing
- AT Airport
- INS Institutional/Civic
- OSR Open Space/Recreational

City Limits

Sphere of Influence

Railroads

MARINA
2045 SCENARIO



Source data: AMBAG, 2021

2045 MONTEREY PLACE TYPES

Urban Place Types

- U-1 Single-Family Residential
- U-2 Multi-Family Residential
- U-3 Urban Commercial
- U-4 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

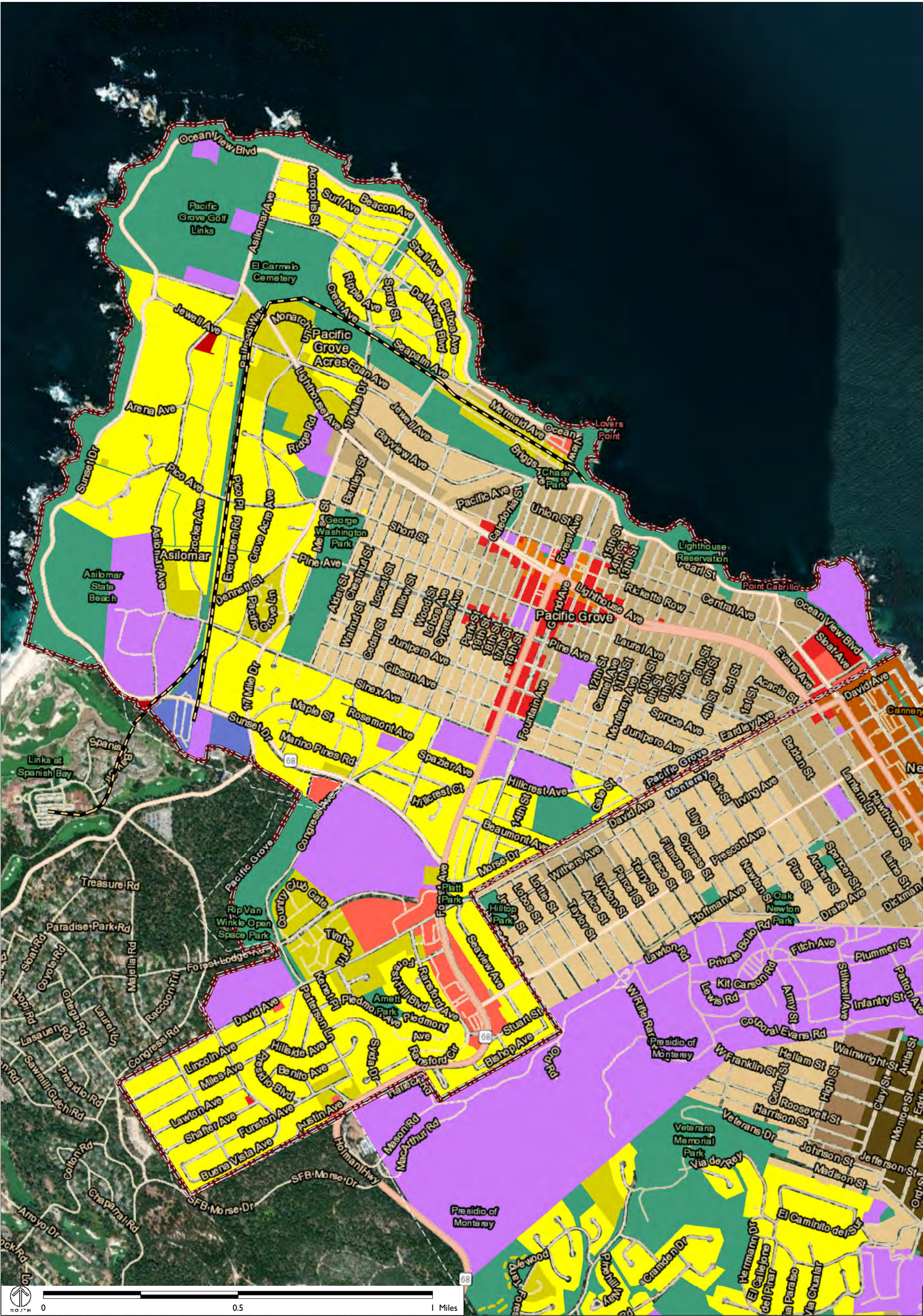
Town Place Types

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

Non-Urban Place Types

- NU-4 Exurban and Rural Residential
- Other
 - IND Industrial/Manufacturing
 - INS Institutional/Civic
 - OSR Open Space/Recreational

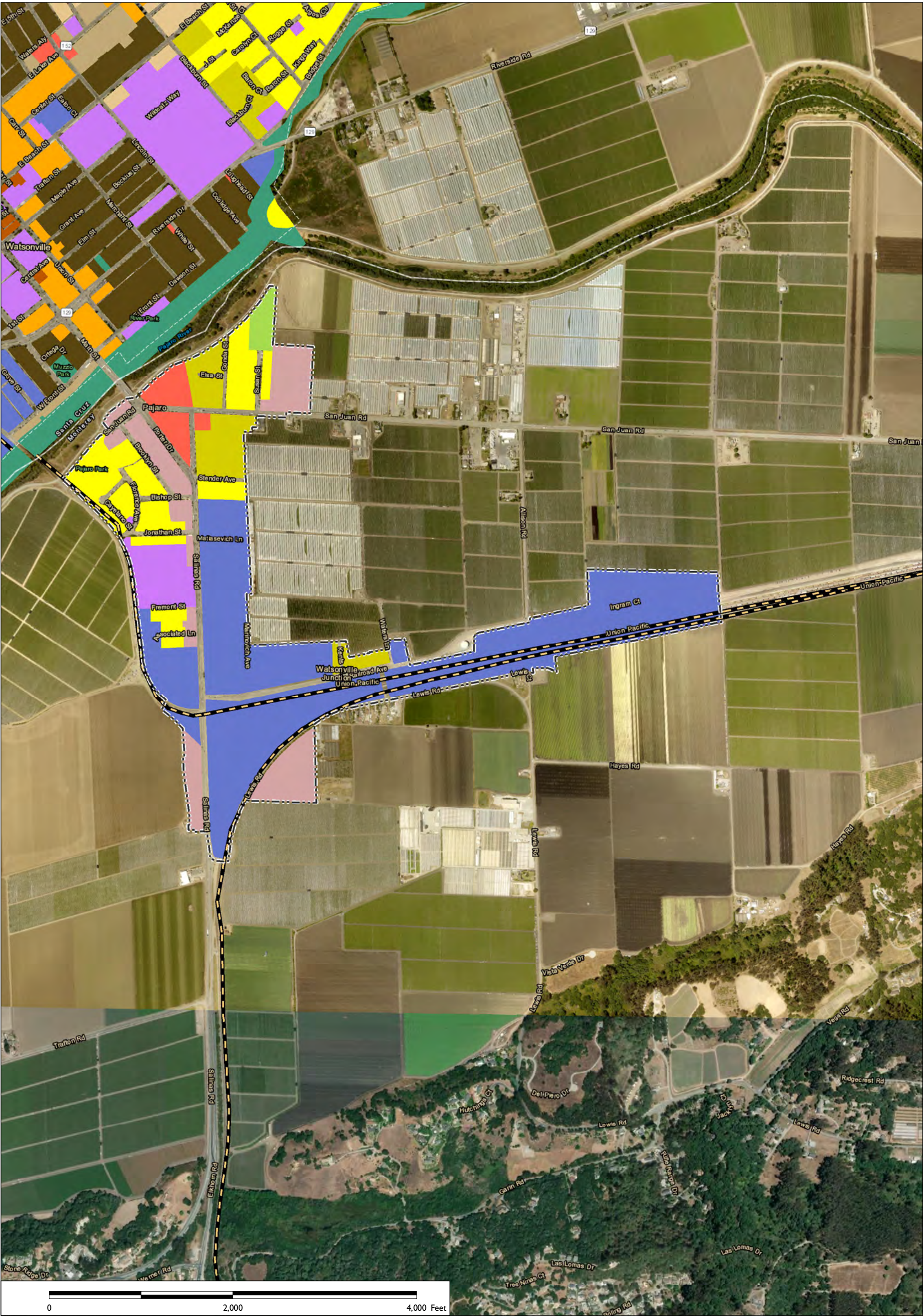
- City Limits
- Sphere of Influence
- Railroads



Source data: AMBAG, 2021

2045 PACIFIC GROVE PLACE TYPES

Suburban Place Types		Town Place Types		Other	City Limits	Sphere of Influence	Railroads
S-1	Single-Family Residential	T-1	Single-Family Residential	IND			
S-2	Multi-Family Residential	T-2	Multi-Family Residential	INS			
S-3	Neighborhood Commercial	T-3	Town Commercial	OSR			
S-4	Regional Commercial	T-4	Town Mixed-Use				



Source data: AMBAG, 2021

2045 PAJARO PLACE TYPES

Suburban Place Types

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

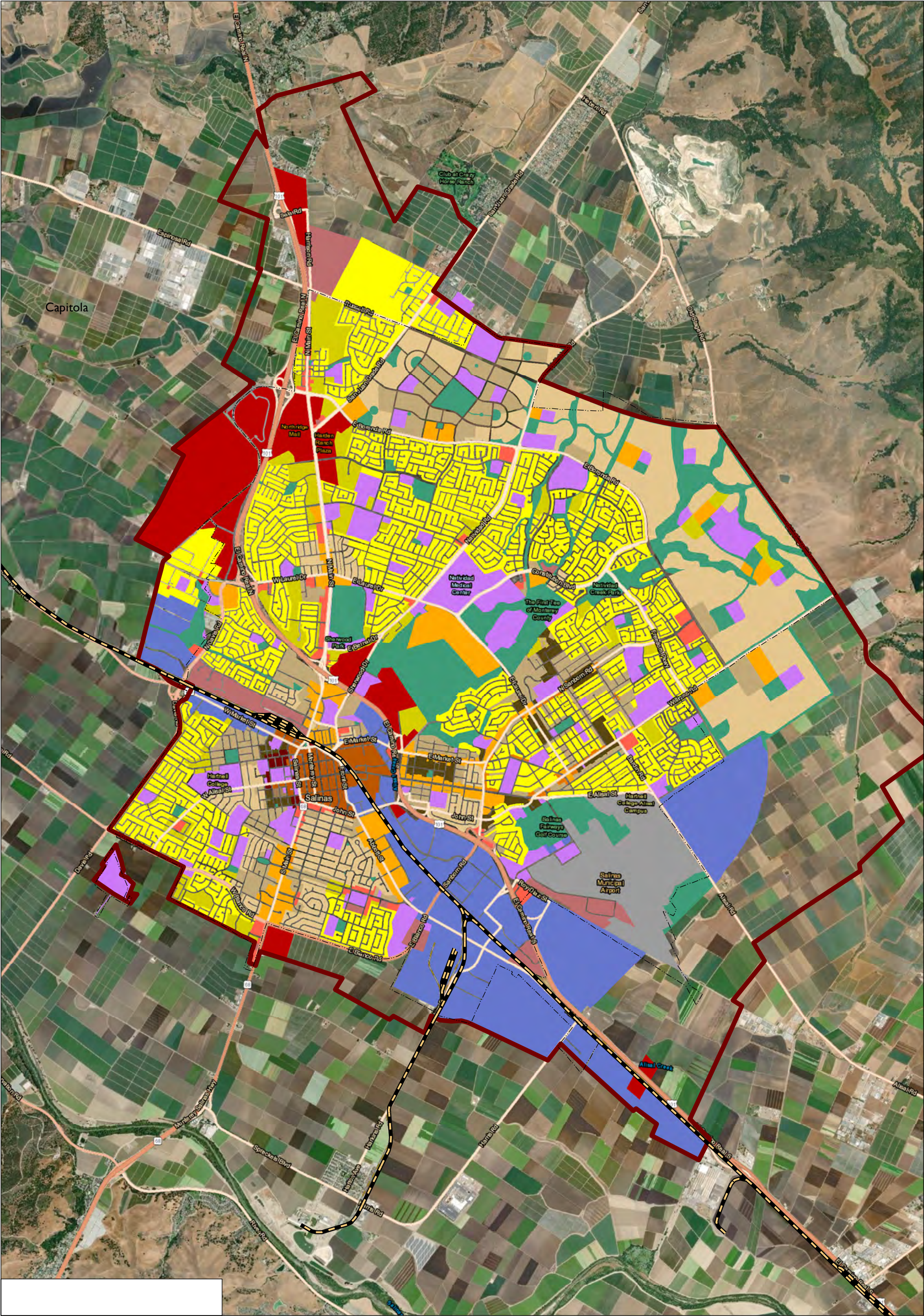
Non-Urban Place Types

- NU-1 Agriculture
- NU-2 Rural Town Commercial

Other

- IND Industrial/Manufacturing
- INS Institutional/Civic

- Community Area
- Railroads



Source data: AMBAG, 2021

2045 SALINAS PLACE TYPES

Urban Place Types

- U-1 Urban Single-Family Residential
- U-2 Urban Multi-Family Residential
- U-3 Urban Commercial
- U-4 Urban Mixed Use

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

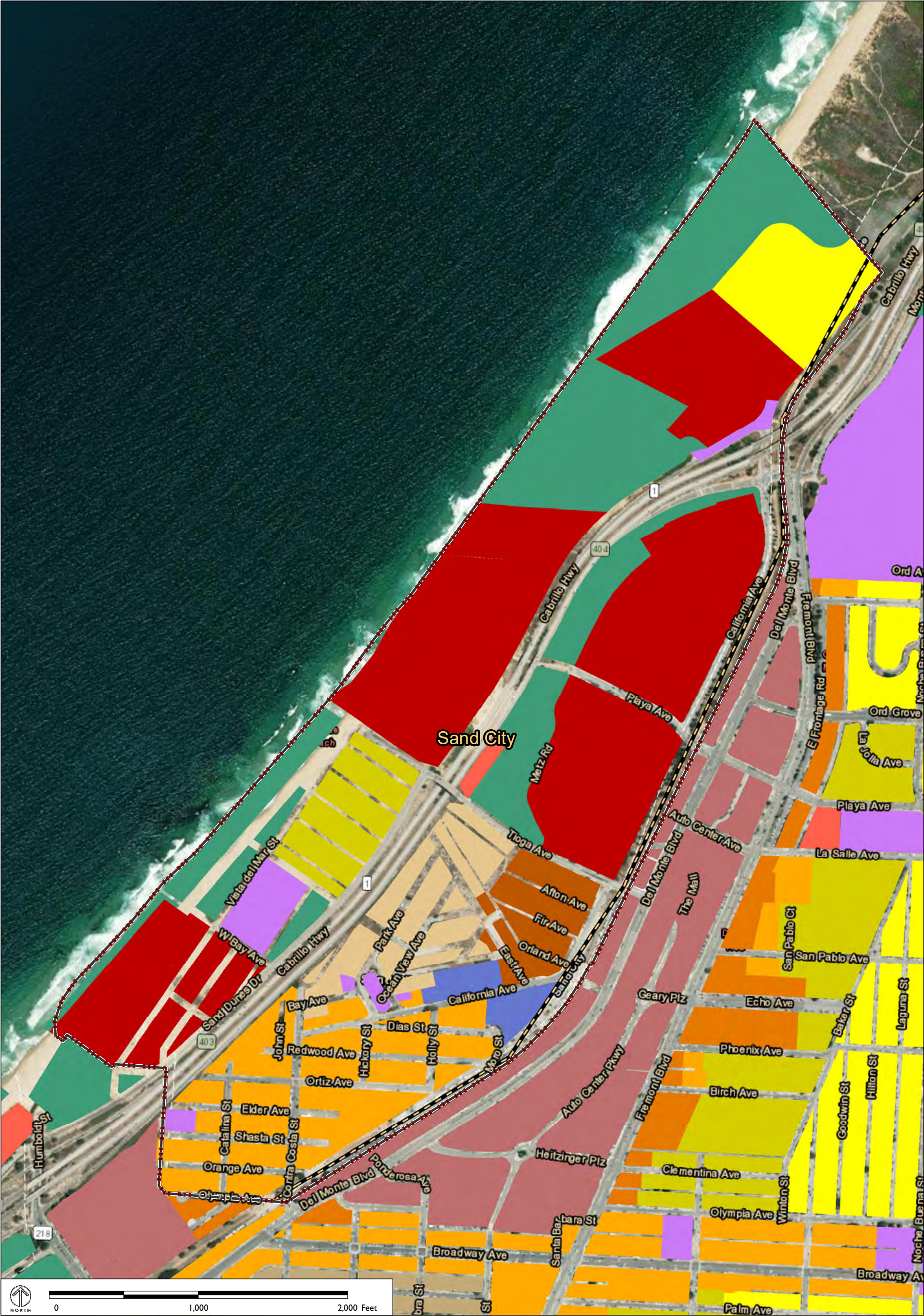
Town Place Types

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

Other

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

- Sphere of Influence
- City Limits
- Railroads



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-5 Employment Center

T-4 Town Mixed Use

City Limits

S-2 Suburban Multi-Family Residential

S-6 Neighborhood Mixed Use

Other
IND Industrial/Manufacturing

Sphere of Influence

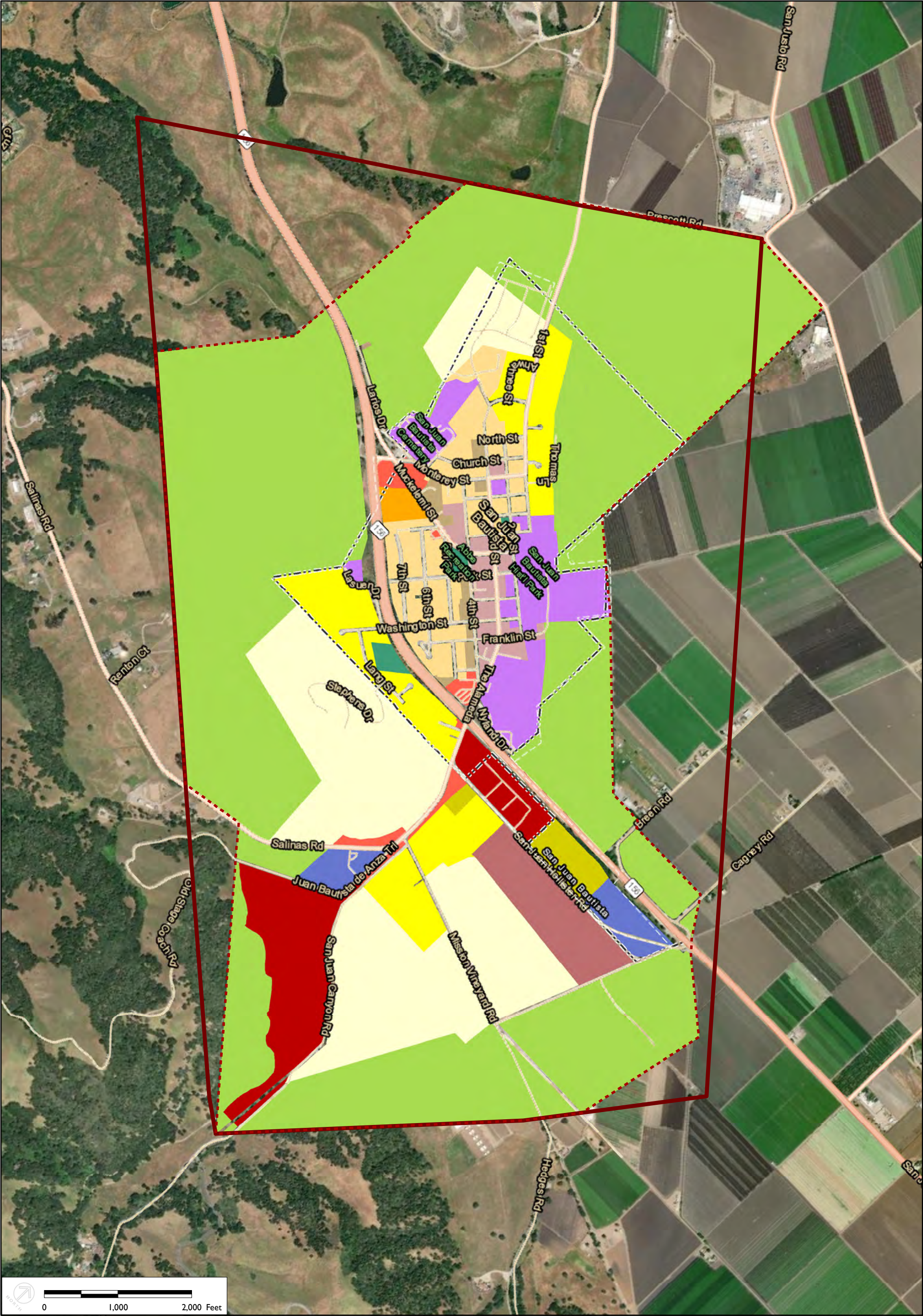
S-3 Neighborhood Commercial

Town Place Types
T-1 Town Single-Family Residential

INS Institutional/Civic

Railroads

SAND CITY
2045 SCENARIO



Source data: AMBAG, 2021

2045 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-6 Neighborhood Mixed Use

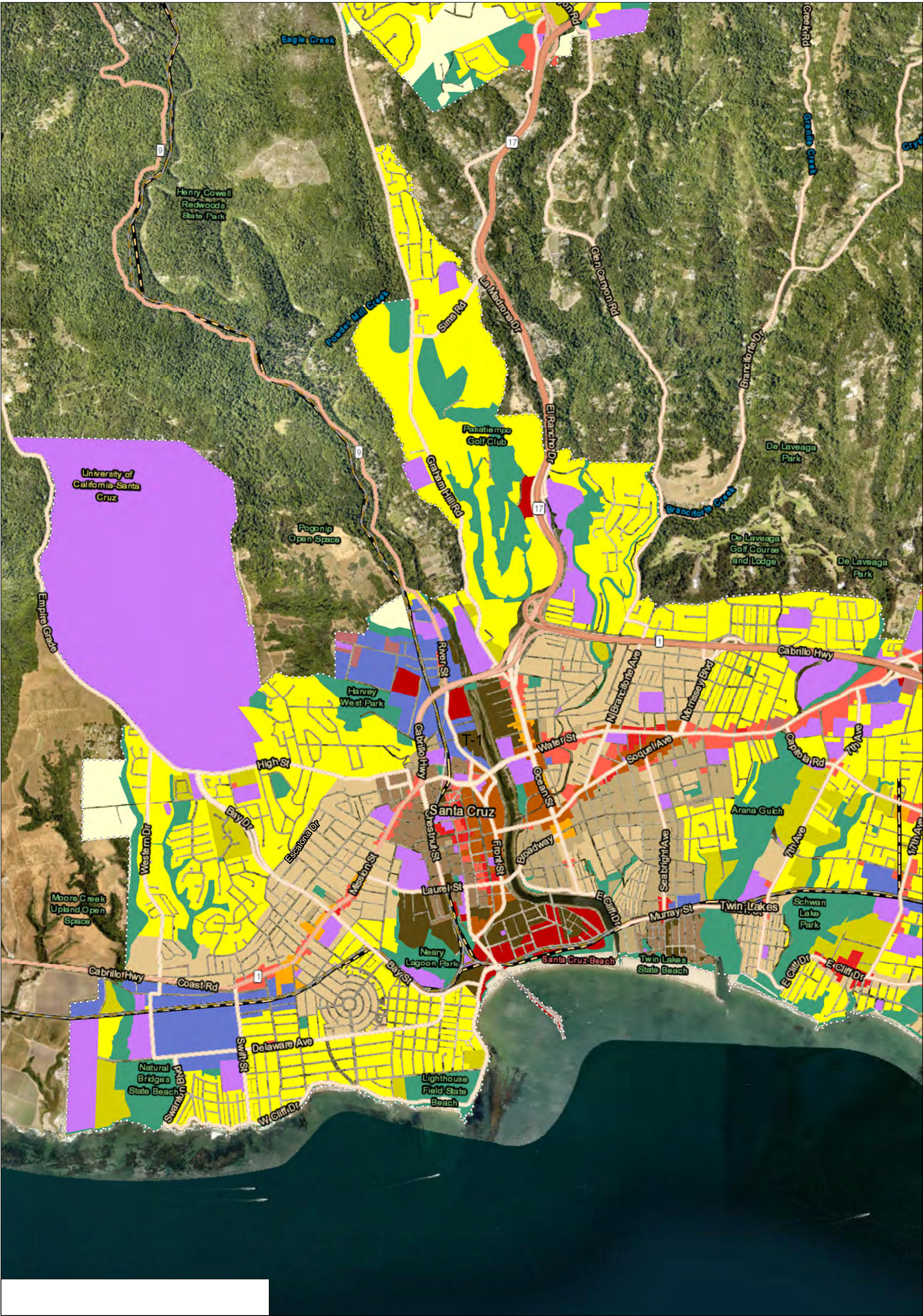
Town Place Types

- T-2 Multi-Family Residential
- Non-Urban Place Types
- NU-1 Agriculture
- NU-2 Rural Town Commercial
- NU-3 Rural Town Residential

Other

- NU-4 Exurban and Rural Residential
- IND Industrial/Manufacturing
- INS Institutional/Civic
- OSR Open Space/Recreational

- Proposed Sphere of Influence (expected to contract)
- City Limits
- Sphere of Influence



Source data: AMBAG, 2021

2045 SANTA CRUZ PLACE TYPES

Urban Place Types

- | | |
|--------------------------------------|------------------------------------|
| U-1 Single-Family Residential | S-2 Neighborhood Commercial |
| U-2 Multi-Family Residential | S-3 Regional Commercial |
| U-4 Urban Mixed Use | S-4 Employment Center |
| | S-5 Neighborhood Mixed Use |

Suburban Place Types

- | | |
|--------------------------------------|-----------------------------------|
| S-1 Single-Family Residential | S-6 Neighborhood Mixed Use |
|--------------------------------------|-----------------------------------|

Place Types

- | |
|--------------------------------------|
| T-1 Single-Family Residential |
| T-2 Multi-Family Residential |
| T-3 Town Commercial |

Non-Urban Place Types

- | |
|---|
| NU-4 Exurban and Rural Residential |
|---|

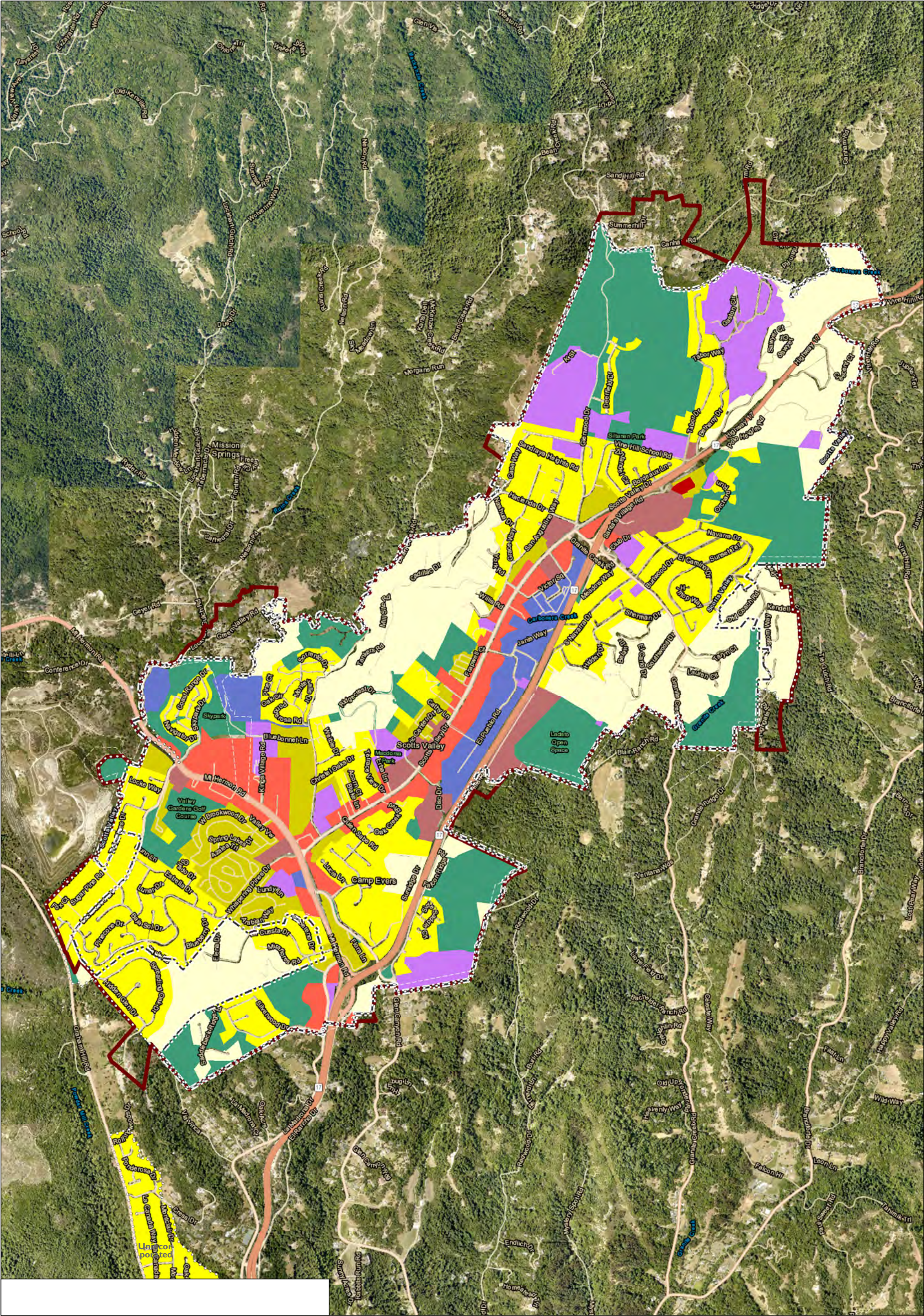
Other

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

*Includes passive and active open space.

- | | | | |
|---------------------|-------------|------------------------|-----------|
| Sphere of Influence | City Limits | Urban Service Boundary | Railroads |
|---------------------|-------------|------------------------|-----------|

SANTA CRUZ
2045 SCENARIO
INCLUDES SURROUNDING
UNINCORPORATED URBAN AREAS



Source data: AMBAG, 2021

2045 SCOTTS VALLEY PLACE TYPES

Suburban Place Types

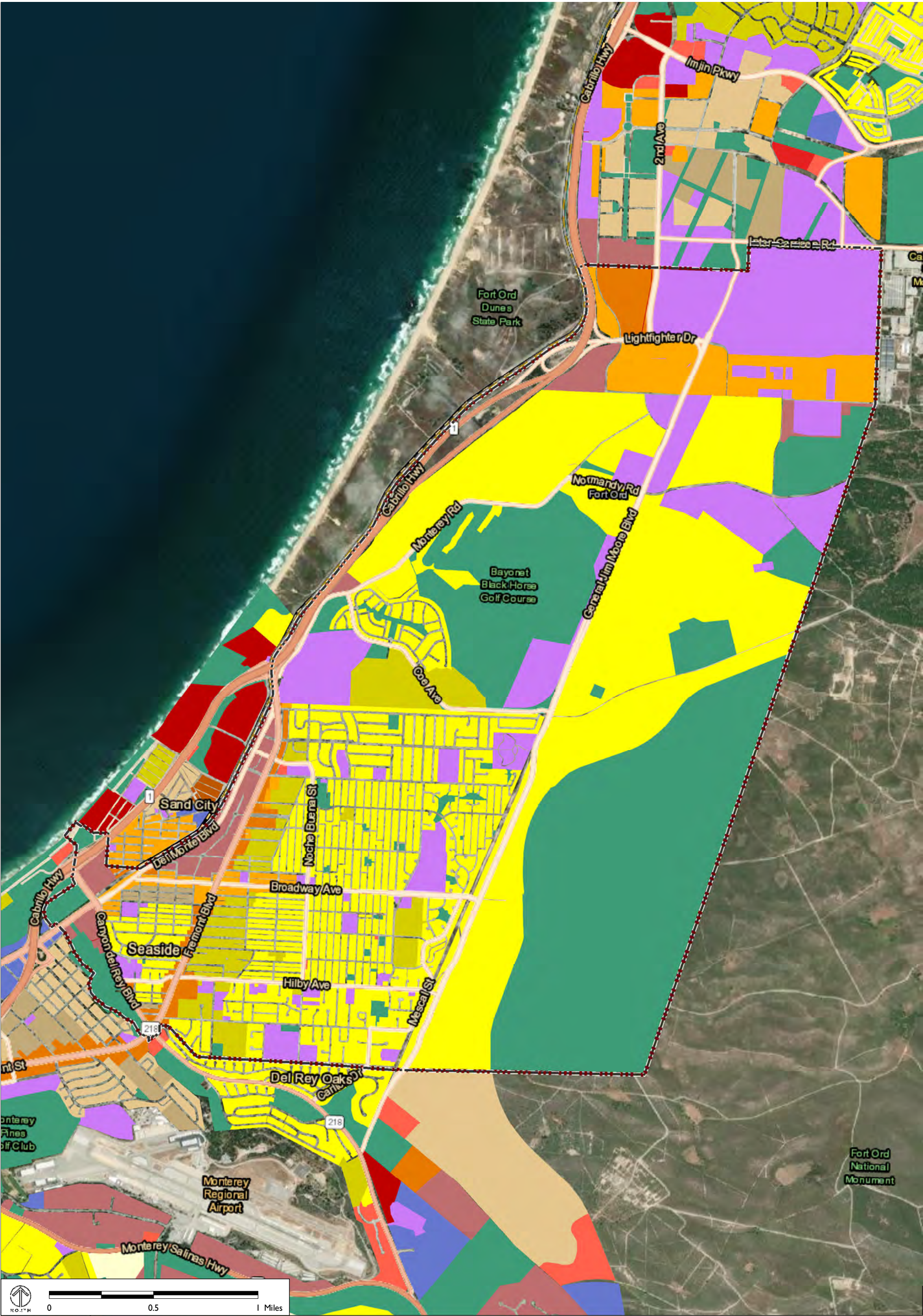
- S-1 Suburban Single-Family Residential
- S-2 Suburban Multi-Family Residential
- S-3 Neighborhood Commercial
- S-4 Regional Commercial
- S-5 Employment Center

Non-Urban Place Types

- NU-4 Exurban and Rural Residential
- Other
 - IND Industrial/Manufacturing
 - INS Institutional/Civic
 - OSR Open Space/Recreational

- Sphere of Influence
- City Limits
- Urban Service Boundary

SCOTTS VALLEY
2045 SCENARIO
INCLUDES SURROUNDING
UNINCORPORATED URBAN AREAS



Source data: AMBAG, 2021

2045 SEASIDE 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

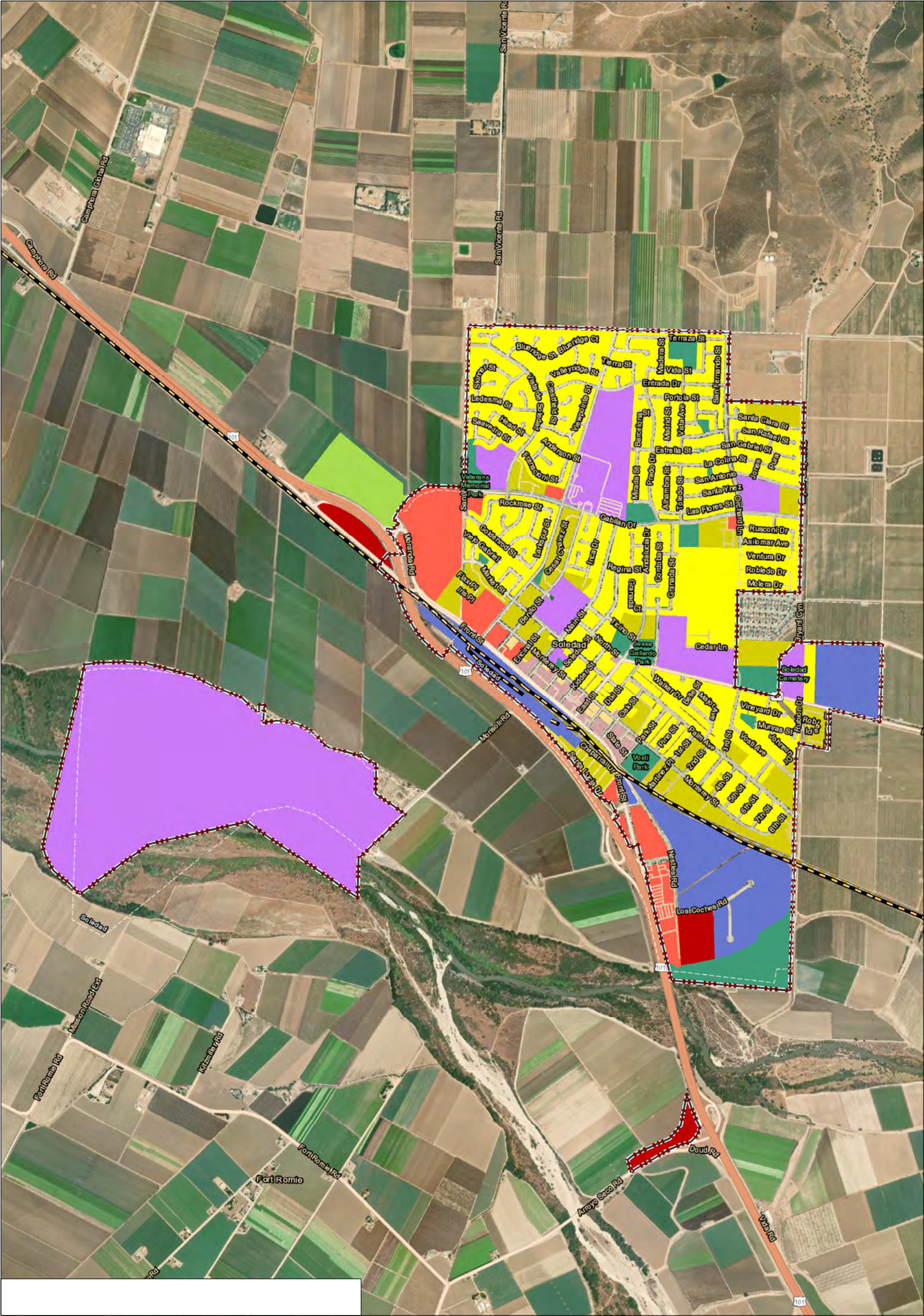
- T-2 Multi-Family Residential
- T-3 Town Commercial

Other

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

- City Limits
- Sphere of Influence
- Railroads

SEASIDE
2045 SCENARIO



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

S-4 Regional Commercial

Non-Urban Place Types

- NU-1 Agriculture
- NU-2 Rural Town Commercial

NU-3 Rural Town Residential

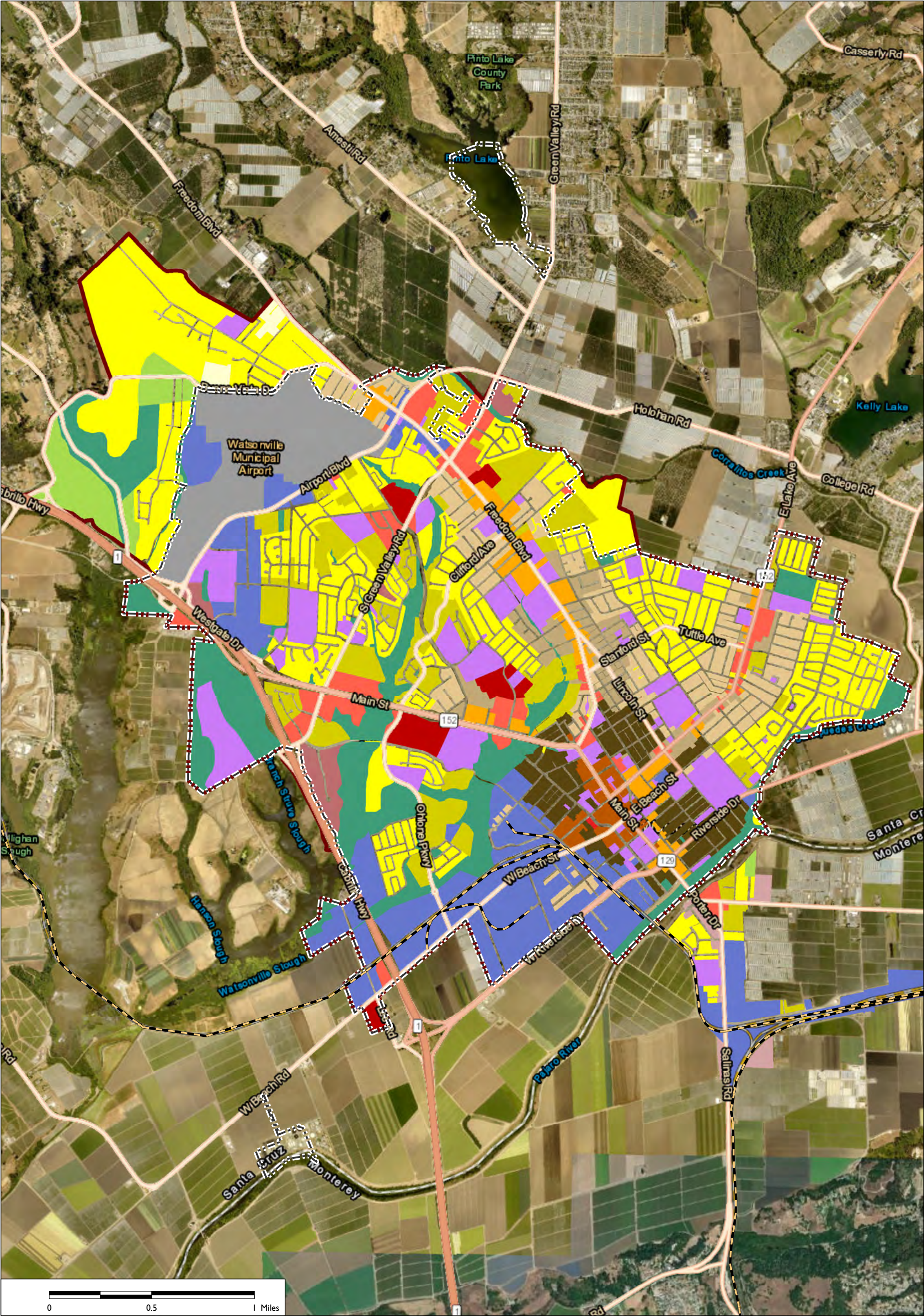
Other

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

City Limits

Sphere of Influence

Railroads



Source data: AMBAG, 2021

2045 WATSONVILLE PLACE TYPES

Urban Place Types

- U-2 Urban Multi-Family Residential
- U-4 Urban Mixed Use

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

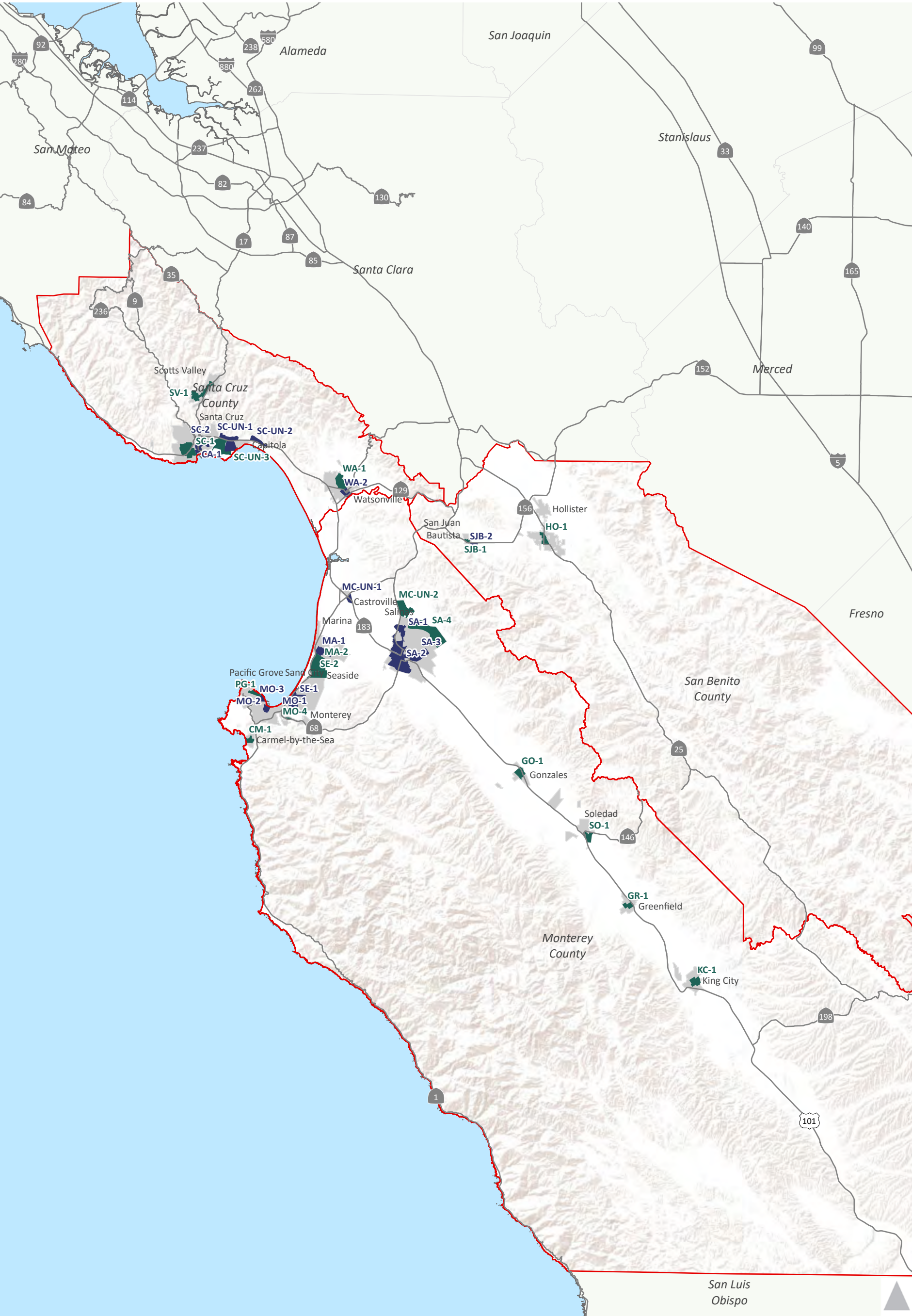
- T-1 Town Single-Family Residential

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

Other

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

- Sphere of Influence
- City Limits
- Railroads

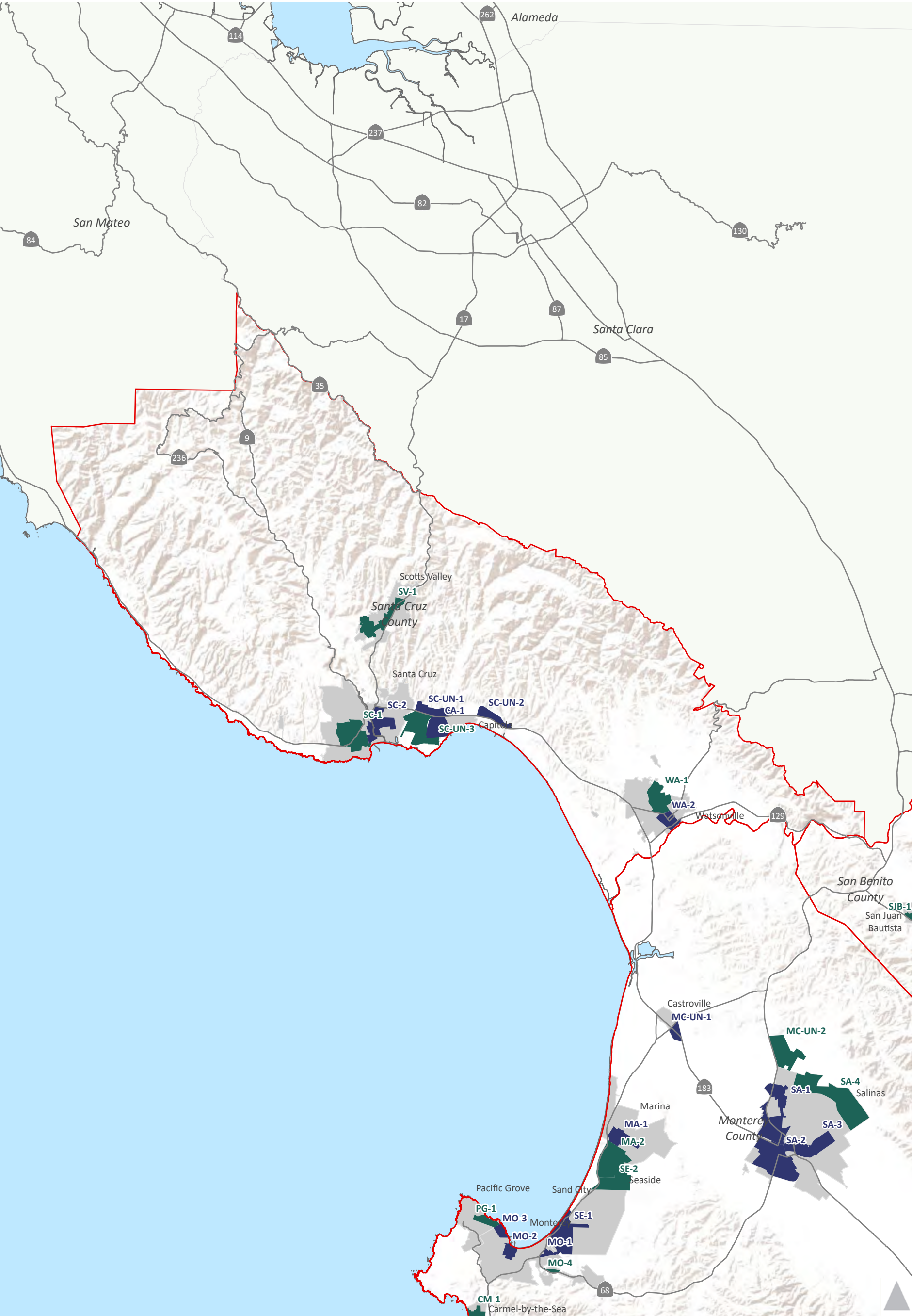


Opportunity Areas

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

25 Miles

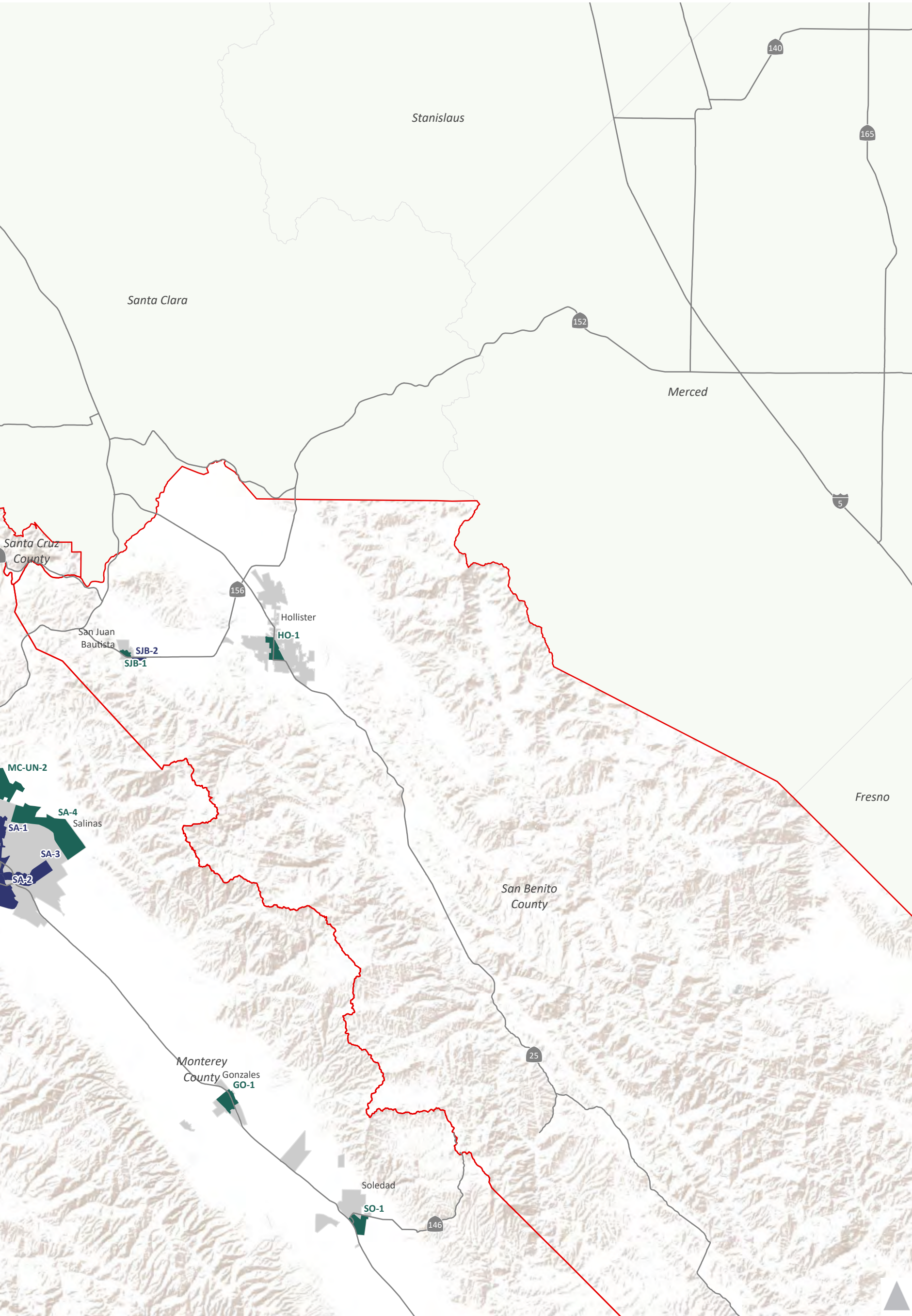
Figure 1
AMBAG Region Opportunity Area Locations



Opportunity Areas

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

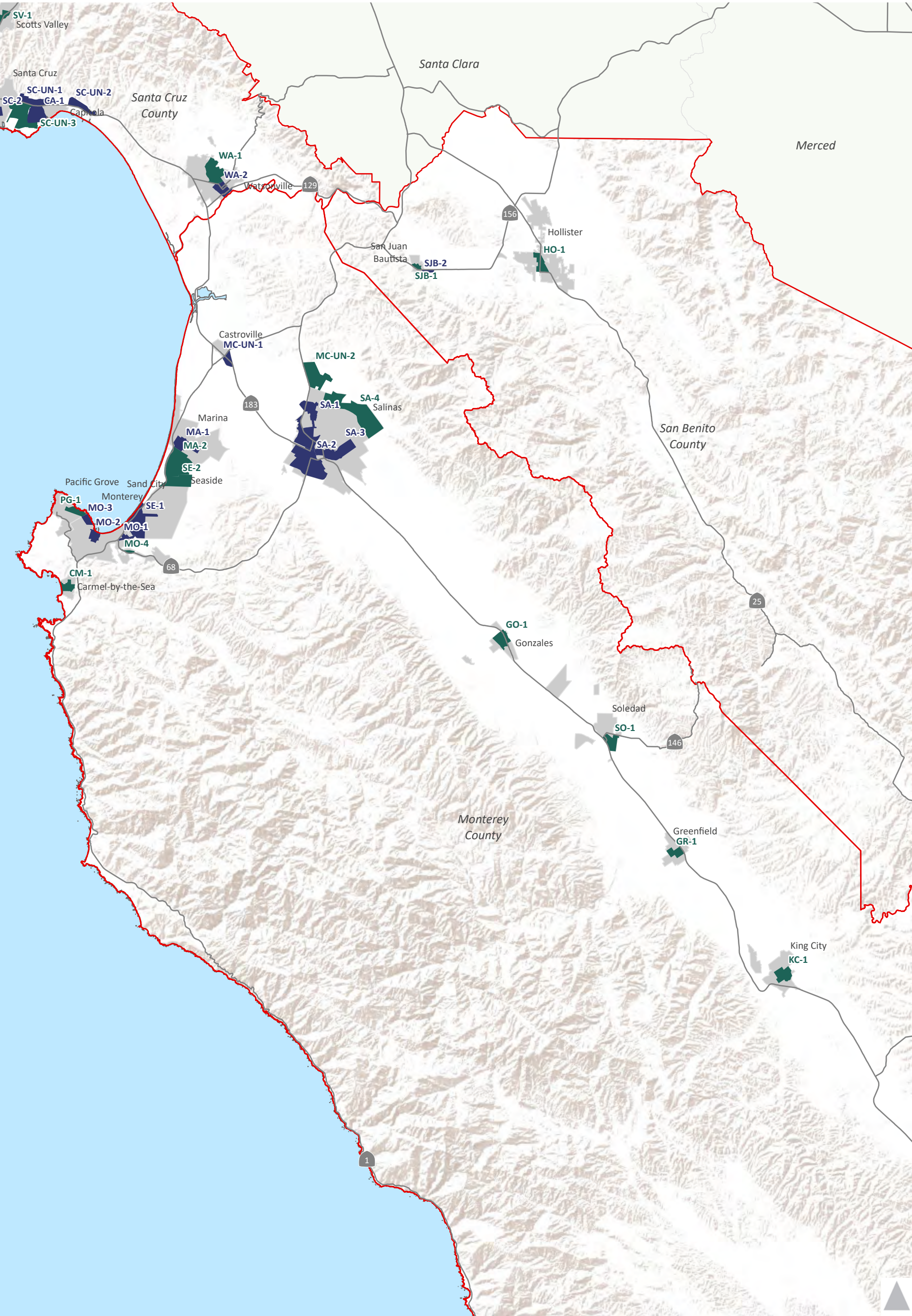
Figure 2
Santa Cruz County Opportunity Area Locations



Opportunity Areas

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

Figure 3
San Benito County Opportunity Area Locations

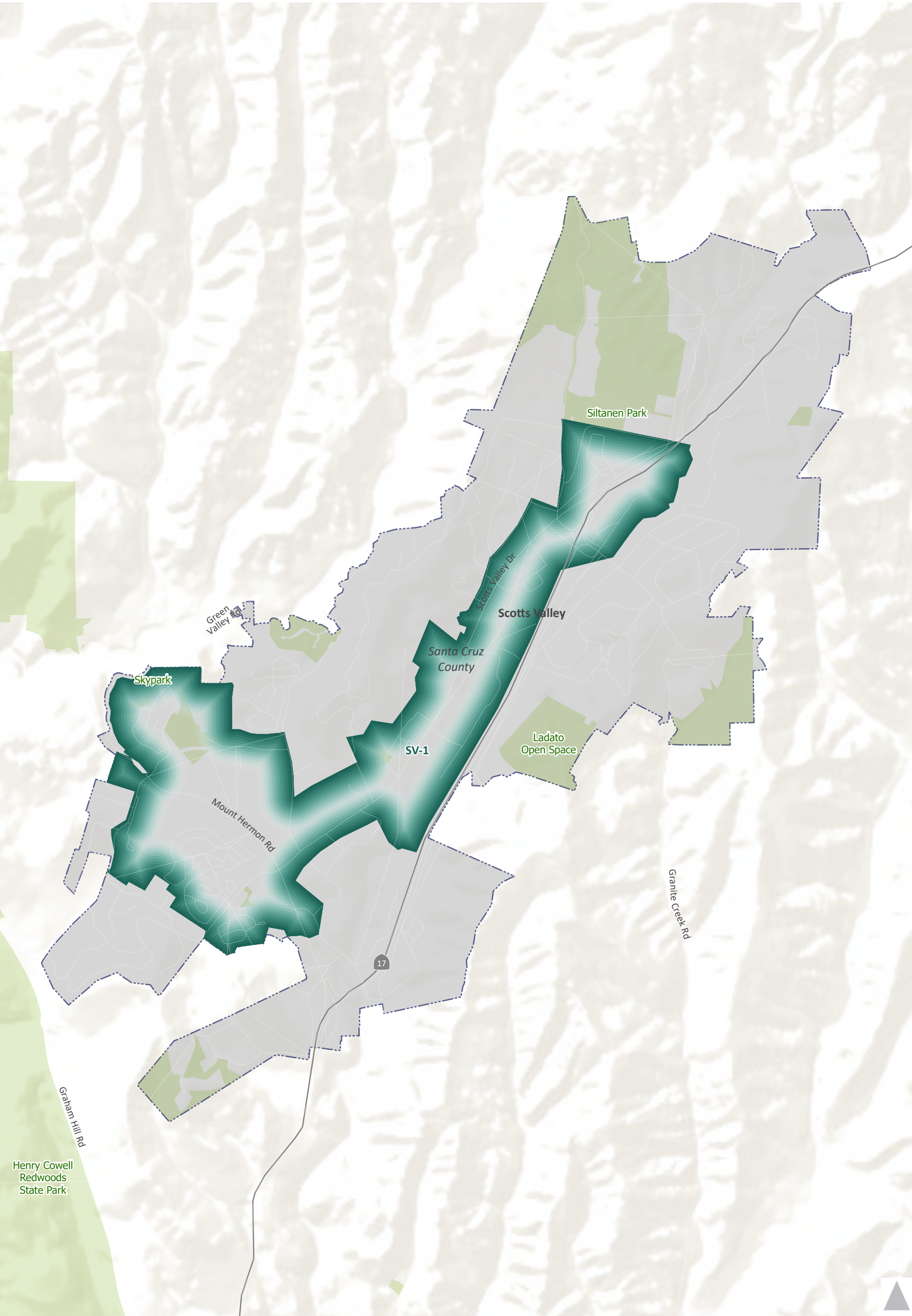


Opportunity Areas

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

10 Miles

Figure 4
Monterey County Opportunity Area Locations

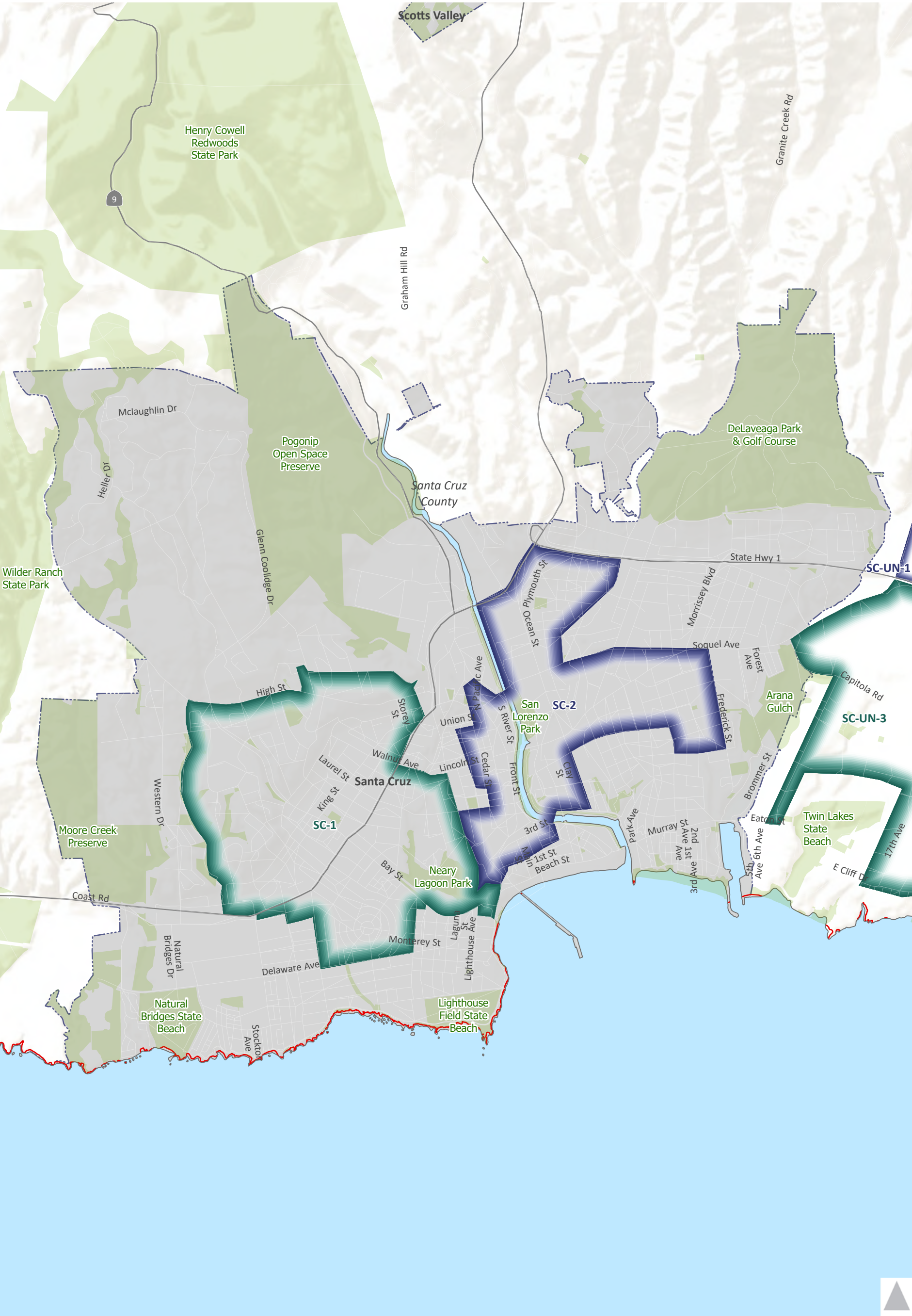


Opportunity Areas

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

1 Miles

Figure 5
City of Scotts Valley Opportunity Area Locations

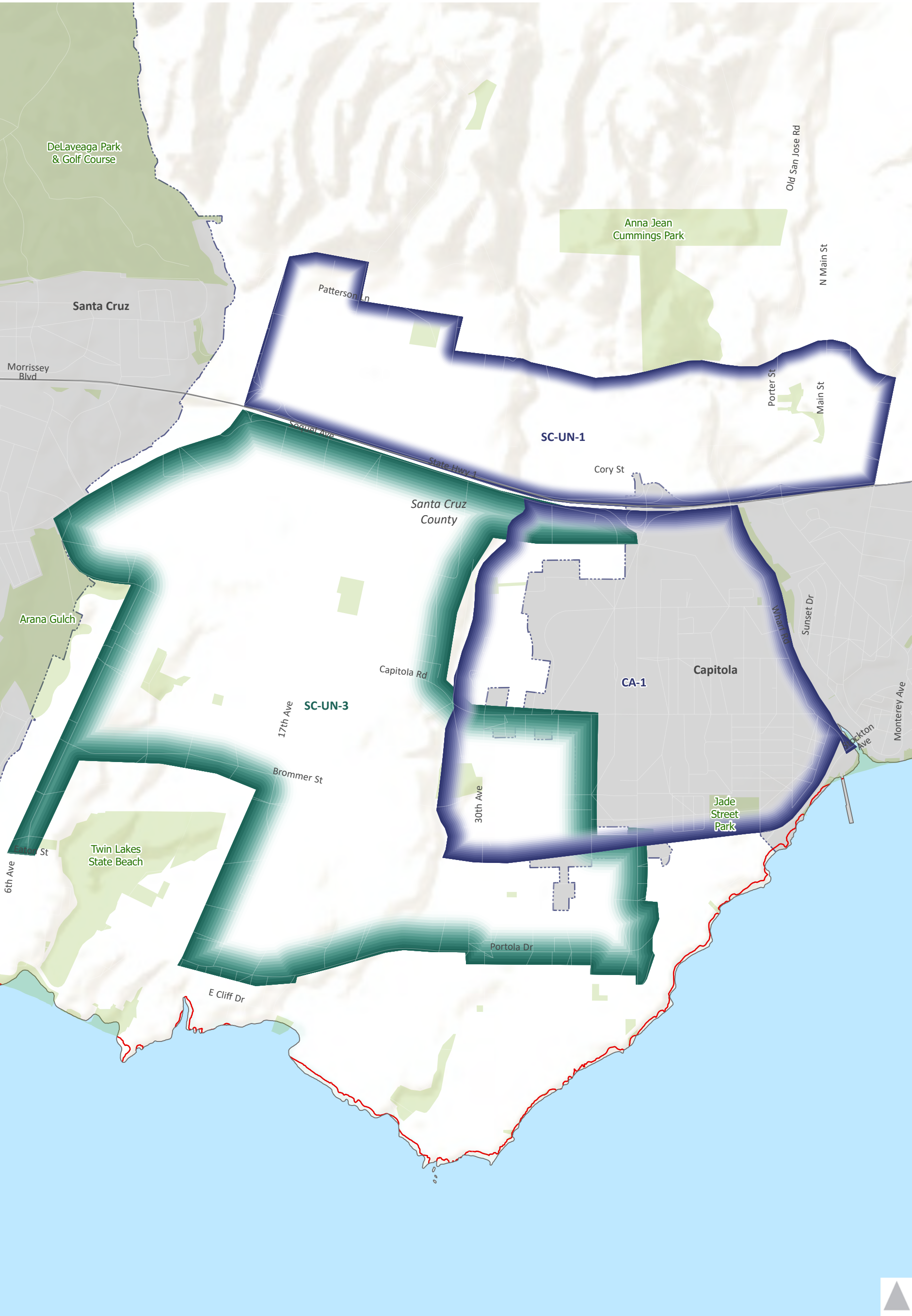


Opportunity Areas

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

1.5 Miles

Figure 6
City of Santa Cruz Opportunity Area Locations

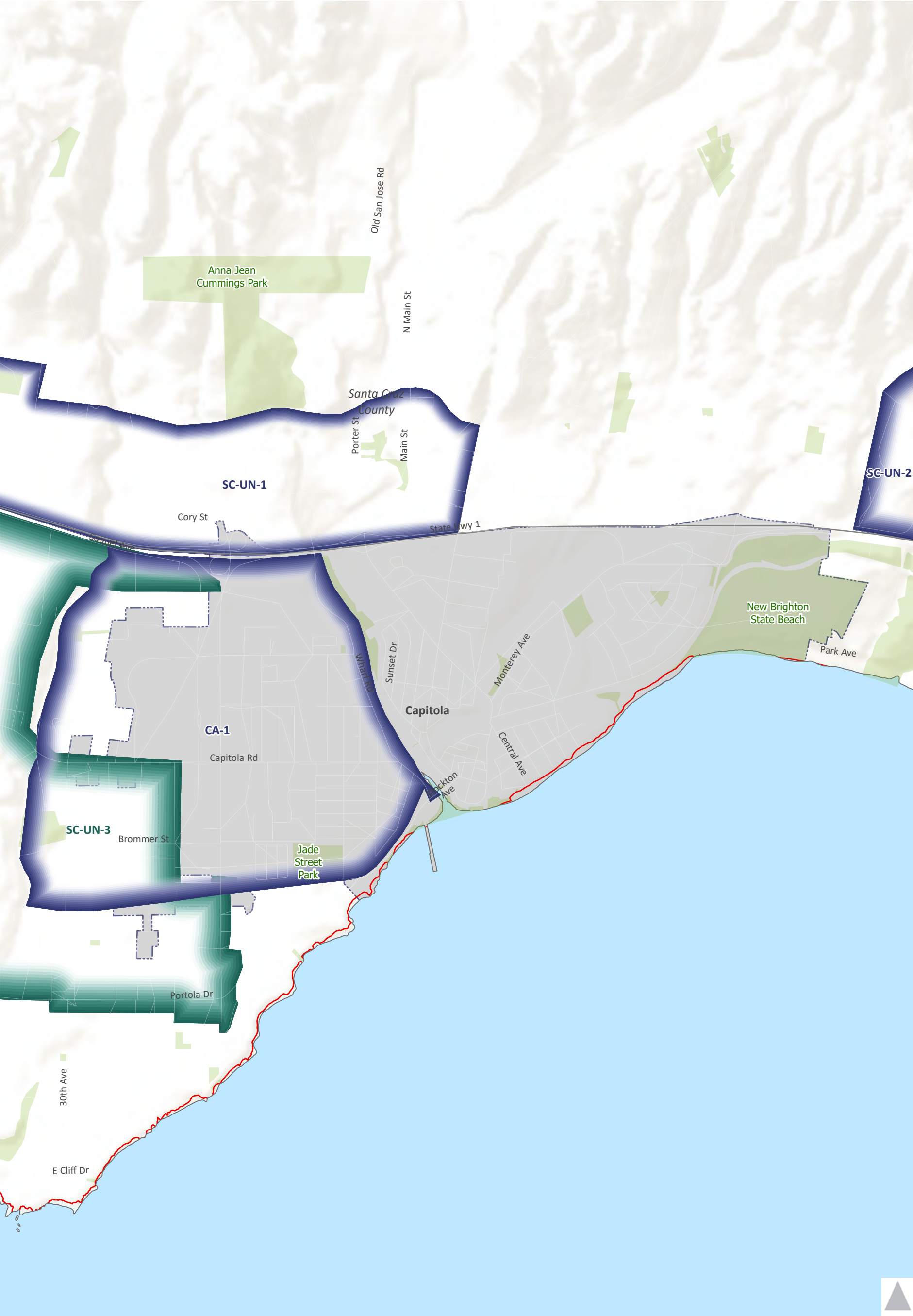


Opportunity Areas

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

2 Miles

Figure 7
County of Santa Cruz Unincorporated Opportunity Area Locations (A)



Opportunity Areas

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

Figure 8
City of Capitola Opportunity Area Locations

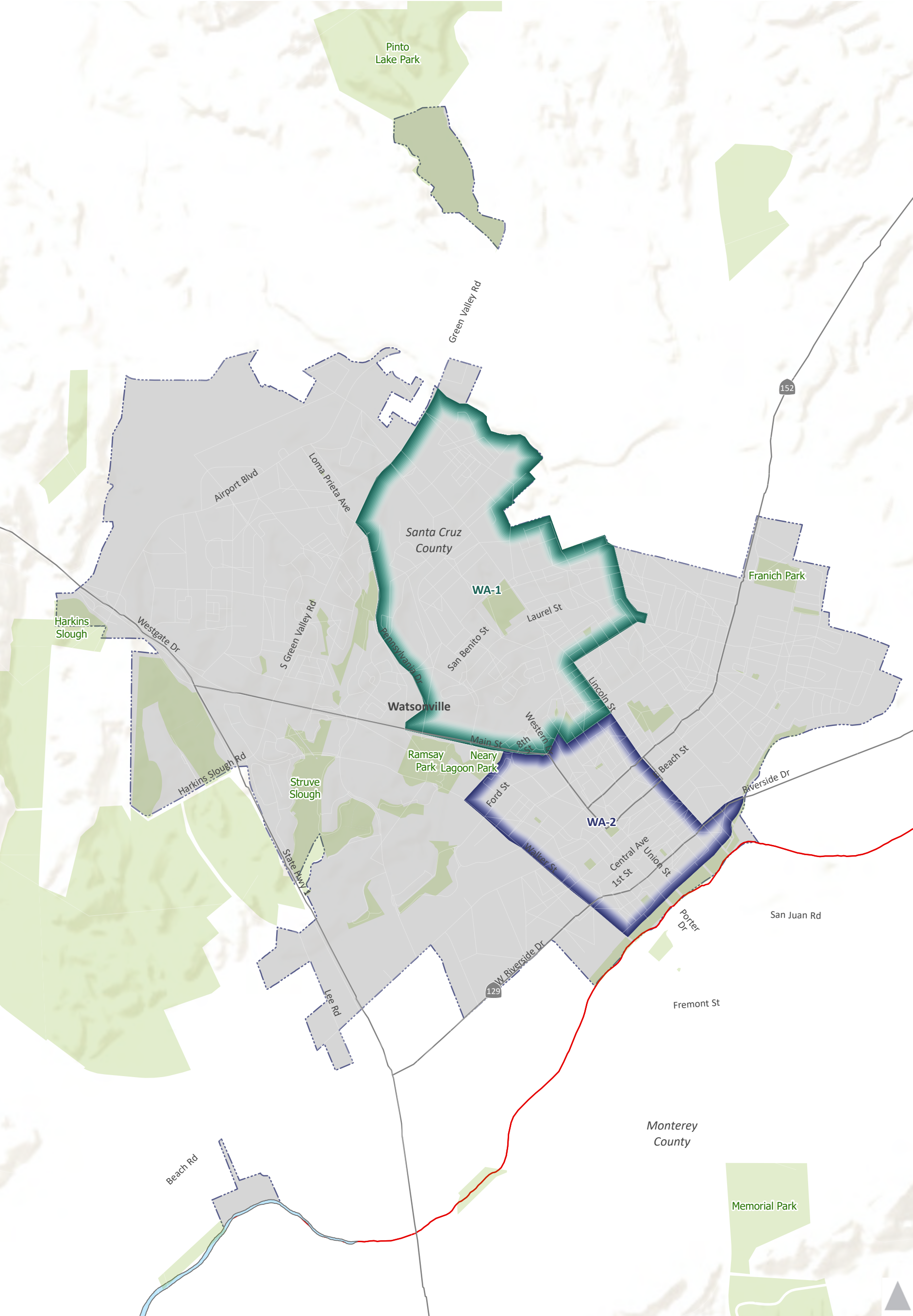


Opportunity Areas

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

1 Miles

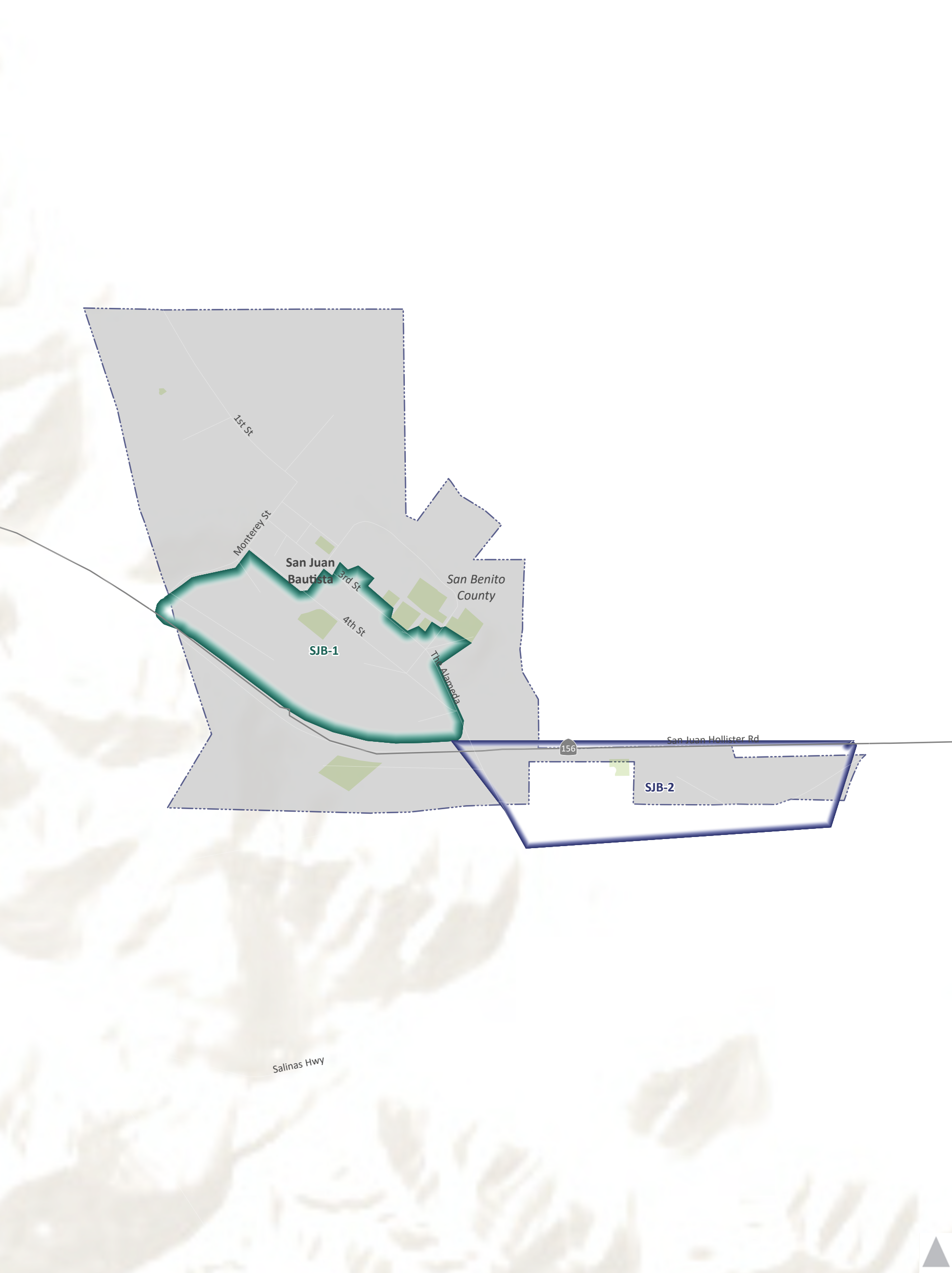
Figure 9
County of Santa Cruz Unincorporated Opportunity Area Locations (B)



Opportunity Areas

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

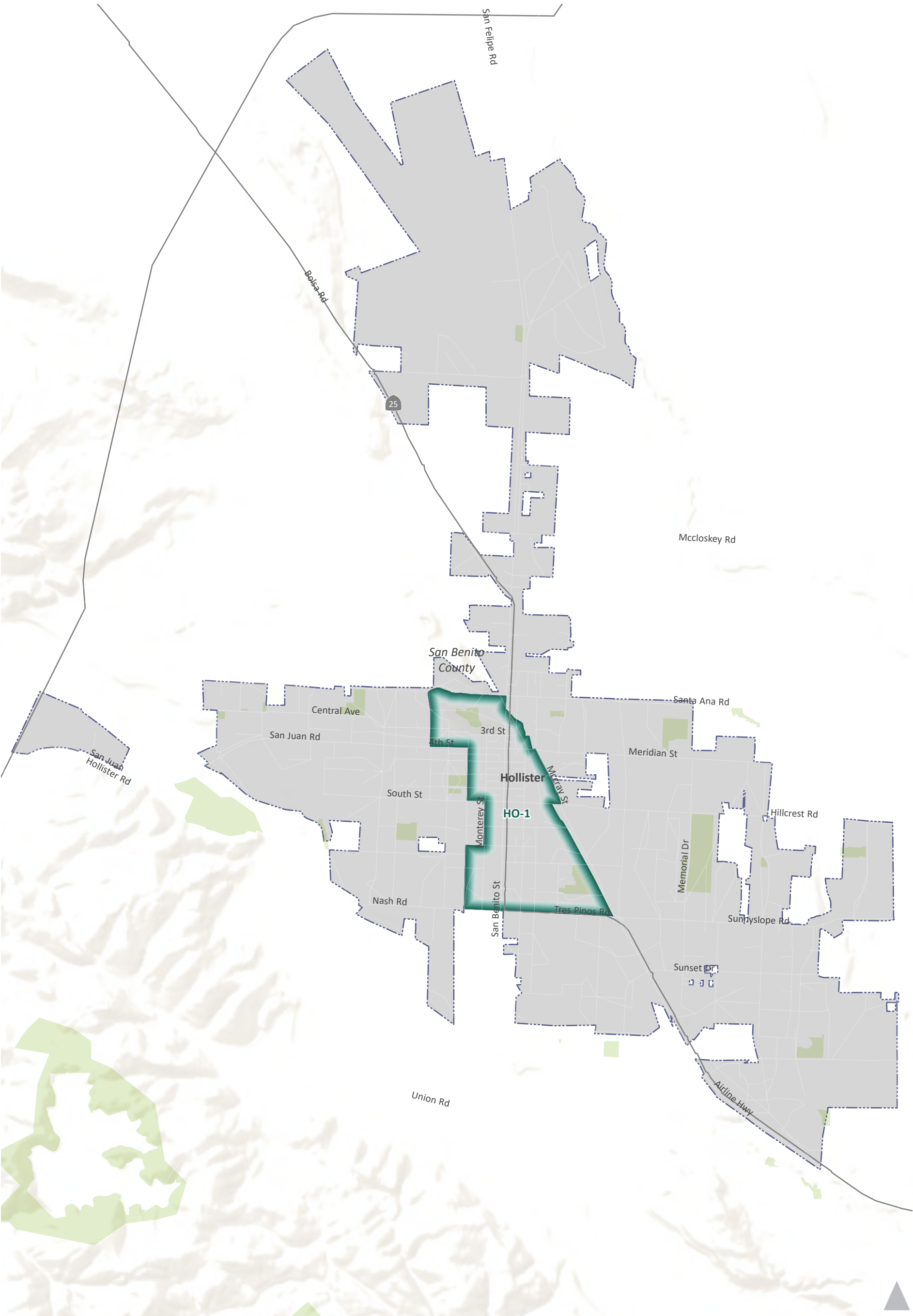
Figure 10
City of Watsonville Opportunity Area Locations



Opportunity Areas

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

Figure 11
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

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

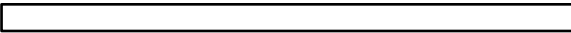
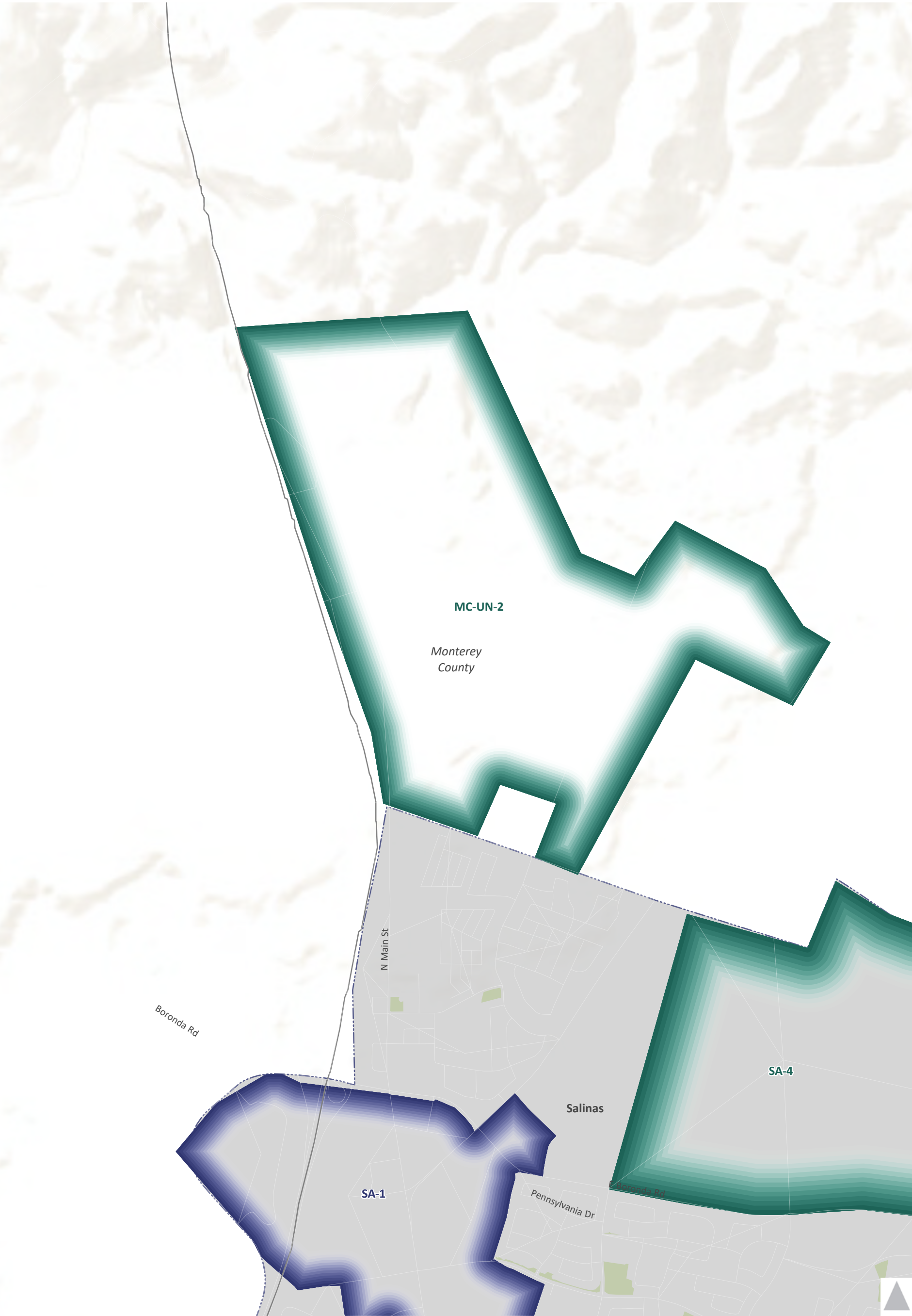
 0.7 Miles

Figure 13

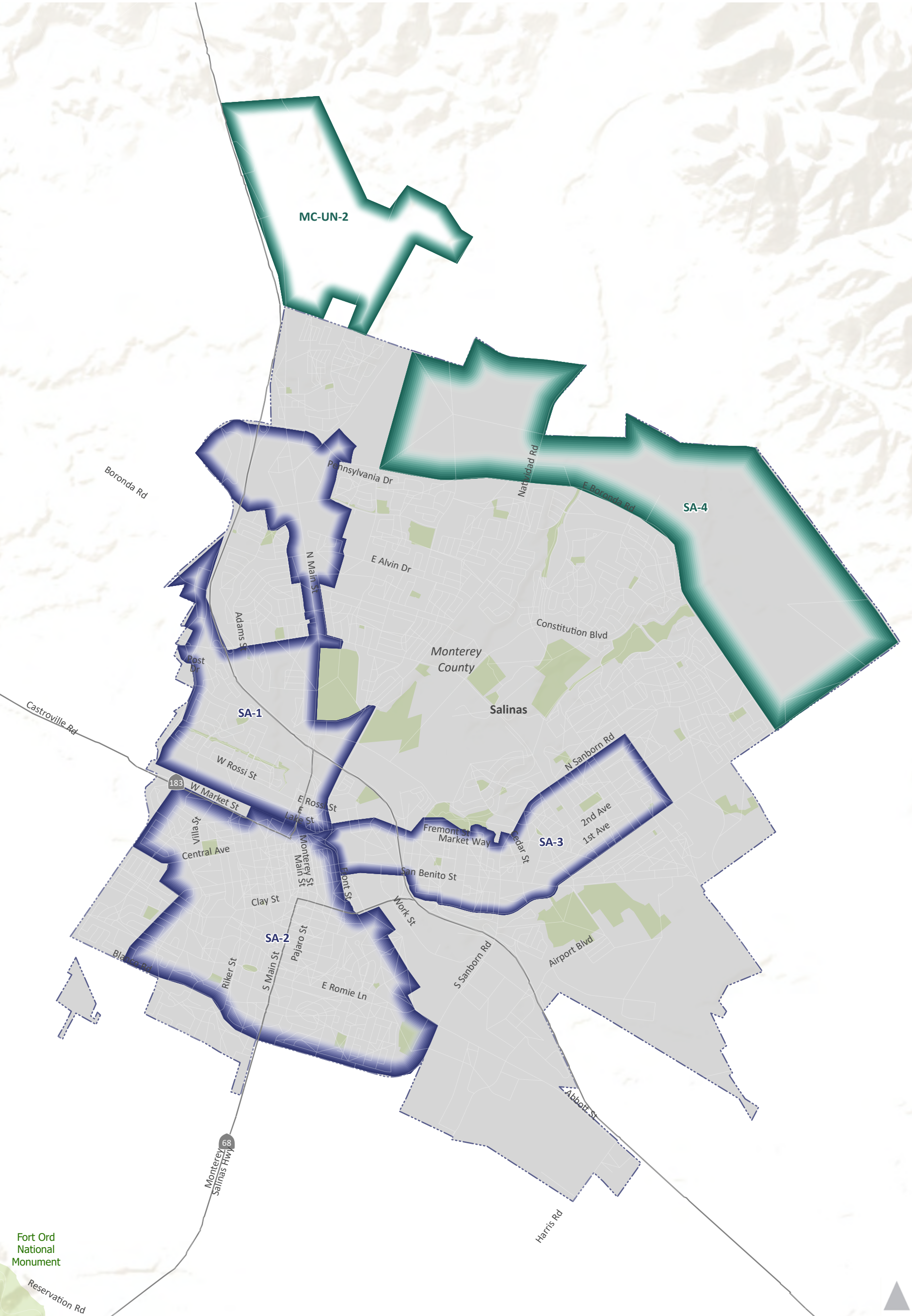
Monterey County Unincorporated Opportunity Area Locations



Opportunity Areas

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

Figure 14
Monterey County Unincorporated Opportunity Area Locations

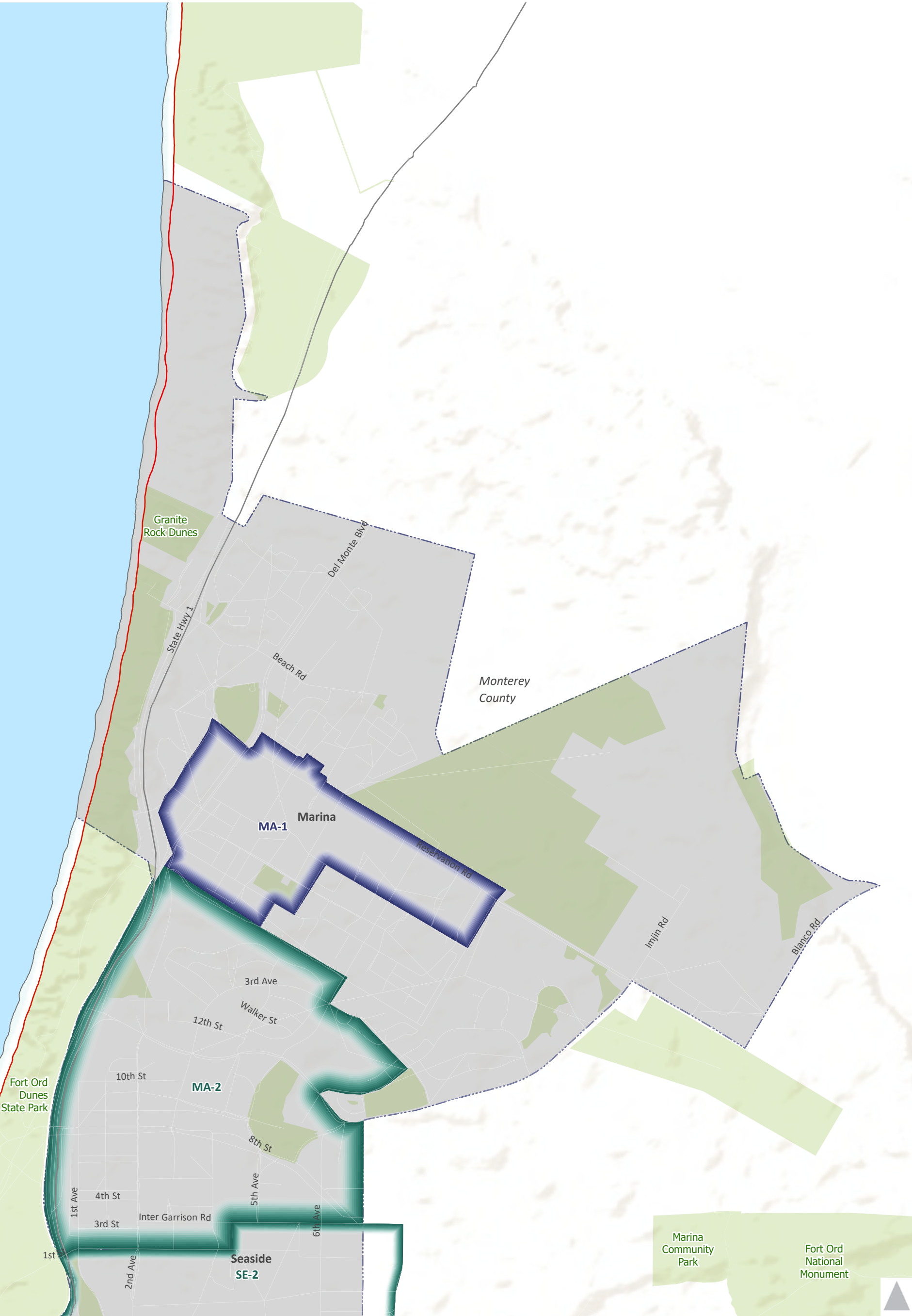


Opportunity Areas

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

Figure 15

City of Salinas Opportunity Area Locations

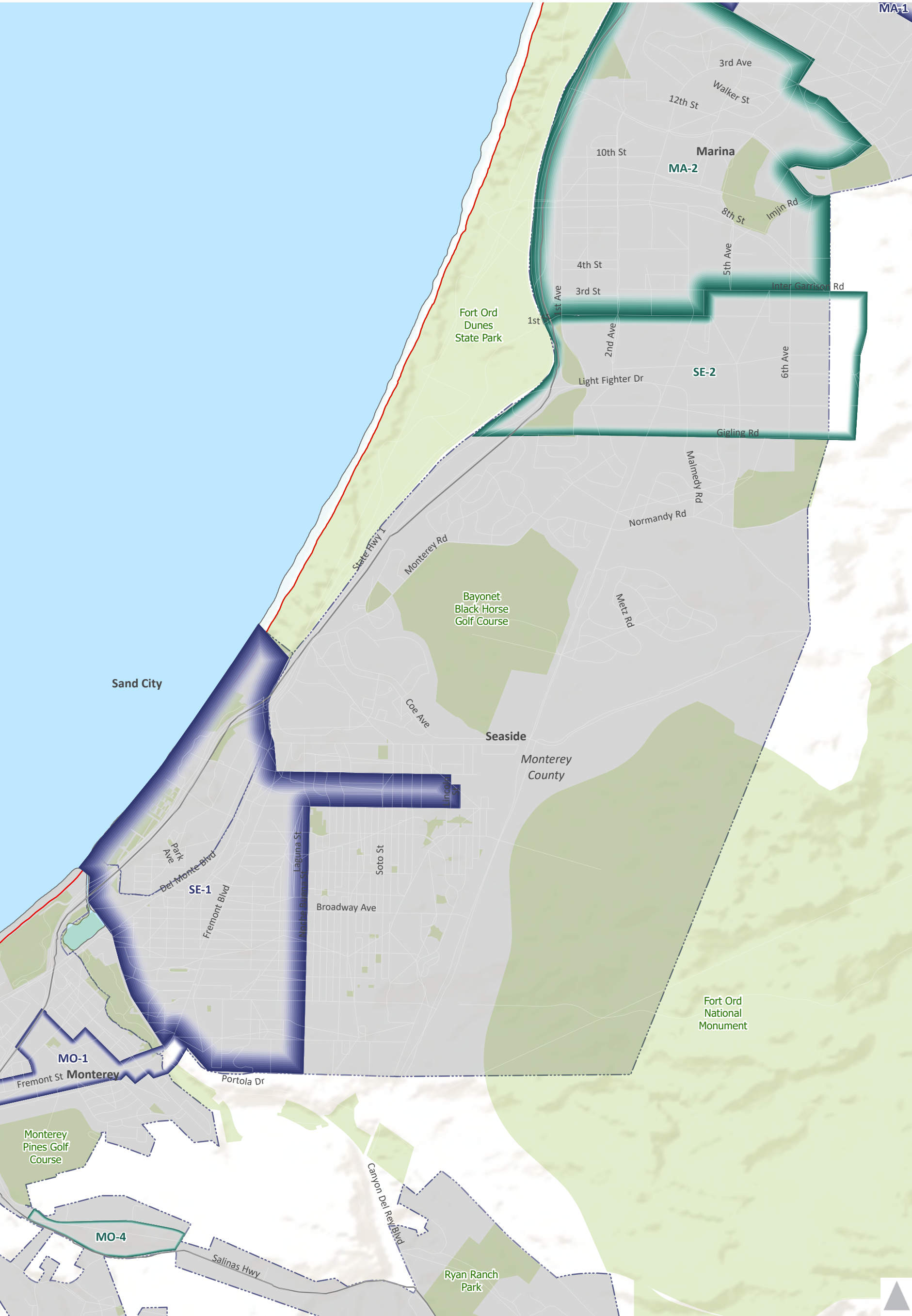


Opportunity Areas

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

1.5 Miles

Figure 16
City of Marina Opportunity Area Locations

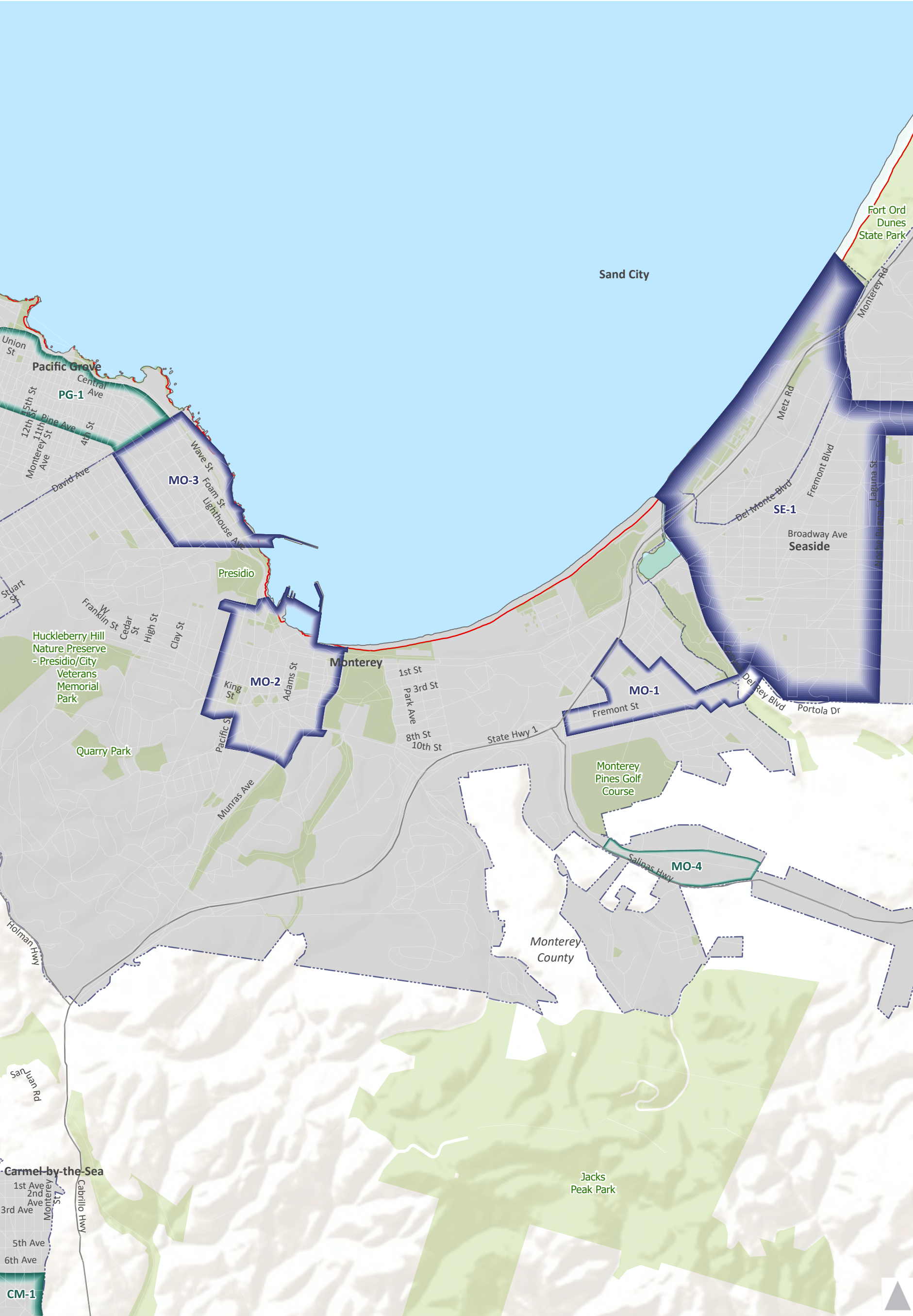


Opportunity Areas

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

1.5 Miles

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

1.5 Miles

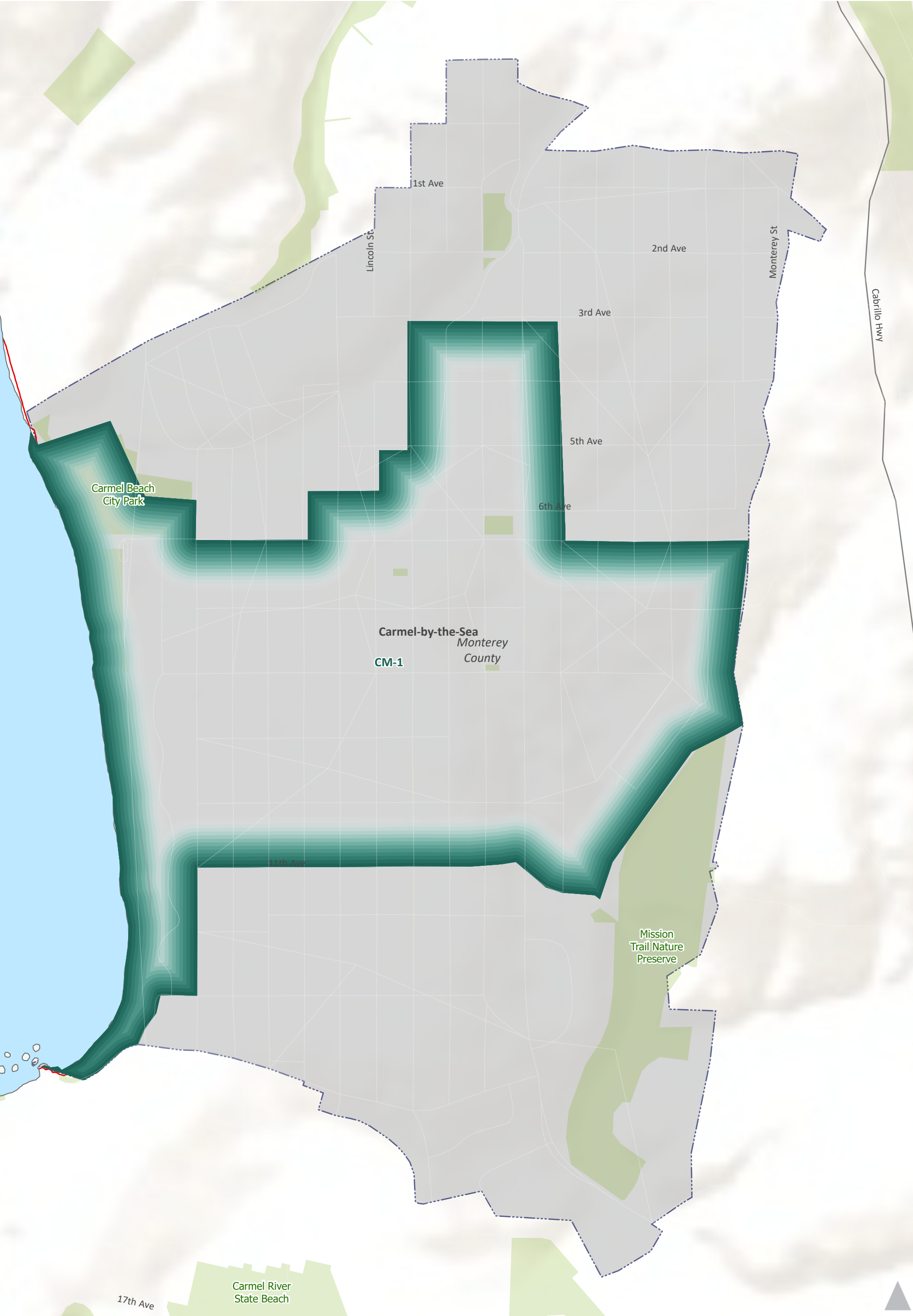
Figure 18
City of Monterey Opportunity Area Locations



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



Opportunity Areas






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

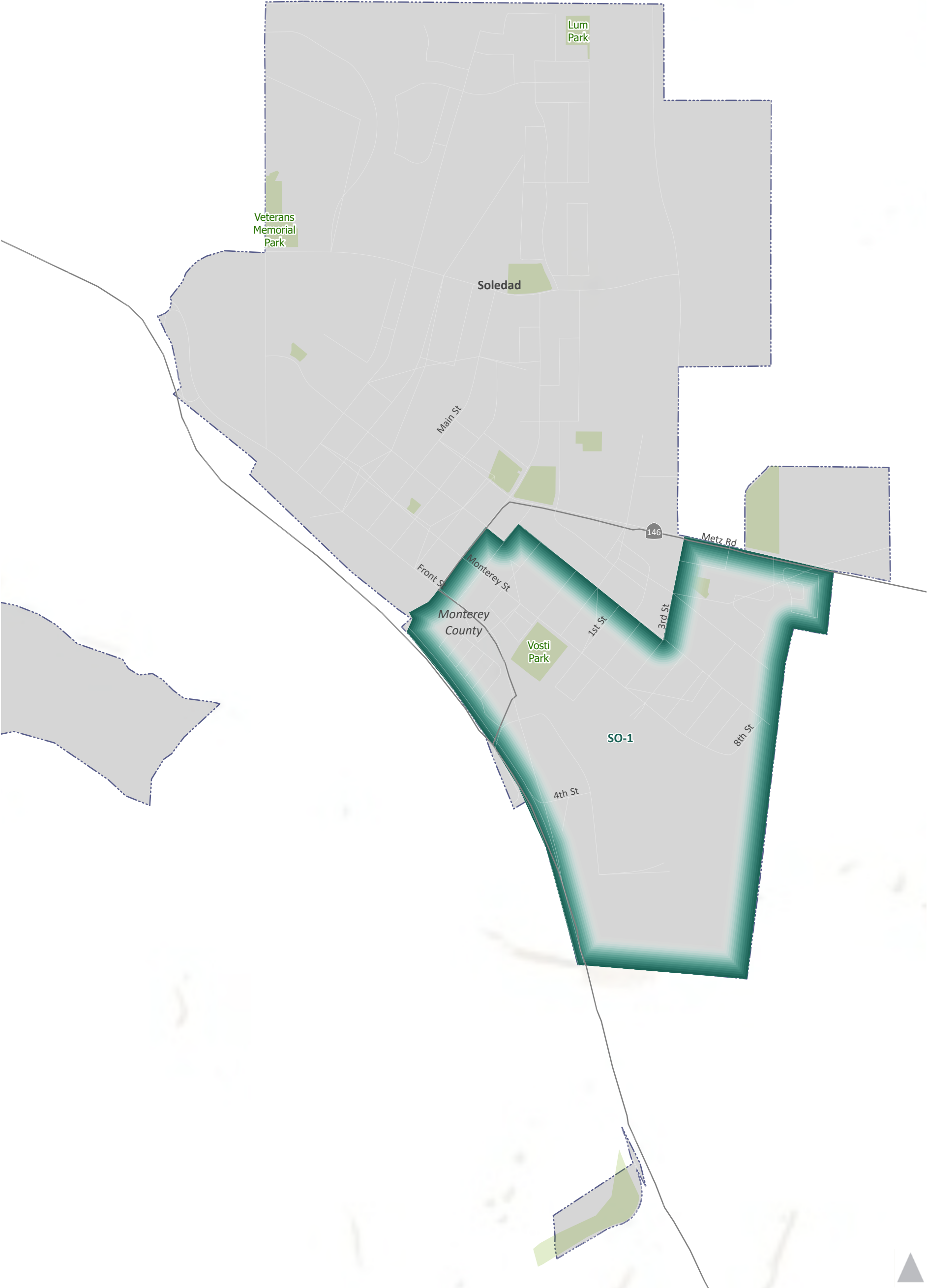
Figure 20
City of Carmel-by-the-Sea Opportunity Area Locations



Opportunity Areas

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

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 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

Figure 24
City of King City Opportunity Area Locations