Castroville Community Plan
VOLUME I

Prepared by:

MONTEREY COUNTY HOUSING AND REDEVELOPMENT OFFICE
168 W. Alisal Street, 3rd Floor
Salinas, CA 93901
December 1, 2004
Errata: December 6, 2006
Updated: March 22, 2007
Adopted April 10, 2007
# TABLE OF CONTENTS

## VOLUME I

**Executive Summary** ................................................................. 1

**Introduction** ............................................................................ 3

**Goals and Policies** ................................................................. 25

**Community Plan Concept (Land Use Plan)** .......................... 39

**Opportunity Areas** ................................................................. 55

**Resource Enhancement** ......................................................... 149

**Circulation Plan** ..................................................................... 161

**Infrastructure and Public Services Plan** .............................. 187

**Economic Development Strategy** ............................................ 225

**Implementation Plan** ............................................................. 237

**Glossary** ................................................................................. 283

## Appendices

A  Design Guidelines
B  Development Standards
C  Implementation Matrix
D  Mitigation Monitoring and Reporting Plan
E  Financing Community Plan Improvements
F  Infrastructure Exhibits
G  Slough Enhancement Sections
H  Economic Analysis
### List of Figures

<table>
<thead>
<tr>
<th>Figure</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Regional Location</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>Community Plan Boundary, Opportunity Areas and Coastal Zone</td>
<td>17</td>
</tr>
<tr>
<td>3</td>
<td>Infill Sites Proposed Land Uses</td>
<td>41</td>
</tr>
<tr>
<td>4</td>
<td>Proposed Land Uses</td>
<td>47</td>
</tr>
<tr>
<td>5</td>
<td>Community Plan Boundary and Opportunity Areas</td>
<td>57</td>
</tr>
<tr>
<td>6</td>
<td>Merritt Street Corridor Opportunity Area Proposed Land Uses</td>
<td>63</td>
</tr>
<tr>
<td>7</td>
<td>Cypress Residential Opportunity Area Proposed Land Uses</td>
<td>79</td>
</tr>
<tr>
<td>8</td>
<td>Cypress Residential Opportunity Area Conceptual Layout</td>
<td>81</td>
</tr>
<tr>
<td>9</td>
<td>Commuter Train Station Opportunity Area Proposed Land Uses</td>
<td>97</td>
</tr>
<tr>
<td>10</td>
<td>Commuter Train Station Opportunity Area Conceptual Layout</td>
<td>99</td>
</tr>
<tr>
<td>11</td>
<td>North Entrance Opportunity Area Proposed Land Uses</td>
<td>123</td>
</tr>
<tr>
<td>12</td>
<td>North Entrance Opportunity Area Conceptual Layout</td>
<td>125</td>
</tr>
<tr>
<td>13</td>
<td>New Industrial Opportunity Area</td>
<td>137</td>
</tr>
<tr>
<td>14</td>
<td>New Industrial Opportunity Area Conceptual Layout</td>
<td>139</td>
</tr>
<tr>
<td>15</td>
<td>Resource Enhancement Areas</td>
<td>153</td>
</tr>
<tr>
<td>16</td>
<td>Recommended Circulation Improvements</td>
<td>175</td>
</tr>
<tr>
<td>17</td>
<td>Bicycle and Pedestrian Facilities</td>
<td>181</td>
</tr>
<tr>
<td>18</td>
<td>Floodway Boundary and Floodway Map</td>
<td>203</td>
</tr>
</tbody>
</table>
CASTROVILLE COMMUNITY PLAN

List of Tables

Table 1  Residential Land Use Summary ............................................. 44
Table 2  Cypress Residential Opportunity Area Residential
                   Land Uses ............................................................................ 77
Table 3  Commuter Train Station Opportunity Area Residential
                   Land Uses ............................................................................ 96
Table 4  North Opportunity Area Residential Land Uses ................. 120
Table 5  Estimated Water Demand for Each Opportunity Area.......... 194
Table 6  Industrial Land Demand in Castroville ............................. 229
Table 7  Recommended Target Industries for Castroville................. 232
Table 8  Average Wages for Target Industries and Comparison
                   Industries in Monterey County, Year 2000......................... 232

Volume II – Technical Appendices (under separate cover)
CASTROVILLE COMMUNITY PLAN

ACKNOWLEDGEMENTS

The Castroville Community Plan was prepared by the Monterey County Housing and Redevelopment Office with assistance provided by the following consulting firms:

- Schaaf & Wheeler, Consulting Engineers
- Applied Development Economics
- Higgins Associates, Consulting Traffic Engineers
- PMC, Planning Consultants
- Cotton Bridges Associates, Planning Consultants
EXECUTIVE SUMMARY

This Community Plan has been prepared by the Monterey County Redevelopment Agency (RDA). The Community Plan document provides a detailed review of the existing community and sets forth a comprehensive planning framework and implementation strategy for addressing the needs of existing and future residents. Both infill and community expansion opportunities are presented, all within the framework of “smart growth” planning principles. The Plan’s key planning areas, or Opportunity Areas, focus on new housing opportunities, improved living conditions and new public facilities.

The Plan specifically identifies infill sites that would be appropriate for housing development, and provides development standards and design guidelines to achieve a unique urban design vision. To achieve this vision, the Plan presents a detailed implementation program identifying needed changes to the County’s existing development regulations, presents an economic development strategy to integrate housing with job creation and downtown commercial development, and proposes a financing strategy to achieve the goals of the Plan.

Extensive technical analysis has been undertaken to develop the Plan, including constraints–based environmental analysis related to infrastructure, services, and resources. This analysis provided the basis for developing the Plan in a manner that reduces or avoids potential environmental effects through design.
The Plan is also a result of extensive and inclusive community participation. Over 20 formal community meetings have been conducted during its preparation, involving a wide range of community groups, public agencies, residents and other stakeholders. This public involvement process was critical toward identifying local issues, needs, preferences and solutions.

As a comprehensive planning document, the Castroville Community Plan will be used to guide future growth and redevelopment activities for the next 20 years.
INTRODUCTION

Purpose
The Castroville Community Plan has been prepared to provide a comprehensive planning framework to improve and enhance the community. A community plan is one method by which the vision of a general plan can be further refined and focused with respect to a particular area or community. A community plan carries with it the same force of law as a general plan, and should be considered as the “constitution” or basic planning document for a specific area.

The Castroville Community Plan will be adopted into the Monterey County General Plan, and includes land use designations, infrastructure improvements, public facilities, and an economic development strategy specific to the area within the Community Plan Boundary. The Community Plan also contains specific implementation requirements for new development that are more detailed than requirements generally applied by the County to areas outside community plan areas. These implementation requirements include adoption of a “Castroville Community Plan” zoning classification into the County’s Zoning Code (both Title 20 and Title 21), which will require that new development conform with this Community Plan. Another implementation requirement of the Community Plan will include the adoption of specific Design Guidelines and Development Standards which assist in the interpretation of the Community Plan. The Design Guidelines and Development Standards are included in draft form in the appendices and are anticipated to be adopted with the adoption of the Monterey County Zoning code amendments related to implementing the Community Plan.
The Community Plan Boundary includes areas in the North County Inland Planning Area as well areas in the North County Coastal Planning Area of the County’s General Plan, essentially straddling a portion of both those areas. While the Community Plan is being adopted as a whole, it is acknowledged that the Community Plan will not be effective in the Coastal Area (North Entrance, Commuter Train Station and New Industrial Opportunity Areas) unless and until an amendment to the North County Local Coastal Program (LCP) has been approved by both the County and the California Coastal Commission. The Community Plan has been structured to allow those portions located in the inland area (infill development, Merritt Street Corridor and the Cypress Residential Opportunity Areas) to be implemented by the County in advance of the amendment of the LCP relating to those portions of the Community Plan area located in the coastal area.

The Community Plan has been prepared to provide a comprehensive program to address the needs and concerns of the Castroville community, including installing infrastructure improvements, providing new housing opportunities, improving the downtown, and providing move up job opportunities. Full implementation of the Community Plan is a long-term program, which will be dependent market forces and various actions by other agencies, including the Coastal Commission for those areas located in the Coastal Zone. The requirements for development in the Inland Areas are not dependent on the areas in the Coastal Zone being implemented. However, implementation of the entire plan is required to fully meet the goals of the Community.

The following sections of the Community Plan provide an overview of the existing community, the vision that the community hopes to achieve with implementation of the Community Plan, and issues that need to be addressed. The Community Plan then includes general goals and policies, and then a detailed development and implementation program. The implementation program includes both actions required by the County and other public agencies as well as actions that will be required for private development to proceed. The
development program is structured to allow distinctive areas in the Community Plan to develop independently of other areas. As such, a specific phasing program for the contemplated development is not required. This approach reflects a desire for flexibility in allowing implementation to reflect private market opportunities.

Development proposals will be evaluated to determine consistency with overall intent and purpose of the Community Plan, including the Goals and Policies section, the general development goals for each Opportunity Area (as relevant), as well as specific development requirements described in the Implementation section. New development will also be evaluated based on consistency and conformance with the Design Guidelines and Development Standards that will be adopted as part of the amendments to the County Zoning Codes. Although the Community Plan provides implementing measures and development requirements more specific to this particular community, these measures and requirements must be reviewed and interpreted in light of all aspects of this Community Plan, including this Introduction, in order to fully meet the intent of this Plan.

It is envisioned that a resolution defining the roles, responsibilities, and administration of the existing Castroville Redevelopment Citizen’s Advisory Subcommittee (CAC) will be amended, as an implementing measure of this Community Plan, to include the review of new development within the Community Plan Boundary and to act as the primary advisory body to the Planning Commission and approving bodies on land use related matters.

Reason for Plan Preparation
The Community of Castroville is unique in its historical context within Monterey County. It is an old community that evolved with the emergence of the north Salinas Valley as one of the premier agricultural areas in the world. Figure 1 shows Castroville’s regional location.

While the community has many positive qualities – established residential neighborhoods, a defined urban design pattern with
a grid street system and distinct edges, an identifiable downtown with historic character, and community focal points such as the Catholic Church – Castroville faces many challenges. Infrastructure deficiencies are of primary concern to residents. Heavy traffic impacts the entire community by creating excessive noise, dangerous conditions, and gridlock. Flooding continues to be a threat to the downtown area from Tembladero Slough and the overtopping of the Salinas River. The availability of affordable housing to the residents and workers of the community is very limited, creating overcrowded and unhealthy conditions. The ability to attract new businesses that provide move-up jobs is constrained by existing traffic and economic conditions. And finally, a lack of community amenities and concerns regarding public safety directly affect the quality of life that the residents of Castroville desire.

The Castroville Community Plan is a long-range plan designed to direct growth and development in a manner that enhances the quality of life in this historic community. The Plan describes both existing and future development within Castroville and offers an organized approach for integrating the old with the new under the principles of “smart growth” – growth that effectively uses land resources, provides a safe and attractive environment, is environmentally sensitive and economically viable, while preserving those significant qualities that define Castroville as an unique and desirable community.

**Background and History**

**Existing Conditions Within the Plan Area**

**The Urban Fabric**

Castroville is one of the oldest unincorporated communities in Monterey County, and is the center of the County’s artichoke industry. It is the largest artichoke-growing region in the world. Surrounded by agricultural land, Castroville’s history and economy are directly tied to the agricultural industry. The unique character and physical setting of Castroville fosters a strong sense of community in this ethnically and economically diverse region.
Figure 1 – Backside
The current land use pattern and urban design elements in Castroville reflect this agricultural history and are clearly marked by influence of the railroad and regional roadways that traverse the community. As shown in the regional location and planning area map (Figure 1), the community is located at the crossroads of three major tourist and commuter-serving highways (Highways 1, 156, and 183). The effect of the regional roadways has resulted in the concentration of the community’s commercial uses along Merritt Street (State Highway 183, between Highways 1 and 156). In fact, the Merritt Street area originally developed with a range of commercial uses when the street was part of Highway 1, before it was re-routed in the 1970s.

The major industrial uses are concentrated in the southeastern portion of town, with most of the industrial development located adjacent to the railroad and Highway 156. A mixture of residential neighborhoods have developed over time to support the range of employment opportunities provided by surrounding agriculture and industry, as well as to support the commercial and service sectors that have developed in the remaining areas of Castroville and surrounding communities.

In Castroville’s residential neighborhoods, older single-family homes are often mixed in with newer residential construction. Multi-family units and farmworker housing are commingled throughout the community. New development has included a mix of commercial and housing opportunities on a single property, resulting in a diverse, mixed income community. Despite the great array of housing available in the community, a need for a variety of new housing units (and more affordable housing units) is evidenced by the high rates of overcrowding and consistently low vacancy rates. Other housing problems in Castroville include overpayment for both ownership and rental housing (when compared to income levels), as well as the need for rehabilitation of both the ownership and rental housing stock in many neighborhoods.
Castroville is fortunate to have an existing urban design pattern that embodies many characteristics associated with desired “new urbanist” principles. These positive characteristics include a grid street system with short blocks that promote pedestrian activity, an existing downtown with many historic buildings located directly at the sidewalk, strong community “edges” created by Tembladero Slough and the surrounding agricultural fields, and important historic civic uses that are centrally located and visible from major roadways.

Some components associated with the existing urban design context detract from Castroville taking full advantage of its many positive qualities. Heavy truck traffic in the downtown, coupled with many underutilized and vacant parcels, negatively affects the pedestrian experience. The location of the high school and the Moro Cojo housing development to the east is disconnected from the rest of the community, and the two primary entrance points into the community lack any sort of positive visual image or gateway features.

Environmental Constraints and Opportunities
The truck traffic and overall congestion resulting from the convergence of three state highways, 156, 183 and 1, is a critical issue to the residents of Castroville. Traffic congestion and levels of service at Highway 1/Merritt, Highway 156/Merritt, and Highway 156 and Castroville Boulevard are currently unacceptable. Merritt Street, which is the community’s main thoroughfare serving local trips, through-town commute, and recreational traffic, also handles an incredible amount of truck traffic. The heavy use of this roadway results in congestion, excessive wear and tear on the roadway, and an environment that is not pedestrian-friendly. The Circulation Plan and improvements recommended in this community plan address both the short-term and long-term circulation solutions for the community.

Environmental and geotechnical factors, such as the location of the flood zone and capability of the soils, may continue to affect future development patterns as they have in the past. The Tembladero Slough, located just south of Merritt Street,
separates the urban portions of Castroville from the agricultural lands to the south. Potential flooding associated with the Slough requires special engineering and development standards on many properties, particularly south of Merritt Street. By integrating engineering and other site design features in the improvement of the Slough, the areas in and around the Tembladero Slough and Castroville Slough will again become usable, providing additional aesthetic and recreational benefits as well as creating a distinct visual and physical edge to the community. The improvement areas associated with the Slough are illustrated and discussed in more detail within the Resource Protection Program (Section V) of the Plan.

Existing Infrastructure
Castroville’s infrastructure system for water, sewer, and storm drainage is fairly well-developed; however, certain improvements need to be made to enhance the quality of life and support new development. Although new development will have to extend water lines to serve new projects, line sizes within the existing community are generally of adequate size and sufficient capacity to serve undeveloped areas contiguous to the existing service area boundary.

As described in the Infrastructure and Public Services chapter of the Community Plan, in general, no significant drainage system capacity problems exist. However, several minor deficiencies in the system will need to be addressed. Most of the areas being considered for redevelopment and development activity can readily access the area’s major drainageways, the Tembladero Slough and Castroville/Moro Cojo Slough channel. However, special engineering and site development standards will need to be put in place for several areas. These areas are identified and discussed in the Infrastructure section of the Community Plan.

Castroville’s sewer collection system is owned and operated by County Service Area 14 and managed by the County Department of Public Works. All wastewater is conveyed to a pumping station located at the north end of town, which then pumps flows to the Monterey Regional Water Pollution Control
Agency’s (MRWPCA) treatment plant, located near Marina. It is not expected that treatment plant capacity will constrain future growth anywhere within the existing service area; however, upgrades to the existing pump station will be required for full buildout of the plan.

Vision for Castroville

Community Participation
Extensive citizen outreach was conducted as part of the Community Plan preparation process to determine how the existing residents, workers, and property owners envision the future of their community. An established local advisory committee, the Castroville Redevelopment Citizens’ Advisory Subcommittee, assisted in defining a vision for the future for Castroville. Through a comprehensive public outreach program (including numerous public workshops with the Subcommittee, design charrettes, and stakeholder interviews), the local community identified how they believed Castroville should develop during the 20-year implementation period of the Community Plan.

The resulting Vision Statement developed through this process forms the basis of the goals, policies, and programs included in this Community Plan. The Vision Statement has been reviewed and adopted by the Monterey County Planning Commission.

VISION STATEMENT
Citizens of Castroville desire to improve and enhance the image, economic vitality and well-being of the community and encourage visitors to the area, with an emphasis on retaining a small town character that recognizes the value and contribution of agriculture, cultural diversity, tourism and history of the community. Residents feel it should be a priority to make improvements to the traffic circulation systems; water and sewage systems; enhance code enforcement and public safety; and provide flood relief from the sloughs surrounding the community.
**Residential Development**
Residents place high value on well-designed housing that offers a range of opportunities. Existing infrastructure deficiencies should be corrected concurrent with the new development. Future new neighborhoods should contribute to open space and recreational facilities for the community and appropriate and provide appropriate buffers for the agricultural fields and industries. Design guidelines for residential development should be adopted to ensure consistency with these principles.

**Commercial and Industrial Development**
The downtown area should be revitalized to include lively new businesses that draw visitors, restored historic buildings and a comfortable pedestrian environment that builds on the existing historic California flavor of Castroville.

The existing Castroville Industrial Park is important to the community’s economy. Expansion of the park will offer expanded employment opportunities for Castroville residents, and maintain the community’s position as an attractive location for industry.

**Transportation, Public and Quasi–Public Facilities**
Traffic congestion resulting from the convergence of three state highways (156, 183 and 1), is a critical issue to the residents of Castroville. Industrial, agricultural, tourist, commuter and local traffic impact the quality of life for all residents. A circulation system that relieves the congestion, while still providing visitor access to local businesses, is a key component of the future vision.

The Castroville community welcomes a conveniently located passenger rail station. Multi-modal transit-oriented development in conjunction with a station could provide attractive housing for existing residents and reduce commuter through traffic that currently impacts the community.

The implementation of the Castroville Recreation Facilities Master Plan should lay the groundwork for additional new recreational facilities to serve existing and new residents.
Major Community Plan Issues

Principal Findings

Based on the existing conditions in the community and the community’s vision for the future, several major assets and weaknesses were identified by the public, stakeholders, staff and consultants during the Community Plan process. The issues have been synthesized into the following list of “principal findings”:

Land Use and Housing

- Available housing does not meet the needs of the existing residents or local workforce.
- A significant amount of residents experience overcrowded and substandard housing conditions.
- Conversion of agricultural land to urban use should be limited and focused on facilitating efficient new development integrated into the existing community to expand the economic base to benefit the community at large.
- There is a need for expanded employment opportunities to provide move-up jobs for residents and workers.
- Incompatibilities between urban uses and agricultural land and between residential and non-residential uses need to be addressed.
- Planning and building code violations need to be addressed and enforced.

Urban Design

- The historic, small town character should be preserved and enhanced.
- Design standards are needed to ensure that new development is consistent with the vision and community plan objectives.
- New community amenities that enhance the quality of life for existing residents and are walkable from existing neighborhoods are needed.
The downtown needs to be enhanced to create a more pedestrian friendly environment, provide for everyday needs of the residents and to attract visitors to the area.

Circulation
- Congestion and unsafe conditions on Merritt Street need to be addressed.
- Noise and traffic delays caused by truck traffic must be reduced.
- Pedestrian and bicycle circulation facilities need to be enhanced to provide a safe, attractive system that connects the neighborhoods of Castroville to community facilities and amenities, the downtown, the high school, and to the regional bike trails.

Public Infrastructure and Services
- Well-designed parks and recreational facilities located convenient to residential neighborhoods need to be provided.
- Infrastructure improvements need to be phased to ensure that improvements are in place to accommodate new development and that existing deficiencies are addressed.
- Water quality and water supply needs to be ensured for the existing and future residents of the Community and to support agriculture and industry.
- Flood protection is needed to protect property in the downtown area.

Resource Conservation
- Castroville and Tembladero Sloughs are important resources but are very degraded in the Castroville area.
- The sloughs offer an opportunity to create open space amenities and enhance the downtown and existing neighborhoods.

Public Safety
- Public safety is a primary concern for the residents.
Economic Development and Revitalization

- The residents are interested in expanded employment opportunities to provide quality entry-level jobs for young people and move up jobs for the existing workforce.
- The community is interested in encouraging additional tourism.
- A healthy fiscal community is critical.
- The community would like blighted properties redeveloped and revitalization efforts encouraged.

Overview of Community Plan

Planning Area Boundary

A Community Plan boundary was established as a guide for the community plan process. This boundary includes undeveloped areas adjacent to the community, as well as areas suitable for urban infill and redevelopment to accommodate growth projected for the next 20 years. The boundary was established to meet the community’s future needs and objectives without unnecessarily converting agricultural land to urban use. The boundary also reflects needed infrastructure and community facilities to address current deficiencies and future demands, the costs associated with those facilities, and the capacity of new development to carry those costs to ensure that implementation of the community plan benefits the existing residents and workers as intended. The Planning Area Boundary (and Opportunity Areas) are illustrated in Figure 2. Some of the Opportunity Areas are located within the Coastal Zone of the North County Land Use Plan Local Coastal Program (North Entrance, Commuter Train Station and New Industrial Opportunity Areas), while the existing community as well as the Cypress Opportunity Area are located in the North County Inland planning area.
FIGURE 2

Community Plan Boundary, Opportunity Areas, and Coastal Zone
Figure 2 – Backside
Plan Overview

This Community Plan has been prepared to address the issues listed as the principal findings and achieve the community's Vision. The Community Plan identifies the challenges and opportunities in Castroville related to land use, housing, natural resources, circulation, economic development, urban design, and public services and infrastructure and sets a course for making Castroville the best community it can be given its existing assets, challenges, and opportunities.

The Plan describes how:

- A community at the crossroads of several regional highways can overcome the traffic and congestion problems associated with these highways and create a smooth-flowing circulation system that attracts residents and visitors alike to Castroville's many shopping, employment, and residential opportunities.
- A community with a variety of housing needs and opportunities can revitalize existing neighborhoods while creating new housing that complements the visual and physical character of the community.
- A community with a limited economic base can create a variety of jobs and housing opportunities that allow people to "age in place", remaining in the community even as their employment and housing needs change.
- A community largely reliant on the agricultural and tourist industries can expand and diversify its economic development and employment opportunities through both existing and newly developed industrial parks.
- A community, which at times is inundated with flood waters from the Tembladero Slough and the Salinas River, can use creative engineering and site design solutions to reclaim these areas for a variety of recreational and development opportunities, also using the sloughs as an amenity and a distinctive edge to the community.
- A community with an underutilized commercial core can enhance the historic traditions of the community and integrate neo-traditional development standards to create a healthy and vibrant downtown.
• A community traversed by railroad tracks and several regional highways can create activity centers and pathways that link the entire community in a safe and visually appealing manner.

• A community surrounded by valuable agricultural lands can encourage well-designed, compact development that protects and enhances the agricultural lands rather than competes with them.

The new development, redevelopment activities and infrastructure improvements necessary to achieve the community's vision are described throughout this Plan. Development of the Community Plan Area with a variety of well-designed residential, employment, and recreational opportunities that tie into the existing setting will build upon the unique qualities of Castroville and result in a healthy, attractive, and well-functioning community.

In addition, the appendices provide additional information useful for implementation of the Community Plan. Appendices A and B provide draft forms of the Design Guidelines and Development Standards to be adopted concurrent with the Community Plan and used guide development within the Community Plan boundary. Appendix C provides a checklist for implementation of private development. Appendix D contains the Mitigation Monitoring and Reporting Plan (MMRP) from the program-level EIR. Appendix E summarizes the financing strategy for necessary improvements. Appendices F and G provide conceptual design improvements for infrastructure and slough enhancements, respectively. Appendix H contains the Market Analysis prepared by Applied Development Economics in August 2002.

Relationship to Other Plans and Programs

Monterey County General Plan

The Monterey County General Plan is a 20-year plan guiding the growth and development of the unincorporated portions of Monterey County. The Castroville Community Area is located in the North County Area Plan (coastal and non-coastal) of the 1982 Monterey County General Plan. The Castroville
Community Plan will be adopted into the Monterey County General Plan as an Amendment and is intended to implement the Monterey County General Plan vision, goals, policies, strategies, and land use plan described in the North County Area Plan and North County Land Use Plan Local Coastal Program (as amended), and act as a further refinement of those plans. The General Plan will be amended to incorporate the Community Plan for the inland (non-coastal) areas separate from an amendment to the North County Coastal Plan for the Coastal areas. Although adopted separately, the Community Plan is intended to provide a coordinated and comprehensive approach to this particular portion of the North County Area Plan and the General Plan.

The Monterey County General Plan includes a Housing Element that was adopted on November 4, 2003 and subsequently certified by the State Housing and Community Development (HCD) Department. The Castroville Community Plan is consistent with the Housing Element. Specific programs contained in the Housing Element require that the County adopt the Castroville Community Plan to provide housing to meet the County’s Regional Housing Needs Allocation. Of particular importance is providing the opportunity for higher density housing to accommodate very low and low-income households. The Community Plan includes a significant amount of mixed income land use which allows housing densities up to 30-units per acre.

Monterey County Local Coastal Program
The State Coastal Act, which became effective on January 1, 1977, requires each coastal jurisdiction to prepare a local coastal program (LCP) consisting of a land use plan and implementation program. The County’s LCP, certified by the state in the mid-1980’s, consists of four plan documents for different portions of the coastal areas of the County. The developed areas of Castroville are not within the boundaries covered by the LCP; however, several of the Community Plan expansion areas are within the Coastal Zone and therefore subject to the LCP. The North County Coastal Land Use Plan is the LCP document that covers these areas. The
implementation program for the LCP is included in the County’s Coastal Zoning Ordinance (Title 20 of the County Code). The expansion areas (North Entrance, Community Train Station and New Industrial Opportunity Areas) located in the Coastal Zone will require an LCP amendment that will need to be approved by the County and certified by the California Coastal Commission to become effective.

**Monterey County Zoning Ordinance**

The Zoning Ordinance is the primary implementation tool for the Land Use Element of the Monterey County General Plan. The land uses within the Community Plan boundaries will be subject to Inland Zoning Ordinance (Title 21 of the County Code) or the Coastal Zoning Ordinance (Title 20 of the County Code), as discussed above, depending on the specific location.

These Ordinances identify specific types of land use, intensity of use, and development and performance standards applicable to specific areas and parcels of land within the County. Implementation of the Community Plan will require that both *Zoning Ordinances* (Titles 20 and 21) be amended. Specifically, implementation of the Community Plan will require that a “Community Plan Land Use Designation” be adopted into the *Zoning Ordinances*. This designation will contain the specific requirements and land use regulations for the entire Community Plan area. As much as possible and where desirable, consistency with the existing *Zoning Ordinances* has been incorporated into the Community Plan standards. However, the *Development Standards* (Appendix B) of the Community Plan will serve as area-specific zoning regulations to help achieve the goals of the Plan, and therefore deviate from some County standards.

**Castroville Redevelopment Plan**

Much of Castroville, in combination with the community of Pajaro, is a Redevelopment Project Area established by the County’s Redevelopment Agency (RDA). The Redevelopment Project Area boundary in Castroville is essentially the existing developed community. The Community Plan Boundary encompasses the existing community as well as proposed
expansion areas (the “Opportunity Areas”) outside the Redevelopment Project Area. The Community Plan does not propose to expand the Redevelopment Project Area.

The adopted Castroville–Pajaro Redevelopment Plan serves as a multi-year planning vehicle for projects within a Redevelopment Project Area and offers a range of implementation tools intended to alleviate blight, spur economic development and provide affordable housing. The Redevelopment Plan and associated implementation tools are of great benefit to the implementation of the Community Plan by offering special financing mechanisms and authorizing various activities to encourage desired development and redevelopment. Specifically, the RDA can undertake property consolidation, purchase properties, provide assistance to affordable housing projects, undertake infrastructure and public facility programs, participate in pre-development activities, and facilitate business attraction. In light of these specific authoritative powers, the RDA is in a position to play a proactive role in realizing the vision of the Community Plan.

Merritt Street Corridor Revitalization Strategy
The Merritt Street Corridor Revitalization Strategy was adopted by the County several years ago and has been serving as a blueprint for developing a downtown that is safe, that provides needed services to residents and is attractive to visitors and commuters. The strategy contains specific implementation programs to achieve the vision of the downtown that was developed by the community. Implementation of the Revitalization Strategy has been underway for the past several years. New sidewalks, curbs and gutters, street trees and street furniture have been installed in some areas along Merritt Street. Additional improvements will be made as funding becomes available.

This Community Plan builds upon the vision and implementation programs of the Revitalization Strategy by providing for mixed residential and commercial use along Merritt Street and identifying specific development standards.
and infrastructure that will increase activity and improve the quality of life in the downtown.

**Infrastructure Master Plans**

Several infrastructure master plans have been previously adopted for the Castroville community, including a Traffic Circulation Master Plan, Recreation and Parks Master Plan, and Storm Drain Master Plan. These Plans provided the initial background information necessary to develop the updated and specific Circulation Plan and Public Infrastructure and Service sections contained in this Community Plan. In coordination with the annual County’s budget and Capital Improvement Program (CIP) process, these plans will be periodically reviewed and updated to ensure they reflect the latest conditions remain consistent with the Community Plan once it is adopted.

The Community Plan does not replace or compete with these related plans and policies. Rather, the Community Plan will work in concert with these plans to help implement the vision for the Castroville community.

**IMPLEMENTATION AND USE OF THE PLAN**

Applications for individual development proposals in Castroville will be processed through the County of Monterey Resource Management Agency – Planning Department consistent with the adopted Community Plan. A Castroville Community Plan Zoning district will be applied to the Community Plan area that prescribes the allowed land uses, development standards and guidelines, a financing program, and requirements for providing infrastructure. Project applications will be considered by the County of Monterey Planning Commission, with the Castroville Redevelopment Citizen’s Advisory Subcommittee (“CAC”) acting as the advisory body. The existing roles and responsibilities of the CAC will be expanded to include review of projects and activities in the context of the Community Plan as well as in the context of the adopted Redevelopment Plan. The Implementation Section of this Community Plan describes the implementing and project processing procedures in more detail.
GOALS AND POLICIES
GOALS AND POLICIES

Building from the General Plan
The following issues, goals, and policies build upon the goals and policies included in the existing Monterey County General Plan (1982), North County Area Plan, and North County Land Use Plan Local Coastal Program (as amended). As an extension of the General Plan specific to the Castroville area, the Community Plan builds off of existing applicable policies. However, the goals and policies contained in this section have been tailored to address the community’s vision and objectives as identified in other sections of the Plan. The Plan presents these goals and policies with the objective of monitoring their implementation and success over time. All goals and policies are intended to be consistent with the Monterey County General Plan to avoid internal conflicts.

Community Character
Castroville has many existing positive characteristics that create a sense of place. Its history as a small agricultural community, with a focus on artichoke production, is still prevalent. The historic downtown center contains a range of historic building styles, and the existing community characteristics provide a good base for future community design programs. For example, the agricultural theme can be carried forward when improving the community’s entrances and developing other methods to attract additional tourism to augment the local economy.

Goal 1: Maintain the community’s existing small town, agricultural character, while enhancing its sense of place and safety through appropriate design programs.

Policy 1.1: The Merritt Street Corridor Opportunity Area shall be improved through implementation of the Community Plan, as well as other adopted plans and redevelopment efforts, to create a

---

1 The North County Land Use Plan Local Coastal Program will require an amendment.
walkable and vibrant downtown area with businesses that serve the residents of Castroville and is attractive to visitors.

Policy 1.2: New development and redevelopment proposals shall be consistent with the Community Plan Design Guidelines (Appendix A) Development Standards and Development Standards (Appendix B) Design Guidelines \(^2\) to ensure that the design of new development enhances the vision for Castroville.

Policy 1.3: Design features in new development and redevelopment projects such as banners, entrance signs, and advertising shall be created to incorporate themes that reflect the community’s agricultural and cultural history.

Policy 1.4: Streetscape and entry features at the entrances to Castroville shall be designed to enhance the community’s sense of place and attract the attention of visitors so they know they have arrived in Castroville.

Policy 1.5: New development and redevelopment projects shall incorporate the Community Plan Design Standards (Appendix A) and Design Guidelines (Appendix B) to ensure that the scale and design enhances the safe, attractive small town character desired.

Policy 1.6: Implement a streetscape program in the Merritt Street Corridor Opportunity Area to provide a unifying design theme and improve the visual appearance of the community.

\(^2\) The Design Guidelines (Appendix A) and Development Standards (Appendix B) will be adopted concurrent with the Castroville Community Plan.
Development Compatibility
As a community with an existing pattern of development that embodies desirable traditional town planning characteristics, new development and redevelopment in Castroville should be compatible with and enhance these qualities. As the downtown is redeveloped to promote walkability and economic success, new development and redevelopment should reflect the positive features of the existing downtown represented by the historic structures and continuous building frontages. New residential development planned for the opportunity areas and on infill sites should also be designed to be compatible in scale and architectural style with the downtown and existing residential neighborhoods.

**Goal 2:** Ensure that new development and redevelopment is compatible with existing development and enhances the character of the community.

**Policy 2.1:** Work with developers to redevelop targeted areas within the downtown to promote a more pedestrian friendly commercial core, provide needed local and tourist serving businesses, and take advantage of the new community amenities (e.g., Tembladero Slough Enhancement and Castro Plaza).

**Policy 2.2:** New development and redevelopment proposals, including infill development shall be reviewed with the appropriate Community Plan architectural Design Guidelines (Appendix A) and Development Standards (Appendix B) to ensure quality of design and compatibility.

**Policy 2.3:** The Castroville Citizen's Advisory Committee (CAC) shall monitor and comment on development proposals within the vicinity of the community of Castroville that have the potential to affect the community to ensure that new development does not negatively impact the community.
Downtown Mixed Use

The downtown area on Merritt Street provides a mixture of housing and business opportunities. By adding new residents and businesses to this area, the Downtown will become more vibrant and attractive to the rest of the community, as well as to visitors. In addition to allowing a mixture of uses, design features that promote walkability and accessibility to the rest of Castroville should be incorporated into the existing downtown.

**Goal 3:** Promote the redevelopment of the downtown area to create pedestrian friendly, mixed-use areas that positively contribute to the community’s character and sense of place.

**Policy 3.1:** Encourage a mixture of residential and commercial uses in the downtown.

**Policy 3.2:** New Development and redevelopment proposals shall apply the Community Plan Design Guidelines (Appendix A) and Development Standards (Appendix B) for Mixed Use Commercial and Residential development in the downtown.

**Policy 3.3:** Pedestrian and bicycle connections shall be created between the downtown, Castro Plaza, slough enhancement areas, the Commuter Train Station Area, the high school, and other portions of the community to promote linkages and improve the pedestrian and bicycle accessibility of the community.

**Policy 3.4:** Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the Monterey County Historic Resources Review Board to ensure that historic resources are protected.
Land Use Pattern

Castroville’s traditional development pattern reflects clustering of commercial uses along Merritt Street, public and residential uses to the northeast of Merritt Street, lower densities to the southwest, and an industrial area to the southeast of town. This general development pattern should continue into the future with implementation of the Community Plan. New residential areas are planned adjacent to existing residential neighborhoods, and the existing industrial park should be expanded. The proposed commuter rail station is planned in a location northeast of downtown, integrated into a mixed-income neighborhood. More residential uses are planned for the downtown area, and future development will provide a mixture of residential, commercial, public, and employment opportunities that target the needs of the local population. A range of housing types and sizes will be constructed to provide attractive, attainable housing for the Castroville workforce. Tourist serving commercial development in the downtown will generate additional revenue for the community.

Goal 4: Implement a land use plan that meets the needs of the local population for housing, retail, public services, and employment opportunities during the next 20 years.

Policy 4.1: A range of housing types in a mixed income format that meets the needs of Castroville’s workforce and allows residents to stay within the community as their lifestyles and incomes change over the years shall be encouraged.

Policy 4.2: Attract and develop new businesses that provide additional quality employment opportunities for local residents.

Policy 4.3: New private and public development shall ensure that services continue to meet the daily needs of the community, including groceries, gasoline, personal services, schools, day care, and recreation.
Policy 4.4: Development of tourist serving commercial development that will benefit the local community and enhance the downtown shall be encouraged.

Resource Protection and Enhancement

Castroville is surrounded by natural and man-made resources that provide important benefits to the community and region as a whole. The sloughs, located to the southwest (Tembladero Slough) and northeast (Castroville and Moro Cojo Sloughs) of the Community are part of a natural system that supports water bird habitat, a variety of plant life, and serves as the community's drainage system. The community is surrounded by rich agricultural lands, an irreplaceable resource, which support the economic base of the community.

Goal 5: Continue to protect and enhance the community's important natural and man-made resources.

Policy 5.1: New private and public development shall work with local and regional organizations to enhance the sloughs in the vicinity of Castroville as part of the ongoing regional slough enhancement efforts to improve habitat, provide open space and create attractive amenities for the entire community.

Policy 5.2: Compatible infill development and compact new development within the Community Plan area shall be encouraged to be efficiently use land resources.

Policy 5.3: Water conservation and water quality improvement projects shall be supported to ensure adequate, good quality water sources for urban and agricultural uses.
Circulation

Truck Traffic

One of the most significant circulation issues affecting Castroville is related to the large number of heavy trucks that use Merritt Street. Merritt Street does not have the design capacity to handle large truck traffic safely. As a result, pedestrian safety is negatively affected and general business activity is negatively impacted. Some of the truck traffic has been removed from Merritt Street by requiring southbound truck traffic on Highway 1 to continue past Castroville and use the Highway 1/Highway 156 interchange via Molera Road. However, northbound truck traffic continues to use Merritt Street. Implementation of the Community Plan will eliminate heavy truck through traffic from Merritt Street.

Goal 6: Create a truck bypass system using County roads and Caltrans facilities to remove through truck traffic from the downtown area.

Policy 6.1: The Castroville Boulevard extension to Blackie Road and Highway 156 interchange projects shall be implemented to create a truck bypass system for both north and south travel.

Policy 6.2: Near-term circulation improvements to the Highway 156/183 intersections shall be implemented to provide additional lane stacking.

Traffic Congestion

There is a substantial amount of automobile traffic traveling through Castroville on Highways 1, 183, and 156. The existing intersection of Highway 1 and Merritt is extremely deficient and unsafe, due primarily to the Highway 1 southbound left turn movement across on–coming traffic. As with the truck traffic, automobile through traffic creates an environment in the downtown area that is unsafe for pedestrians and local traffic movement. Unlike the truck traffic, the community does not want to re-route all of the through traffic off of Merritt Street since it may negatively impact existing businesses. To
create a safer downtown area that promotes pedestrian circulation, near-term and long-term circulation improvements are required along with appropriate traffic calming measures installed along Merritt Street.

**Goal 7:** *Create a local circulation system that allows for safe automotive through traffic within the downtown area.*

**Policy 7.1:** The near-term improvements to the Highway 1/Merritt Street intersection shall be implemented to provide immediate traffic congestion relief.

**Policy 7.2:** The phased Artichoke Avenue circulation improvements and traffic calming improvements shall be implemented to allow for better traffic circulation, business exposure, and an improved pedestrian environment downtown.

**Goal 8:** *Provide safe and convenient access to the new train station for the existing community and commuters.*

**Policy 8.1:** The Community Plan circulation improvement program shall be implemented, including installing an intersection improvement project on Highway 156 and realigning Castroville Boulevard.

**Policy 8.2:** Roadways in the existing community shall be extended to provide access to the train station and include drop off facilities.

**Policy 8.3:** A safe and attractive pedestrian/bike underpass under the railroad tracks to connect the train platform to the parking facilities on the east side shall be provided.
Pedestrian and Bicycle Circulation

The Castroville Community is presently divided by several natural and man-made boundaries, including Highway 156, the traffic along Highway 183/Merritt Street and the railroad. As a result, it is often difficult and unsafe to cross from one part of town to another. By providing safe and convenient pedestrian and bicycle connections throughout the community and to regional destinations, including the North Monterey County High School, the community will be better able to function as a cohesive unit.

**Goal 9:** Create a safe and convenient pedestrian and bicycle system that connects local and regional destinations.

**Policy 9.1:** Safe pedestrian and bicycle crossings shall be provided at major roadways and the railroad facilities.

**Policy 9.2:** Traffic calming measures shall be implemented to create a safe, pedestrian friendly downtown area.

**Policy 9.3:** Adequate signage shall be provided to direct regional bicycle travelers through the community to connect with the various regional bicycle trails.

**Policy 9.4:** The Artichoke Avenue improvement project that will include a bicycle and pedestrian trail along the proposed Tembladero Slough shall be implemented.

**Policy 9.5:** A safe and attractive railroad underpass that connects to pedestrian and bike facilities connecting to North Monterey High School and the Moro Cojo housing development and other community facilities planned for the area east of Castroville Boulevard shall be provided.
Policy 9.6: Pedestrian/bike facilities shall be encouraged in required agricultural buffer areas and along slough enhancement areas.

Infrastructure and Public Service
Infrastructure and public service improvements will be needed to meet the needs of the future residents and business. Existing development must also continue to receive a high level of service. The Community Plan includes implementation programs for infrastructure systems, public services and community amenities to ensure that improvements are completed prior to or concurrent with the need created by new development. New development will be required to contribute to the cost of infrastructure improvements pursuant to the Community Plan Implementation Program.

Goal 10: Continue to ensure that adequate levels of public services and infrastructure are available to meet the needs of new and existing development.

Policy 10.1: New development and redevelopment proposals shall be reviewed to ensure that they meet appropriate urban infrastructure and service standards and include appropriate measures to mitigate impacts.

Policy 10.2: New development and redevelopment shall be required to contribute to the cost of infrastructure and service improvements necessary to meet demand generated by the proposed projects.

Policy 10.3: New development and redevelopment shall work closely with the affected school district to ensure that impacts on schools serving the Castroville community by providing required school facilities and contributing to the cost of maintaining quality service.
**Policy 10.4:** New development and redevelopment shall work with all service providers to ensure adequate levels of service are provided to the community to meet the needs of Castroville residents and businesses.

**Policy 10.5:** Flood control improvements shall be implemented to reduce the threat of flooding to the existing community and provide opportunities for new development in areas currently subject to flood hazards.

**Policy 10.6:** Development and redevelopment projects shall be required to provide adequate park and recreational facilities that meet the needs of the community.

**Policy 10.7:** Development proposals within all of the Opportunity Areas, except for the Merritt Street Corridor Opportunity Area, shall be required to provide evidence of fiscal neutrality (to the extent feasible) to the County and other affected public entities.

**Policy 10.8:** New development that is required to improve the Tembladero and Castroville Sloughs shall work with the County and the Monterey County Water Resources Agency to ensure that ongoing operations and maintenance of the improved facilities are adequately funded through a benefit assessment district or other mechanism.

**Economic Development**

The Vision Statement embraced by the community for the future of Castroville places priority on increasing quality job opportunities for the residents and the creation of an improved downtown with attractive businesses that serve both residents and visitors. To realize this vision, an economic development strategy must be put into place to compliment the land use and infrastructure components that make up the
comprehensive approach to implementation of the Community Plan.

**Goal 11:** *Promote the creation of primary jobs for workers in the community that provide above-average wages and career advancement opportunities.*

**Policy 11.1:** Agricultural businesses in the community shall be encouraged to continue to upgrade processes and add value to their products in order to enhance the job opportunities provided by the existing economic base of the region.

**Policy 11.2:** Adopt land use designations and establish *Design Guidelines and Development Standards* for the new industrial park that encourage high quality business development, high job generation, and discourage or prohibit businesses that create significant environmental impacts.

**Policy 11.3:** Castroville shall be promoted as a prime industrial location in the County’s business attraction marketing program.

**Policy 11.4:** Businesses in Castroville shall be included in the County’s Industry Cluster Development Program.

**Policy 11.5:** Coordinate with the Monterey County Office of Employment Training, educational institutions, and local trades unions to establish apprenticeship and other job training programs for workers in Castroville that will provide the skills needed for a diversified job base in the community particularly targeted to desired industry types.

**Policy 11.6:** Programs such as “first source” hiring agreements and job placement coordination services shall be established to encourage
Castroville employers to hire Castroville workers.

**Policy 11.7:** Employers and workers shall be provided information about local housing opportunities in the community to increase the probability of maintaining a healthy jobs/housing balance and to reduce the transportation impact of new job development.

**Goal 12:** *Ensure that the commercial business mix in the community provides all feasible shopping opportunities for local residents, and also captures the visitor-serving potential that is commensurate with the desired scale and small-town quality of the downtown.*

**Policy 12.1:** Adopt a mixed-use land designation, *Design Standards* and *Design Guidelines* to ensure that new development results in the desired development in an attractive pedestrian environment and includes both residential and commercial uses to create a successful downtown environment.

**Policy 12.2:** The road improvements, flood control improvements, and slough enhancements included in the Community Plan shall be implemented to result in a smooth flowing circulation system, an increase in redevelopment potential, and an attractive public amenity along the Tembladero Slough that will attract new quality businesses and visitors.

**Policy 12.3:** A proactive business attraction and retention program shall be implemented in partnership with downtown businesses, property owners and community groups.

**Policy 12.4:** Local merchants shall be provided full access to available business planning and development resources in order to better focus their product
selections, pricing and marketing techniques on the needs of the community.

**Policy 12.5:** Creatively use redevelopment programs and mechanisms to help prepare key development sites for business development and expansion downtown.

**Policy 12.6:** Downtown property owners shall assist with pre-development activities to facilitate effective utilization of their properties.
COMMUNITY PLAN CONCEPT

The Land Use Plan

This section of the Community Plan translates the Community Vision, Goals and Policies into a land use program for the entire Planning Area. The proposed land use concepts, including the land use designations and Land Use Map, will allow the community to accommodate future growth while protecting and enhancing the small town character of Castroville. The Land Use Plan includes a description of each land use designation and summarizes development potential that could occur at buildout of the Community Plan.

To preserve the most viable and productive agricultural lands and natural resources that are located adjacent to Castroville, new growth and redevelopment in the Community Plan area is directed to one of five Opportunity Areas, along with several Infill areas as illustrated on Figure 3. The five Opportunity Areas – Merritt Street Corridor, Cypress Residential Area, Commuter Train Station, North Entrance and the New Industrial Area, provide a range of housing, commercial, and employment opportunities to meet the future needs of the community.

For a more detailed discussion of future development in the Opportunity Areas, see the Opportunity Areas section of this Plan.

Land Use Designations

This Community Plan uses ten land use designations to direct and control development within the Community Plan area. These designations fit into one of five general categories: Residential; Resource conservation; Public–Quasi Public; Open Space/Parkland; Industrial; and Mixed Use. An Agricultural Conservation/Buffer designation and a Future Study Area Overlay designation are also included.
Infill Sites
Proposed Land Uses

LEGEND

- **Proposed Community Plan Boundary**
- **LDR-C** Low Density Residential
- **MDR-C** Medium Density Residential
- **HDR-C** High Density Residential
- **PQP-C** Public/Quasi-Public
- **MU-C** Mixed Use

Source: County of Monterey, Cotton/Bridges/Associates, June 2003
Revised: April 15, 2004

**FIGURE 3**
Figure 3 – Backside
The Land Use Plan (Figure 4) illustrates the various types and distribution of land uses planned specially for Castroville. These land use designations have been identified with “-C” after the land use to clearly identify that they are specific to areas located in the Castroville Community Plan boundary. The land use designation descriptions, along with the Land Use Map, provide a rational and ordered approach to land use, development and maintenance of public uses and open space by identifying the types and nature of development allowed in particular locations throughout the community.

The Development Standards contained in Appendix B of this document provides a description of the land use designations and a corresponding indication of maximum density or intensity of development. The Development Standards will be adopted with the adoption of the Monterey County Zoning Code amendments related to implementing the Community Plan. These designations and other Community Plan land use policies are implemented through the Castroville Community Plan Zoning District, which will be adopted into the Monterey County Zoning Ordinances and will require compliance with the Development Standards and Design Guidelines contained in the appendices of this Community Plan. All development proposed in Community Plan area must be consistent with the Community Plan and in addition comply with the adopted Development Standards and Design Guidelines.

**Residential Designations**

Castroville places a high value on well-designed housing that offers a range of residential opportunities within mixed income neighborhoods. The variety of housing allowed in the Low, Medium, and High Density residential land use designations, along with some residential development to be included in the mixed use designation, will accommodate the community’s future housing needs.
The distribution of these residential designations are described in more detail in the *Opportunity Areas* section of this Plan and summarized in *Table 1*.

### Table 1
**Residential Land Use Summary**

<table>
<thead>
<tr>
<th>Development</th>
<th>RESIDENTIAL LAND USES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LDR-C</td>
</tr>
<tr>
<td></td>
<td>7-8 DU/A</td>
</tr>
<tr>
<td><strong>Cypress Residential Opportunity Area</strong></td>
<td></td>
</tr>
<tr>
<td>Subarea A (11A)</td>
<td></td>
</tr>
<tr>
<td>Subarea B (21A)</td>
<td></td>
</tr>
<tr>
<td>Subarea C (30A)</td>
<td></td>
</tr>
<tr>
<td>Subarea D (29A)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>75 DU</td>
</tr>
<tr>
<td><strong>Commuter Train Opportunity Area</strong></td>
<td></td>
</tr>
<tr>
<td>Subarea A (29 A)</td>
<td></td>
</tr>
<tr>
<td>Subarea B (103 A)</td>
<td></td>
</tr>
<tr>
<td>Subarea C (12 A)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>250 DU</td>
</tr>
<tr>
<td><strong>North Entrance Opportunity Area</strong></td>
<td></td>
</tr>
<tr>
<td>Subarea A (3A)</td>
<td></td>
</tr>
<tr>
<td>Subarea B (11 A)</td>
<td></td>
</tr>
<tr>
<td>Subarea C (24 A)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>70 DU</td>
</tr>
<tr>
<td><strong>New Industrial Opportunity Area</strong></td>
<td></td>
</tr>
<tr>
<td>Opportunity Area</td>
<td></td>
</tr>
<tr>
<td><strong>Merritt Street Corridor Opportunity Area</strong></td>
<td>150 DU</td>
</tr>
<tr>
<td>Opportunity Area</td>
<td></td>
</tr>
<tr>
<td><strong>Infill Site</strong></td>
<td></td>
</tr>
<tr>
<td>Opportunity Area</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25 DU</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>584 DU</td>
</tr>
</tbody>
</table>

*Notes:  DU=Maximum Dwelling Units  
A = Approximately Acreage  
DU/A = Dwelling Units per Acre*
Residential Designations

Low Density Residential (LDR–C). This designation provides for primarily single-family detached dwellings and duplexes on standard size lots at a minimum density of seven dwelling units per acre and a maximum of eight dwelling units per acre. [This would encourage development at densities similar to the High Density Residential (HDR) land use designation in the Monterey County General Plan (1982), which has a density of 5 to 10 units per acre.]

Medium Density Residential (MDR–C). This designation provides for single-family attached and detached dwellings at a minimum of eight dwelling units per acre and a maximum of twelve dwelling units per acre throughout the Community Plan area. [This would encourage development at similar and slightly greater densities than the High Density Residential (HDR) land use designation in the Monterey County General Plan (1982), which has a density of 5 to 10 units per acre.]

High Density Residential (HDR–C). This designation provides for higher density, small lot single-family attached or detached homes; and attached units such as duplexes, triplexes, townhomes, flats and clustered development. Accessory structures, churches, schools, parks and recreational facilities, and libraries are also permitted within the designation. A minimum density of 12 dwelling units per acre and a maximum of 20 per acre is allowed. [This would encourage development at greater densities than the High Density Residential (HDR) land use designation in the Monterey County General Plan (1982), which has a density of 5 to 10 units per acre.]

Mixed Density Residential (MXDR–C). This designation provides for a mix of Medium Density and High Density Residential development within an integrated cohesive neighborhood. A range of types of residential units is envisioned including both detached small-lot single-
family units and multi-family units such as a condominiums, townhomes or apartments. Accessory structures, churches, schools, parks and recreational facilities, and libraries are also permitted within the designation. A minimum density of eight dwelling units per acre and a maximum density of 20 dwelling units per acre. [This would encourage development at similar and greater densities than the High Density Residential (HDR) land use designation in the Monterey County General Plan (1982), which has a density of 5 to 10 units per acre.]

**Mixed Use (MU-C).** This designation provides for residential development on the same site or in the same building as commercial, office and/or public uses. Appropriate residential uses include apartments, townhomes, condominiums, and clustered housing units. Residential development within the Mixed Use land use designation would be developed at a minimum density of 15 dwelling units per acre and a maximum of 30 dwelling units per acre (See below for more discussion on Mixed Use land designation within Castroville).

[This would encourage development at greater densities than the High Density Residential (HDR) land use designation in the Monterey County General Plan (1982), which has a density of 5 to 10 units per acre.]
FIGURE 4

Proposed Land Uses

Source: County of Monterey, Cotton/Bridges/Associates, June 2003
Revised: April 15, 2004
Figure 4 – Backside
Mixed Use Designation

Mixed-use development involves residential and non-residential uses (primarily commercial retail, office, and/or public uses) to encourage activity centers and pedestrian orientation. In the Community Plan, the Mixed Use designation is applied in the Merritt Street Corridor and the easternmost portion of the Commuter Train Station area. As explained and illustrated in more detail in the Development Standards and Design Guidelines appendices of this Community Plan, mixed use is characterized by a combination of non-residential and residential uses in the same building or on the same building site. The uses may be combined vertically within a multi-story building or they may be in separate buildings on the same site.

Where non-residential and residential development are mixed in the same building, the commercial/retail component of mixed use development is usually located on the ground floor fronting on the street with residential and office uses on the upper floors. However, ground floor residential units or office uses may be allowed with the intent to serve disabled residents or as an interim use until the market can support additional commercial use. If interim residential use is allowed on the ground floor fronting Merritt Street, it must be designed in such a way to comply with the Design Guidelines for the future commercial or office use.

New development or redevelopment within the Mixed Use designation in the Merritt Street Corridor Opportunity Area is encouraged to be at least two stories, but not greater than three stories. New development within the Mixed Use designation in the Train Station Opportunity Area may more appropriately be designed with commercial uses fronting on the roadways and residential uses in separate buildings behind the commercial uses.

As described in more detail in the Development Standards and Design Guidelines section (Appendices A and B), creating an attractive pedestrian environment, including
street trees, courtyards, pedestrian scaled lighting, outdoor furniture must be included.

Allowed development includes commercial uses such as retail stores, banks, art/photography studios, hardware stores, locksmiths, shoe repair, beauty salons, restaurants, theaters, hotels and motels, along with office uses. Appropriate residential uses include apartments, townhomes, condominiums, and clustered housing units. A comprehensive list of permitted uses is included in the Development Standards section of this Plan.

Uses that create an unappealing pedestrian environment, are not compatible with residential use or have unattractive outdoor storage requirements are not appropriate.

A General Development Plan is required for any proposed development in excess of 0.5 acre, or for development including multiple property owners. The General Development Plan approval process is described in the Implementation section.

**Resource Conservation Designation**

The Resource Conservation (RC–C) designation is applied in areas with sensitive resources and areas planned for resource enhancement. Only very low intensity uses and supporting facilities may be permitted within this designation. Resource Conservation lands are envisioned to create important open space amenities for the entire community, and in some cases provide drainage and flood control facilities in conjunction with open space. Passive recreation facilities are allowed and should be designed to compliment surrounding land uses through connections with pedestrian and bike trail systems, viewing platforms, and educational features. Such facilities, however must also compliment, protect and enhance enhancement the resources.
Public–Quasi Public Designation

Public–Quasi Public (PQP–C) designations are applied to areas needed for existing or future uses operated by a public agency or that serves a large segment of the population. Public–quasi public uses are intended to enhance the quality of life and provide adequate services to Castroville’s residents. Allowed uses include:

- Schools (public and private)
- Libraries
- Family resource/day care facilities
- Parks, recreation open space areas, including privately owned facilities such as swimming or tennis clubs
- Public agency offices
- Emergency services facilities
- Religious facilities
- Other public facilities

Developed sites generally include the existing park and school sites located within Castroville. New sites that will develop with public–quasi public uses include parks and public facility uses to be included in the Opportunity Areas.

Industrial Designation

Industrial (IND–C) land uses are an important component of Castroville’s economy and provide needed quality jobs. The Industrial designation is applied to the New Industrial Opportunity Area, the existing industrial park located off of Blackie Road and the existing industrial area along Del Monte Avenue. The designation generally allows light industrial, heavy industrial, and agricultural related industrial development. Uses that have the potential for creating significant environmental impacts, uses that are low job creators, or are intensive water users are not appropriate or desired.

Allowed uses include light manufacturing, contractor and building trade related businesses (i.e., cabinet shops, tile,
windows, etc), wholesale/retail businesses, research and development, agricultural processing and packing, chemical laboratories, electronic products and instrument manufacturing, auto repair, and offices. A comprehensive list of permitted uses is included in the Development Standards section of this Plan.

A General Development Plan is required for any proposed development in excess of 1.0 acre. The General Development Plan approval process is described in the Implementation section. All new uses within the Industrial designation will require the approval of a Use Permit or an Administrative Permit. Design review approval will be required if the proposed project involves the construction of new structures or the modification of existing structures. The New Industrial Opportunity Area section of the Plan provides a more detailed description of the development and appropriate uses envisioned for that area.

Agricultural Conservation/Buffer Designation

Ensuring that existing agricultural operations around the community of Castroville can continue is an important goal of the Community Plan. Residential uses proposed adjacent to agricultural uses must therefore be designed in such a way as to limit conflicts. Issues such as noise, dust and chemical application can potentially impact residential neighborhoods, while the introduction of urban uses can impact and encroach upon the viability of agricultural operations.

To address these issues, agricultural conservation buffers are included to separate new residential land uses from existing agricultural operations. Areas designated as Agricultural Conservation/Buffer (AB–C) are generally located along the northern edges of the North Entrance and Train Station Opportunity Areas. This designation essentially creates a separation of 200 feet between the uses, which is consistent with the Sections 21.66.030.F and 20.144.080.D of the Zoning Code. Fences, walls,
landscaping, roadways, parking and trail systems are all allowed to be located within this designation.

**Future Study Area Overlay Designation**

The Future Study Area Overlay Designation is intended to be combined with a base designation to identify areas that in the future should be considered for conversion to another use. The Community Plan applies this designation to the existing industrial area located along Del Monte Street, south of Highway 156 and west of the railroad tracks. Many of the existing properties are currently developed with older industrial facilities. Over time these properties may be redeveloped. The Community Plan would encourage the properties with the overlay designation to develop as residential or mixed use projects. As redevelopment opportunities come up in the future, conversion to residential and mixed use should be considered and evaluated on a case-by-case basis.
OPPORTUNITY AREAS
OPPORTUNITY AREAS

As part of the Community Plan preparation process, several areas have been identified for future growth and development to help meet the community’s housing and economic development needs. These are identified in Figure 5 and described in this section as “Opportunity Areas.” The overall land use, circulation, urban design, and infrastructure objectives specific to these areas are described in this section. New development located in the Opportunity Areas must be consistent with the specific concepts, objectives and development requirements contained in this section for each Opportunity Area.

Additional development and redevelopment opportunities for smaller-scale residential projects are available on several infill properties located throughout the existing community. These infill opportunities are described near the beginning of the Community Plan Concept section and the end of the Implementation section of this plan.

A wide range of opportunities exist to provide additional housing for Castroville’s residents of all income levels and household types. Vacant, infill lots and underutilized properties that are located throughout the existing community offer opportunities for new housing to be integrated into existing neighborhoods in a manner that complements and enhances the community. Significant opportunities for housing also exist in the larger expansion areas that both bound and connect the developed portions of the community.

Additional housing for Castroville’s workforce can be built in these “Opportunity Areas” or on the infill sites, as described in the Community Plan in a manner that complements the existing neighborhoods and provides new visual and recreational amenities for the rest of the community to enjoy. Underutilized properties in the Merritt Street Corridor Opportunity Area also provide an interesting opportunity for new residential development to be mixed in with the central commercial core. Attracting a
limited number of residents to the Merritt Street Corridor Opportunity Area will provide additional activity in the downtown commercial area both day and night. By mixing housing units over commercial development in the vicinity of the community's civic and recreational areas, pedestrian and bicycle activity will also be encouraged.

In addition to the residential development needs of the community, many of the older commercial and industrial areas within the existing community are underutilized and in need of revitalization and redevelopment. The extension of infrastructure and expansion of community facilities, as well as more aesthetically-focused programs such as landscaping and application and enforcement of the Development Standards and Design Guidelines contained in the appendices will address many of the existing deficiencies in these areas and help ensure that the new businesses attracted to these areas will provide the targeted employment opportunities that the community desires and provide important economic development opportunities for the community at-large.

There are five Opportunity Areas within the Community Plan:
1. Merritt Street Corridor
2. Cypress Residential
3. Commuter Train Station
4. North Entrance
5. New Industrial

Development concepts, objectives, and requirements for each opportunity area and for infill sites are described in detail below.
Figure 5 – Backside
1. Merritt Street Corridor

Project Area
As shown on Figure 6, the Merritt Street Corridor Opportunity Area comprises the properties generally located along Merritt Street north of the Cypress Opportunity Area. The land along both sides of Tembladera Street is also included, as is the Tembladero Slough, which creates a defined edge for the western portion of the community.

Existing Conditions
The Merritt Street Corridor Opportunity Area is the heart of Castroville’s historic downtown commercial core. Many buildings within the commercial area along Merritt Street exhibit excellent features of traditional "Main Street" structures reflecting the community's historic past. However, the charm of the Merritt Street Corridor Opportunity Area is overshadowed by heavy regional through traffic, which creates excessive noise and traffic delays along Merritt Street and discourages locals and tourists from visiting the area. The existing mix of businesses, along with vacant and underutilized properties also detract from the area. The key natural resource in the Merritt Street Corridor Opportunity Area is the Tembladero Slough, which runs along the western edge of this Opportunity Area. However, the existing Slough, in the vicinity of this Opportunity Area, is essentially a drainage ditch and with limited resource value. Most of the existing development backs up to the Slough, using its frontage for open storage and service activities. Flooding also continues to be a threat to the downtown area from Tembladero Slough and the overtopping of the Salinas River. This continuing threat has left many parcels south of Tembladero Street undeveloped, underutilized, and unimproved. The general character of these properties is blighted.
Overall Objectives for Land Use and Circulation

The objective for the Merritt Street Corridor Opportunity Area is to create a revitalized downtown that is safe and attractive, providing needed services for community residents, while also capturing a larger segment of the agricultural tourism and commuter retail/commercial markets. Residential uses should also be introduced and integrated into the commercial area to meet the needs of the local workforce and promote more activity in the community’s core area throughout the day and into the evening. Greater connectivity and safer circulation patterns for both vehicles and pedestrians should be emphasized. Improvements along the Tembladero Slough should be implemented to protect the community from flooding, provide a better traffic pattern, create a visual and recreational amenity for the entire community and enhance biologic and wetland values. Development in this area must respect the natural resources of the Slough and enhance views of the community as seen by those traveling on Highways 1, 183 (Merritt Street), and 156.

Because the community desires to introduce residential development into an area that is currently primarily developed with commercial uses, the Merritt Street Corridor Opportunity Area is designated as mixed use. The Mixed Use designation is a way to promote pedestrian activity centers that have a mixture of residential, commercial, office, and civic uses. Designated as Mixed Use on the Land Use Plan (Figure 6), uses to be encouraged include such businesses as a drug/variety store, gift shops, cafes and restaurants, a video store, specialty foods, and a fabric/craft store that serve the residents and could also draw visitors. Service businesses such as banks, medical offices, a copy center, beauty salons, shoe repair, professional offices and dry cleaners would also be appropriate, but could be located in portions of the development that do not have high visibility or even on the second floor. The Mixed Use
designation is a way to promote pedestrian activity centers that have a mixture of residential, commercial, office, and civic uses.

Under the Mixed Use designation, residential and commercial uses may be developed on the same parcel (i.e., generally residential above commercial); however, commercial uses on the ground floor fronting the street will be required. A maximum of three stories will be allowed in order to retain vistas into the community while traveling along Highways 1 and 156, particularly views of important skyline features, such as the Catholic Church in the center of town.

Residences will be allowed to develop at a density of 15 to 30 units per acre and will be designed to serve local resident and workforce needs. Commercial development will provide goods and services for the everyday needs of local residents, as well as attract visitors to stop in Castroville. A single large mall or commercial building is not appropriate for this area and would conflict with the historic character that makes Castroville special. However, the Merritt Street Corridor Opportunity Area can act as an outdoor, human–scale traditional downtown shopping area. All development in the Merritt Street Corridor Opportunity Area will be reviewed for consistency with the Design Guidelines and Development Standards provided as appendices to this Community Plan.

As shown in the Circulation section of this Community Plan, access to the downtown area will be improved to correct the existing traffic congestion problems and encourage more pedestrian activity in the area. A new roadway, Artichoke Avenue, will be constructed along Tembladero Slough, from Highway 1 to Preston Street to create a second roadway parallel with Merritt Street. This new road will reduce traffic along Merritt Street, and allow traffic calming features to be installed on Merritt Street, creating a pedestrian friendly environment that supports the economic success of downtown. The proposed conceptual alignment of Artichoke Avenue is depicted in the Circulation section of this Community Plan.
roadway has been designed to potentially connect to the Cypress Opportunity Area in the future via an overpass over Highway 156.

The construction of Artichoke Avenue will also create important development opportunities for properties adjacent to Tembladero Slough. As presently planned, the new Artichoke Avenue will be constructed onto a new flood control levee. The fill necessary to construct the roadway will provide flood protection for properties east of the new Artichoke Avenue and potentially increase development potential. These properties can orient toward the slough and open space beyond, creating an attractive, pedestrian oriented westerly edge and an amenity for all of the downtown area.

To improve the visual and recreational features of the downtown, habitat restoration and recreational opportunities along the Tembladero Slough will be included as part of the revitalization and transportation improvements in the area. With the construction of Artichoke Avenue, there will be an opportunity to restore and enhance portions of the Slough that are degraded, creating a linear green space along the Slough. This linear park will extend the length of the Slough within the Community Plan area.

Mixed-use development along Merritt Street will, in and of itself, promote pedestrian activity in this area. However, where appropriate and feasible, circulation system improvements will also be undertaken that promote a safer and more attractive pedestrian environment. Improvements recommended for this area include: increased landscaping and lighting along the sidewalks; use of awnings; well-marked crosswalks; and American Disability Act (ADA) improvements. As part of the implementation of the Community Plan and building off of the existing programs in the existing Merritt Street Revitalization Strategy, the streetscape master plan will be refined. The design and development requirements for
Merritt Street Opportunity Area Proposed Land Uses

Proposed Community Plan Boundary
Opportunity Areas
Future Study Area Overlay
AB-C Low Density Residential
MXDR-C Mixed Density Residential
HDR-C High Density Residential
IND-C Industrial
PQP-C Public/Quasi-Public
RC-C Resource Conservation
LDR-C Low Density Residential
MU-C Mixed Use
Source: County of Monterey, Cotton/Bridges/Associates, June 2003
Revised: April 15, 2004
this area are further described in the Implementation section and new development will also be subject to the Development Standards and the Design Guidelines contained in the appendices.

While comprised of individual properties, the success of the area depends on the design and development occurring in a coordinated manner. To achieve this objective, projects in the Merritt Street Corridor Opportunity Area will be reviewed by the Citizen’s Advisory Committee (CAC) as advisory to the County of Monterey Resource Management Agency (Housing and Redevelopment Office and the Planning Department) related to determining consistency with the goals, objectives, development requirements and compliance with the Development Standards and Design Guidelines of this Community Plan through the General Development Plan process. The Design Guidelines specifically address site design, architectural design, lighting, landscaping, parking, and signage. In addition, if a project affects a designated Historical Building or Site the County’s Historic Resources Review Board will review the project for compliance with applicable regulations and requirements under their purview.

Urban and Site Design

Several goals and policies provided in the Goals and Policy section of this Community Plan address urban and site design specifically within the Merritt Street Corridor Opportunity Area.

**Goal 1:** Maintain the community’s existing small town, agricultural character, while enhancing its sense of place and safety through appropriate design programs.

**Policy 1.1:** The Merritt Street Corridor Opportunity Area shall be improved through implementation of the Community Plan, as well as other adopted plans and redevelopment efforts, to create a walkable
and vibrant downtown area with businesses that serve the residents of Castroville and is attractive to visitors.

Policy 1.6: Implement a streetscape program in the Merritt Street Corridor Opportunity Area to provide a unifying design theme and improve the visual appearance of the community.

Goal 2: Ensure that new development and redevelopment is compatible with existing development and enhances the character of the community.

Policy 2.1: Redevelop targeted areas within the downtown to promote a more pedestrian friendly commercial core, provide needed local and tourist serving businesses, and take advantage of the new community amenities (e.g., Temblader Slough Enhancement and Castro Plaza).

Policy 2.2: New development and redevelopment proposals, including infill development shall be reviewed with the appropriate Community Plan architectural Design Guidelines (Appendix A) and Development Standards (Appendix B) to ensure quality of design and compatibility.

Goal 3: Promote the redevelopment of the downtown area to create pedestrian friendly, mixed-use areas that positively contribute to the community’s character and sense of place.

Policy 3.1: Encourage a mixture of residential and commercial uses in the downtown.
Policy 3.2: New Development and redevelopment proposals shall apply the Community Plan Design Guidelines (Appendix A) and Development Standards (Appendix B) for Mixed Use Commercial and Residential development in the downtown.

Policy 3.3: Pedestrian and bicycle connections shall be created between the downtown, Castro Plaza, slough enhancement areas, the Commuter Train Station Area, the high school, and other portions of the community to promote linkages and improve the pedestrian and bicycle accessibility of the community.

Policy 3.4: Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the Monterey County Historical Resource Review Board to ensure that historic resources are protected.

Goal 4: Implement a land use plan that meets the needs of the local population for housing, retail, public services, and employment opportunities during the next 20 years.

Policy 4.4: Development of tourist serving commercial development that will benefit the local community and enhance the downtown shall be encouraged.

The Design Guidelines contained in Appendix A and the Development Standards contained in Appendix B of this Community Plan include details for achieving these goals and implementing these policies. The primary urban design features are summarized below.

Mixed Uses Pedestrian Activity and Orientation

The existing traditional architecture and new buildings that will be developed consistent with the Design Guidelines along the Merritt Street Corridor Opportunity
Area will promote a pedestrian-friendly environment by positioning storefront display windows at the sidewalk edge (i.e., zero-lot line development), promoting high quality construction and materials, providing awning shade at the storefront level, articulated entries and pedestrian-oriented signs. These features will define a pedestrian zone at the sidewalk and provide a sense of human scale and visual interest. The enhancement of the pedestrian zone through the introduction of outdoor or semi-outdoor spaces is encouraged. Examples of such activities include outdoor seating for restaurants, vegetable and flower stands, and courtyards with displays of merchandise.

This pedestrian-oriented design character also provides a great opportunity to reinvent sound development practices that reestablish the "village commercial" area, accommodating a mix of land uses where residential and/or office uses are combined with service or retail commercial functions to create a mixed use context. The current building frontage along some blocks is discontinuous, disrupted by vacant lots, small parking lots and underutilized spaces. Where this occurs, the development and redevelopment of these sites to complete a continuous street frontage is strongly encouraged. Where new development along the west side of Merritt Street has the opportunity for two orientations or entrances, one towards Merritt Street and another towards the enhanced Tembladero Slough linear park, this is also strongly encouraged and will be considered during the General Development Plan process.

**Architectural Elements**

The historic character found in the downtown along Merritt Street provides a great opportunity to further define the community’s image and attraction of new commercial and diverse housing opportunities to the extent feasible. Buildings representing the community’s historic past should be preserved and new buildings should be designed to compliment the existing historic architecture drawing upon specific building detailing, materials, and
style elements. All development in the Merritt Street Corridor Opportunity Area must comply with the historic character architectural style guidelines and the *Distinctive Treatments – Historic Downtown Castroville/Merritt Street Corridor* section contained in Appendix A. Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the Monterey County Historical Resources Commission.

**Landscaping**

Projects will be reviewed for landscape treatments as part of the General Development Plan process and/or design review process. Landscaping in the Merritt Street Corridor Opportunity Area should enhance the pedestrian environment. For example, trees should be continued to be planted and maintained along the sidewalks that provide shade and a sense of visual separation from the traffic for pedestrians. Perennial flowers are also recommended to add interest and splashes of color at property and building entrances. Where buildings front or are located adjacent to the Slough linear park, landscaping should establish a visual connection to the park. This can be accomplished by requiring defined landscaped walkways between the buildings and the Slough, constructing outdoor use areas (e.g., eating and observation decks) as part of the new development for viewing into the Slough, and care in placing outdoor storage, parking, and service uses to not detract from the visual connection desired. Landscape maintenance plans will be required as part of the approvals for new development to ensure that the outdoor areas are well maintained.

**Public Infrastructure**

The following goals and policies provided in the *Goals and Policy* section of this Community Plan address public infrastructure specifically within the Merritt Street Corridor Opportunity Area.
Goal 7: Create a local circulation system that allows for safe automotive through traffic within the downtown area.

Policy 7.1: The near-term improvements to the Highway 1/Merritt Street intersection shall be implemented to provide immediate traffic congestion relief.

Policy 7.2: The phased Artichoke Avenue circulation improvements and traffic calming improvements shall be implemented to allow for better traffic circulation, business exposure, and an improved pedestrian environment downtown.

Goal 9: Create a safe and convenient pedestrian and bicycle system that connects local and regional destinations.

Policy 9.2: Traffic calming measures shall be implemented to create a safe, pedestrian friendly downtown area.

Policy 9.4: The Artichoke Avenue improvement project that will include a bicycle and pedestrian trail along the proposed Tembladero Slough shall be implemented.

Policy 9.6: Pedestrian/bike facilities shall be encouraged in required agricultural buffer areas and along slough enhancement areas.

Goal 10: Continue to ensure that adequate levels of public services and infrastructure are available to meet the needs of new and existing development.

Policy 10.5: Flood control improvements shall be implemented to reduce the threat of flooding to the existing community and provide opportunities for new development in areas currently subject to flood hazards.
The following provides a summary of the infrastructure requirements for new development and redevelopment located in the Merritt Street Corridor Opportunity Area. Detailed descriptions of infrastructure requirements are included in the Infrastructure and Implementation sections of this plan.

**Water Distribution System**

New development will connect to the existing 8-inch main located in Merritt Street. This line has sufficient capacity to satisfy residential fire flow requirements. Commercial fire flows will need to be determined by the North County Fire Protection District during the project review process.

**Sanitary Sewer**

New development on the west side of Merritt Street will connect to the existing 8-inch sewer line system located in Tembladero Street. The existing sewer system can support minor infill development, provided the relief sewer system improvements have been made as described in the *Public Infrastructure and Service Plan* section of this Plan.

**Artichoke Avenue and Related Improvements**

Artichoke Avenue within the Merritt Street Opportunity Area is proposed as a phased project (see Figure 16 in the *Circulation Plan* section of this Plan). The design and construction of the first phase (Phase IA) must be completed prior to occupancy of any development within the North Entrance, New Industrial, and Commuter Train Station Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and full occupancy of the Cypress Residential Opportunity Area, Merritt Street Corridor Opportunity Area and/or the Infill Sites. Opportunity Area. Sufficient transformation capacity presently exists to support some infill development including the Merritt Street Corridor Opportunity Area.

Phase 1A consists of supplementing the existing left turn movement from southbound Highway 1 onto Highway 183/Merritt Street with a right exit ramp onto a new
County road that will follow the existing Sewer Road right-of-way, then continue under Highway 1 on the north side of the Temblabero Slough to Merritt Street. The new road connects to the intersection of Merritt and Mead Streets. Future phases will extend the proposed Artichoke Avenue parallel to Merritt Street across Preston Street to Crane Street.

The phased Artichoke Avenue project also provides 100-year flood protection as well as traffic circulation improvement. Properties that back up to the proposed alignment will be filled to above the 100-year flood elevation, which will eliminate the current flood hazards in the downtown and provide more usable development areas on those properties. Some sections of levee may be required if filling proves infeasible.

Proposed design criteria for facilities and properties impacted by flooding from Tembladero Slough are summarized below. More detailed information regarding the design of these facilities is provided in the Public Service and Infrastructure Plan section of this Plan. These criteria will need to be reviewed and approved or amended by the Army Corps of Engineers, County of Monterey Department of Public Works, Monterey County Water Resources Agency, and other pertinent jurisdictional agencies before the improvements are implemented.

- Engineered fill shall be based on the geotechnical analysis and recommendations of a registered geotechnical engineer or engineering geologist registered in California and other applicable Monterey County Standards.

- Minimum ground elevations by reach are as follows:
  - Downstream of and under the Highway 1 over crossing – the proposed Artichoke Avenue or its floodwall is intended to be 1-foot above the 50-year flood, about 11.0 feet North American Vertical Datum (NAVD).
− Upstream from the Highway 1 over-crossing to the Preston Road Bridge – Phase 1A of the proposed Artichoke Avenue or its floodwall is intended to be 1-foot above the 50-year flood, about 11.0 feet NAVD. For later phases of Artichoke Avenue through this reach, it is intended that the top of roadway would be at an elevation of 16.0 feet NAVD. Unimproved properties located between Tembladero Street and the proposed Artichoke Avenue roadway would be required to be on engineered fill with a minimum elevation of 16.0 feet NAVD.

− Upstream from the Preston Road Bridge to Highway 156 – For the later phases of Artichoke Avenue through this reach, it is intended that the top of roadway would be at an elevation of 17.0 feet NAVD. Unimproved properties located between Merritt Street and the proposed Artichoke Avenue roadway would be required to be on engineered fill with a minimum elevation of 17.0 feet NAVD.

− Upstream of Highway 156 approximately one mile to the Southern Pacific Railroad Crossing – unimproved properties would be required to be on engineered fill with a minimum elevation of 17.2 feet NAVD.

Stormwater Drainage
The actual drainage break for proposed Artichoke Avenue would depend on the final grading. A detailed drainage plan will be required for the construction of Artichoke Avenue. The existing drainage for areas between Merritt Street and the Tembladero Slough might be modified as follows:

• Runoff for the drainage area west of Sanchez Street, bounded partially by Merritt Street and Highway 1 would be directed to drain to an existing drainage ditch alongside Caltrans state highway property, through a new culvert with a flapgate under Artichoke Avenue, and outfall into the slough. Runoff between
Sanchez Street and Preston Road could be directed to the existing drainage system that begins on Tembladero Street and outfalls into the Slough.

- Runoff from Artichoke Avenue would drain toward the underpass sump and collect into a system that includes a stormwater pump station and flow through separation water quality treatment, with a flap gate or one-way valve installed at the outfall discharging into the slough. Runoff collected from as far south as Sewer Road and along Artichoke Avenue would be directed to this system. The stormwater pump station would be designed to provide protection for a 50-year storm, which is the minimum protection required by Caltrans.

- The system draining the area east of Preston Street would tie into existing “System B,” as so designated in the CSA–14 Storm Drain Master Plan (Nov. 2001). It would also drain the remaining portion of Artichoke Avenue, any properties behind floodwalls or levee systems, and the southern half of Merritt Street. Runoff would be pretreated for sedimentation and oil removal prior upstream of the outfall. A flap gate or one-way valve would be installed at the outfall. A pump station would be required for pumping the runoff from any low-lying properties behind floodwalls and/or levees.

**Resource Protection and Enhancement**

A primary feature of the envisioned development and redevelopment in the Merritt Street Opportunity Area is the restoration and enhancement of the Tembladero Slough and integration of the Slough restoration with the construction of the new Artichoke Avenue. The Artichoke Avenue/Tembladero Slough design in this area must meet transportation and flooding goals, while restoring the existing degraded habitat to a high quality riparian habitat. The *Resource Protection Plan* section of this Community Plan describes the steps that must be taken so that restoration in this area will have a cumulative benefit.
to water quality, groundwater recharge, wildlife habitat, and other goals identified for the watershed. The result will be a dramatic change to the western edge of the community, recapturing the development potential on properties along the Slough, creating an amenity in the downtown area, and providing flood protection. The following goals and policies provided in the Goals and Policy section of this Community Plan address resource enhancement specifically within the Merritt Street Corridor Opportunity Area.

**Goal 5:** Continue to protect and enhance the community’s important natural and man-made resources.

**Policy 5.1:** New private and public development shall work with local and regional organizations to enhance the sloughs in the vicinity of Castroville as part of the ongoing regional slough enhancement efforts to improve habitat, provide open space and create attractive amenities for the entire community.

**Policy 5.2:** Compatible infill development and compact new development within the Community Plan area shall be encourage to be efficiently use land resources.

### 2. Cypress Residential Area

**Project Area**

As shown in Figure 7, the 90-acre Cypress Residential Opportunity Area is generally bounded by Highway 156, the Tembladero Slough, the railroad, and existing residential uses located along Merritt and Cypress Streets. Four subareas are identified for this Opportunity Area to more clearly define the expected land use, circulation, and urban design requirements components. General development goals for the Opportunity Area as a whole are
defined below; however, specific descriptions of the subareas follow.

Existing Conditions
The Cypress Residential Opportunity Area is currently vacant or in agricultural use with the exception of an existing residential neighborhood consisting of approximately 60 single-family homes located along Cypress and Merritt Streets. The southwestern boundary of this Opportunity Area abuts Tembladero Slough, which is largely degraded, and agricultural lands further to the west. The location of this Opportunity Area adjacent to the Slough puts the area at continued risk from flooding. As shown on Figure 18 in the Public Infrastructure and Service section, western portions of the Opportunity Area are located within the 100-year floodplain. Walsh, Oak, and Cypress Streets provide access to the existing neighborhood.

Overall Objectives for Land Use and Circulation
A key objective for this area is to provide a range of housing in an integrated neighborhood. A mixture of housing types and prices will be provided in this area to meet the need for housing that is affordable to the local workforce. The new neighborhood should be connected to the existing neighborhood to the northeast of Merritt Street, including pedestrian and bicycle trails to facilitate the use of the new recreational facilities by the entire community.

The circulation system improvements will improve traffic along Merritt Street and avoid directing through traffic into the existing neighborhood that fronts onto Merritt Street. A new road located along the Slough is essential to achieving this goal. Provisions to allow for the future connection of this new road to the proposed Artichoke Avenue at the north end of Castroville are included. Any new development in this area must be compatible with and
complementary to the existing homes located along Merritt Street and Cypress Street.

No more than 380 new residential units shall be developed in this Opportunity Area at various densities as shown in Table 2 and Figure 7, which shall include the following percentages:

- 30 percent of the units as Single-Family Low Density units
- 15 percent of the units as Clustered Single Family units
- 55 percent Multi-Family High Density units

The Development Standards and Design Guidelines contained in the appendices include detailed descriptions of the residential types listed above.

### Table 2
Cypress Residential Opportunity Area Residential Land Uses

<table>
<thead>
<tr>
<th>DEVELOPMENT</th>
<th>RESIDENTIAL LAND USES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LDR-C</td>
</tr>
<tr>
<td>Subarea A (11A)</td>
<td>7-8 DU/A</td>
</tr>
<tr>
<td>Clustered</td>
<td></td>
</tr>
<tr>
<td>Subarea B (21A)</td>
<td></td>
</tr>
<tr>
<td>Single-Family</td>
<td></td>
</tr>
<tr>
<td>Subarea C (30A)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Subarea D (29A)</td>
<td>39 DU</td>
</tr>
<tr>
<td>Single-Family</td>
<td></td>
</tr>
<tr>
<td>Multi-Family</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>114 DU</td>
</tr>
</tbody>
</table>

Notes: DU = Maximum Dwelling Units, A = Approximately Acreage, DU/A = Dwelling Units per Acre

Figure 8 shows a conceptual plan for this area. This is not the required plan but shows one way the various required elements can work together. A General Development Plan will be required to be prepared and approved for the entire Opportunity Area prior to development of any subarea. The General Development Plan will identify subareas consistent with Table 1 and Figure 7 that may be developed as separate projects, the phasing, and the interrelationships between the various areas. The General
Development Plan shall be consistent with the goals for the area and the urban and site design, public infrastructure, and resource protection and enhancement features described below.

The circulation plan for this area includes the extension of a roadway through the area, with a loop back around to Merritt Street designed to ultimately connect to Artichoke Avenue to the north. The extension of Walsh Street to connect to this roadway is also required. No direct access to the new development shall be provided through the existing residential neighborhood along Cypress, Palm, and Oak Streets. Bollards, pocket parks or other features will be required at the existing northern end of Cypress Street and at the existing western end of Oak Street to close these streets to vehicular traffic. Primary access to new residential areas will be through the Walsh Street extension and the new road connecting Haro Street with Merritt Street. A new signal on Merritt Street will be required as part of the Walsh Street extension. Secondary access will be provided through to Haro Street.
FIGURE 7  Cypress Residential Opportunity Area Proposed Land Uses

LEGEND

SUBAREAS

Proposed Community Plan Boundary
Opportunity Area
Future Study Area Boundary
LDR-C Low Density Residential
MDR-C Medium Density Residential
MXDR-C Mixed Density Residential
HDR-C High Density Residential
AB-C Agricultural Conservation Buffer
RC-C Resource Conservation
PQP-C Public/Quasi-Public
MU-C Mixed Use
RC-C Commercial
Industrial

Source: County of Monterey, Cotton/Bridges/Associates, June 2003
Revised: April 15, 2004

11 Acres
21 Acres
30 Acres
29 Acres

Proposed Land Uses

A
B
C
D

0 344 688 Feet
Figure 7 – Backside
Figure 8 – Backside
An irrevocable offer to dedicate must be provided for the future extension of Artichoke Avenue per the general alignment shown on Figure 7. When Artichoke Avenue is constructed in the future along the western side of the community, additional access will also be available from that roadway from the north.

The Merritt Street/Highway 156 traffic improvements will also improve traffic flow in this area. Development in these improvements is further described in the Circulation Plan section.

**Urban and Site Design**

The Cypress Residential Opportunity Area will provide a neighborhood with a mixture of residential types, organized around a public park and open space area that also serves the existing residential areas east of Merritt Street. The urban design needs to provide for the maximum pedestrian, bicycle, and vehicular connections while protecting existing residential areas from excessive traffic and noise. More specific urban and site Design Guidelines are provided in the Subareas section below.

**Architectural Elements**

Single-family homes between the new roadway (extension of Artichoke Avenue) and existing homes should be similar in mass, scale, and style to the existing units. The existing units are primarily ranch style with low profiles. Porches are encouraged for the single-family homes, and balconies are encouraged on any multi-family unit. More detail regarding architectural elements is provided in the Subarea Design Requirements section that follows.

**Landscaping**

Landscaping of the single-family and multi-family homes should establish a visual connection between the residential uses in the various subareas as well as with natural open space and public recreational areas. This can be accomplished by a well thought out street tree and
pedestrian circulation program that visually ties the uses together through sidewalk and trail design along with plant material selection and arrangement. Attention should be given to softening landscaped “edges” between the residential uses and the park uses, providing views into the park while maintaining private outdoor areas associated with the residences. All landscaping should meet the standards identified in the *Design Guidelines* contained in Appendix A. Landscaping and landscape maintenance plans will be required as part of the General Development Plan approval.

**Incorporation of Open Space**

New recreational opportunities should be provided in two new active sports parks for use by existing and new development. Well-designed and maintained pedestrian and bicycle connections to these recreational areas from both existing and new development should be provided as shown on Figure 15 (see *Resource Protection Program* section). An improved trail and potentially community gardens are also recommended along the Slough that could ultimately connect to the regional trail system. A neighborhood green should be provided between any multi-family housing and single-family units for use as a common open space and visual buffer between the single-family and multi-family units. This can be designed in various ways, including a courtyard, a small and informal open play area, or a more defined play area such as a tot lot. The intent is to provide a local community space oriented to the workforce housing and complementary to the larger neighborhood park to the north.

**Public Infrastructure**

The following goals and policies provided in the *Goals and Policy* section of this Community Plan address public infrastructure specifically within the Cypress Residential Opportunity Area.
**Goal 9:** Create a safe and convenient pedestrian and bicycle system that connects local and regional destinations.

**Policy 9.6:** Pedestrian/bike facilities shall be encouraged in required agricultural buffer areas and along slough enhancement areas.

**Goal 10:** Continue to ensure that adequate levels of public services and infrastructure are available to meet the needs of new and existing development.

**Policy 10.5:** Flood control improvements shall be implemented to reduce the threat of flooding to the existing community and provide opportunities for new development in areas currently subject to flood hazards.

**Policy 10.7:** Development proposals within all of the Opportunity Areas, except for the Merritt Street Corridor Opportunity Area, shall be required to provide evidence of fiscal neutrality (to the extent feasible) to the County and other affected public entities.

**Policy 10.8:** New development that is required to improve the Tembladero and Castroville Sloughs shall work with the County and the Monterey County Water Resources Agency to ensure that ongoing operations and maintenance of the improved facilities are adequately funded through a benefit assessment district or other mechanism.

The following summarizes the general infrastructure requirements for development of the Cypress Residential Opportunity Area. The Public Infrastructure and Service Plan section provides more detailed requirements for this Opportunity Area.
Grading

The southeasterly section of the Cypress Residential Opportunity Area should slope towards the proposed open space area south of Oak Street to accommodate stormwater runoff and sanitary sewer flows. The northwesterly section should slope away from the open space and towards the Walsh Street extension, adjacent to the site planned for residential single-family clusters.

Water Distribution System

Development of this Opportunity Area will require connection to existing water lines in Merritt Street. The onsite (in tract) water lines should be sized to provide the minimum residential fire flow of 1,000 gpm with minimal pressure losses from either end of the site when the opposite end is shut down for repairs. Further reduction of pipe size should be based on refined analysis of the water system when the development plans are being prepared. Fire hydrants are assumed to be required for every 600 feet of new pipeline; however, the Fire District will need to determine the final locations of all hydrants.

Offsite (out of tract) improvements required for the Cypress Residential Opportunity Area to develop include upgrading approximately 1,000 feet of existing 2-inch and 4-inch waterline located in Walsh Street to an 8-inch line and connect it to the existing 6-inch water main located in Merritt Street.

In addition, a 12-inch waterline from the existing 12-inch water line in Blackie Road will need to be extended to the Opportunity Area entrance south of Blackie Road on Merritt Street.

Sanitary Sewer

In addition to an on-site (in tract) collection system, the development of this Opportunity Area will require the installation of several off-site (out of tract) sewer system improvements. A small sewer lift station will need to be
installed to pump sewage from the southeast section of the opportunity area over the proposed bridge to the northwest section. An emergency generator with sound attenuation will also need to be included.

The sewer collection system within (in tract) the development area will discharge to the existing 6-inch sewer line located in Walsh Street, which will need to be upgraded to 10-inches to handle peak flows.

**Stormwater Drainage**

Runoff for the southeast section of the Cypress Residential Opportunity Area will need to be routed through a grassy swale to be installed as part of the proposed sports field park area for water quality treatment. The swale would be graded to discharge directly to Tembladero Slough.

Runoff on the northwest section of the Opportunity Area will need to be collected in a storm drain line to be installed along the road running adjacent to the residential single-family clusters (subarea A) and outfall to Tembladero Slough. A water quality facility will need to be installed between the last drainage inlet and the outfall. This same pipeline will be sized to collect and redirect stormwater that currently runs through a drainage ditch on the Cortipasi property from System E, as designated in the CSA-14 Storm Drain Master Plan (Nov. 2001). Alternatively, a treatment pond system could be installed to intercept drainage from both sections and treat it prior to release into the Slough.

**Resource Protection and Enhancement**

Restoration and enhancement of the portion of Tembladero Slough adjacent to the Cypress Residential Opportunity Area is a key component of the development envisioned. The enhanced slough, in combination with the proposed park that includes a drainage swale feature for water quality treatment, creates both a defined edge for the neighborhood and an interior open space and recreation feature for visual and physical enjoyment by the
residents. Recreational amenities such as a linear passive park located along the bank of the restored slough connecting to an active park located south of Oak Street, are also part of the slough enhancement envisioned for this area. Pedestrian and bike trails will link the amenities to other areas of the community. The Resource Protection Plan section of this Community Plan describes the restoration and enhancement plan for this area in more detail. The following goals and policies provided in the Goals and Policy section of this Community Plan address resource enhancement specifically within the Cypress Residential Opportunity Area.

Goal 5: Continue to protect and enhance the community’s important natural and man-made resources.

Policy 5.1: New private and public development shall work with local and regional organizations to enhance the sloughs in the vicinity of Castroville as part of the ongoing regional slough enhancement efforts to improve habitat, provide open space and create attractive amenities for the entire community.

Subarea Design Requirements

Specific design elements will be incorporated into the development of the subareas, as described below. A General Development Plan for the entire Opportunity Area must be prepared and approved prior to development of each subarea. The General Development Plan will set forth specific requirements for each subarea to develop as a separate project.

Subarea A

Subarea A consists of approximately 11 acres and located east of Walsh Street and east of the new roadway (Artichoke Avenue extension) as shown in Figure 7. This area is primarily designated for Medium Density
Residential (MDR–C) land uses and a small portion is designated for Resource Conservation (RC–C). The Medium Density Residential development shall include development of a maximum of 57 clustered residential units at densities ranging from 8 to 12 dwelling units per acre. Development should be approximately 15 percent of the total development capacity for the Cypress Residential Opportunity Area. The units in this area are to be clustered to avoid potential flooding hazards associated with the 100–year floodplain located along the western boundary of this Opportunity Area. However, whenever possible, development should be oriented to maximize access to the proposed linear park along the Slough.

Primary access will be provided from Walsh Street. A detached sidewalk along the north side of Walsh Street should connect via a crosswalk at the Artichoke Avenue extension to the trail through the linear park. The Artichoke Avenue extension frontage of Subarea A should be treated with a consistently designed screen wall and landscaping. Development of the area will be designed per the Residential Design Guidelines identified in Appendix A, Design Guidelines, regarding site design, architectural styles, landscaping, and fences and walls. Due to the close proximity of units in this development area to existing residences, the Good Neighbor Considerations identified in the Design Guidelines must be carefully considered. Residential units should be developed pursuant to the Medium Density Residential Development Standards identified in the Development Standards (Appendix B).

Subarea B
Subarea B consists of approximately 21 acres and is located south of Walsh Street and east of the Artichoke Avenue extension. To the east of the subarea are existing single-family homes. This area is designated for Low Density Residential land uses with a density of 7 to 8 dwelling units per acre. The Low Density Residential development shall include single-family residential development on standard lots of an architectural style.
compatible with the existing residential neighborhood located to the east. No more than 75 units shall be located in Subarea B, and shall be developed pursuant to the Low Density Residential Development Standards identified in the Development Standards (Appendix B). Access to the Subarea should be from Walsh Street, with limited connections to the Artichoke Avenue extension.

Residential lots in this Subarea should be designed so as not to have direct driveway access onto the Artichoke Avenue extension. A local street that connects to Oak Street is encouraged to provide pedestrian and bicycle connection to the neighborhood park, but will be closed to vehicular traffic with bollards or similar barriers. Similarly, the connection between Cypress Street and the extension of Walsh Street will be closed to vehicular traffic. Required emergency vehicle access must be maintained.

An additional design feature in this subarea is a 40-foot wide “lane” located between the existing single-family neighborhood and the row of future residential lots located immediately to the west. The purpose of this lane is two-fold: to retain access to public utilities located in the right-of-way and to provide ample separation between the existing and proposed homes. Primary access to the new homes located adjacent to the lane could be provided by either the lane or a new street on the west. The existing homes could have access to this lane as well.

Development of the Subarea will be designed per the Residential Design Guidelines contained in the appendices regarding site design, architectural styles, landscaping, and fences and walls. Due to the close proximity of units in this development area with the existing residential units, the Good Neighbor Considerations identified in the Design Guidelines must be carefully considered. The single family homes between the Artichoke Avenue extension and the existing homes should be designed with architectural features compatible with the ranch style homes in the existing neighborhood. The most important
features to achieve this compatibility are similar mass, scale, and materials. Two-story residential units are permitted, but varied roof forms, one-story elements, and stepped back second story facades should be used adjacent to the existing homes. Architectural styles other than ranch are permitted as long as the style does not create a significant contrast in mass, scale, and materials with the existing homes.

Subarea C
Subarea C consists of approximately 30 acres and is located in the heart of the Cypress Residential Opportunity Area. Subarea C includes both a neighborhood park designated as Public/Quasi Public (PQP-C) land use and an 17.2 acre open space area designated as Resource Conservation (RC-C) land use, which are located on both sides of the Artichoke Avenue extension. Portions of this area are within the 100-year floodplain. Sports fields and community gardens could be located in areas subject to flooding as conjunctive uses. A trail along the west side of Artichoke Avenue will connect to other pedestrian facilities within the subarea. Public park and recreation facilities will be installed as part of the development of this Opportunity Area. The facilities will be designed to be accessible from the entire community. Facilities could include sports fields, picnic areas, playground equipment, open lawn areas, community gardens and natural open space areas. Pedestrian and bike connections will be provided from the other subareas and the existing community.

Subarea D
Subarea D consists of approximately 29 acres and is located south of the point where the Artichoke Avenue extension curves east to connect to Merritt Street. This subarea is designated for Low Density Residential (LDR-C) and High Density Residential (HDR-C) land uses. The Low Density Residential development will include a maximum of 39 single-family residential units at a density of 7 to 8 dwelling units per acre. The High Density Residential development will include a maximum of 209 multi-family
residential units at a density of 12 to 20 dwelling units per acre. This mixture of residential unit types, single-family detached units combined with multi-family attached units will include both for-sale and for-rent units, creates a mixed income neighborhood. Access will be from the Artichoke Avenue extension, but similar to Subarea B, no individual unit driveways will be permitted on the Artichoke Avenue extension. A neighborhood green or passive mini-park of at least 0.5 acre must be incorporated, potentially located between the higher density multi-family units and the single-family units.

The single family homes will be developed at a density of 7 to 8 dwelling units per acre and pursuant to the Development Standards contained in the Appendix B. The single-family homes should be designed with architectural features compatible with the ranch style homes in the existing neighborhood. The most important features to achieve this compatibility are similar mass, scale, and materials. Two-story residential units are permitted, but varied roof forms, one-story elements, and stepped back second story facades should be used adjacent to the existing homes. Architectural styles other than ranch are permitted as long as the style does not create a significant contrast in mass, scale, and materials with the existing homes.

The multi-family units shall be developed at a density of 12 to 20 dwelling units per acre and pursuant to the Development Standards contained in Appendix B. All development projects will be subject to design review to ensure compatibility with the Residential Design Guidelines in Appendix A.
3. Commuter Train Station

Project Area
As shown in Figure 9, the edge of the existing community and Highway 156 provide the western and southern boundaries of this approximately 145-acre Opportunity Area. Three distinct development subareas have been identified as follows: Subarea A: This subarea is the 30-acre Tottino property, located west of the railroad tracks; Subarea B: This subarea is the 103-acre train station area, located between the railroad tracks and the realigned Castroville Blvd; and Subarea C: This subarea is the 12-acre CHISPA Mixed Use property, located at the eastern edge of the Opportunity Area, east of the realigned Castroville Boulevard. General development goals for the Opportunity Area as a whole are defined below; however, specific descriptions of the subareas follow the general discussion.

Existing Conditions
This 145-acre area is bisected by the railroad tracks and the exiting Castroville Boulevard. The property is generally in agricultural use with some vacant areas. The site is relatively flat, but does contain some rolling terrain. Most of the property is currently planted in artichokes. Agricultural lands are also located to the north. Highway 156 forms the southern boundary, the existing community of Castroville is located to the west, and the Moro Cojo residential neighborhood and the North Monterey County High School are located to the east. An approximately 5-acre wetland area is located near the western boundary, draining into Castroville Slough.

Castroville Slough, currently located along the western boundary of the Opportunity Area, is essentially a drainage ditch in this area which drains into Moro Cojo Slough located further to the north. The low-lying areas in the western portion of the Opportunity Area (Subarea A) are subject to flooding as shown on Figure 14 in the Public
Other natural resources are limited on the site due to on-going agricultural operations. At one time vernal pools were identified on the site, but may no longer be in existence. The Resource Protection Plan section describes these vernal pools in more detail.

Castroville Boulevard currently bisects the central portion of the Opportunity Area, providing a connection between Highway 156 and Dolan Road east of Moss Landing. Castroville Blvd. also provides access to the Moro Cojo Housing Development and the North Monterey County High School.

Overall Objectives for Land Use and Circulation

A passenger train station is being planned to be located on the existing railroad tracks north of Highway 156 within this Opportunity Area. The Transportation Agency of Monterey County (TAMC) is the lead agency for the station and related passenger rail service. The station will initially include a passenger platform, ticketing, and parking for new Caltrain service that will be extended from Gilroy to Salinas with stops in Pajaro and Castroville. Although initially, the majority of the passengers are anticipated to be from outside of Castroville, in the long term, passenger train service is viewed as an important advantage for Castroville residents to access the high quality jobs and cultural experiences located in Southern Santa Clara Valley and the Bay Area.

Development in this Opportunity Area is envisioned to be visually and functionally related to the train station, which will serve as a focal point. High quality residential mixed income neighborhoods will be developed around the station with a mixed-use development at the eastern edge, consisting of residential and commercial uses as shown in Figure 9. The development will also allow for the train station to be physically connected to the Castroville
community while also connecting the Moro Cojo neighborhood, the North Monterey County High School, and a potential middle school (all located to the east of the existing Castroville Boulevard) with the rest of the community located to the west.

Adequate and safe pedestrian and vehicular access to this area from the existing community is an essential component. This is particularly important for students who must cross the railroad tracks to attend North Monterey County High School and the potential future middle school. A pedestrian and bicycle trail system will be constructed that connects to the existing community to the west, follows the restored wetland resource area located along the western edge of the Opportunity Area, travels through an undercrossing at the railroad tracks, and meanders through the new development to connect to a planned trail path along Castroville Boulevard. Tying this trail to the proposed land uses and neighborhood greens will provide a visual and recreational amenity for the entire community, integrating the new development into the existing community.

The train station platform and drop off area will be located on the west side of the tracks (required by Union Pacific Railroad Company) while parking will be located on the east side. Riders who park on the east side will access the pedestrian underpass to go to the station. Castroville Boulevard will be realigned to the east and connected to a new interchange on Highway 156. A roadway will be installed from the realigned Castroville Boulevard and the interchange to the train station parking area, while also providing access to the new residential neighborhood to be developed in Subarea B. An extension of Preston Street, or alternatively Crane Street will be constructed to provide access to Subarea A located west of the railroad tracts and to the train station platform and drop off area.

Housing in this Opportunity Area is intended to provide a variety of product types and affordability levels to meet the current and future needs of Castroville residents and
workers as shown in Table 3. Higher density housing, including rental units will be located in areas near the passenger train station to encourage residents to use the rail transit system and provide entry-level housing opportunities. Other types of housing, including clustered units and small-lot single-family units will be arranged around the neighborhood amenities. A maximum of 835 new residential units will be allowed in the entire Opportunity Area. Figure 10 illustrates a conceptual site layout and design for this area. This is not the required plan but shows one way the various required elements can work together. A General Development Plan will be required for each of the subareas as depicted on Figure 9. This will allow the three subareas to be developed as separate projects. The General Development Plans shall be consistent with the following and the more detailed requirements for each of the subareas.

Table 3
Commuter Train Station Opportunity Area Residential Land Uses

<table>
<thead>
<tr>
<th>DEVELOPMENT</th>
<th>RESIDENTIAL LAND USES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LDR-C</td>
</tr>
<tr>
<td></td>
<td>7-8 DU/A</td>
</tr>
<tr>
<td>Subarea A (29 A)</td>
<td></td>
</tr>
<tr>
<td>Single-Family (Small Lot)</td>
<td>42 DU</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>100 DU</td>
</tr>
<tr>
<td>Subarea B (103 A)</td>
<td></td>
</tr>
<tr>
<td>Single-Family</td>
<td>250 DU</td>
</tr>
<tr>
<td>Clustered</td>
<td>68 DU</td>
</tr>
<tr>
<td>Multi-Family</td>
<td></td>
</tr>
<tr>
<td>Single-Family (Small Lot)</td>
<td></td>
</tr>
<tr>
<td>Subarea C (12 A)</td>
<td></td>
</tr>
<tr>
<td>Multi-Family</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>250 DU</td>
</tr>
</tbody>
</table>

Notes: DU = Maximum Dwelling Units, A = Approximately Acreage, DU/A = Dwelling Units per Acre
Commuter Train Station Opportunity Area
Proposed Land Uses

**Proposed Land Uses**
- **IND-C Industrial**: 30 Acres (Tottino)
- **MDR-C Medium Density Residential**: 105 Acres (Train Station)
- **CHISPA**: 12 Acres

**Subareas**
- **A**: 30 Acres (Tottino)
- **B**: 105 Acres (Train Station)
- **C**: 12 Acres (CHISPA)

**Legend**
- Proposed Community Plan Boundary
- Opportunity Areas
- Future Study Area
- **LDR-C Low Density Residential**: 30 Acres (Tottino)
- **MDR-C Medium Density Residential**: 105 Acres (Train Station)
- **HDR-C High Density Residential**: 12 Acres (CHISPA)
- **AB-C Agricultural Conservation Buffer**: 30 Acres (Tottino)
- **RC-C Resource Conservation**: 105 Acres (Train Station)
- **PQP-C Public/Quasi-Public**: 12 Acres (CHISPA)
- **MU-C Mixed Use**: 30 Acres (Tottino)
- **IND-C Industrial**: 30 Acres (Tottino)

**Source:** County of Monterey, Cotton/Bridges/Associates, June 2003
**Revised:** April 15, 2004
Figure 9 – Backside
Figure 10 – Backside
Urban and Site Design

Urban and site design requirements for the Commuter Train Station Opportunity Area are described in the Subarea subsections that follow.

Public Infrastructure

The following goals and policies provided in the Goals and Policy section of this Community Plan address public infrastructure specifically within the Commuter Train Station Area.

**Goal 8:** Provide safe and convenient access to the new train station for the existing community and commuters.

**Policy 8.1:** The Community Plan circulation improvement program shall be implemented, including installing an interchange on Highway 156 and realigning Castroville Boulevard.

**Policy 8.2:** Roadways in the existing community shall be extended to provide access to the train station and include drop off facilities.

**Policy 8.3:** A safe and attractive pedestrian/bike underpass under the railroad tracks to connect the train platform to the parking facilities on the east side shall be provided.

**Goal 9:** Create a safe and convenient pedestrian and bicycle system that connects local and regional destinations.

**Policy 9.1:** Safe pedestrian and bicycle crossings shall be provided at major roadways and the railroad facilities.

**Policy 9.5:** A safe and attractive railroad underpass that connects to pedestrian and bike facilities
connecting to North Monterey High School and the Moro Cojo housing development and other community facilities planned for the area east of Castroville Boulevard shall be provided.

**Policy 9.6:** Pedestrian/bike facilities shall be encouraged in required agricultural buffer areas and along slough enhancement areas.

**Goal 10:** *Continue to ensure that adequate levels of public services and infrastructure are available to meet the needs of new and existing development.*

**Policy 10.5:** Flood control improvements shall be implemented to reduce the threat of flooding to the existing community and provide opportunities for new development in areas currently subject to flood hazards.

**Policy 10.8:** New development that is required to improve the Tembladero and Castroville Sloughs shall work with the County and the Monterey County Water Resources Agency to ensure that on going operations and maintenance of the improved facilities are adequately funded through a benefit assessment district or other mechanism.

Public infrastructure requirements for the Commuter Train Station Opportunity Area are described in the individual Subarea subsections that follow.

**Resource Protection and Enhancement**

Open space and habitat preservation and enhancement are important components that need to be incorporated into any development within this area. Located near the Moro Cojo Slough, the project area will be designed to avoid sensitive habitat areas through open space dedication and
the General Development Plan process. The trail system that will be incorporated into the design of the area will also be tied to these habitat and open space areas, providing a visually attractive trail system that offers safe pedestrian and bicycle connections to local and regional destinations. As discussed above, a safe trail system is especially important since Castroville students have to cross the railroad tracks or travel along Highway 156 to arrive at the North Monterey County High School. The following goals and policies provided in the Goals and Policy section of this Community Plan address resource enhancement specifically within the Commuter Train Station Area.

**Goal 5:** Continue to protect and enhance the community’s important natural and man-made resources.

**Policy 5.1:** New private and public development shall work with local and regional organizations to enhance the sloughs in the vicinity of Castroville as part of the ongoing regional slough enhancement efforts to improve habitat, provide open space and create attractive amenities for the entire community.

**Subarea Design Requirements**

**Subarea A – Tottino**

Subarea A is located west of the railroad tracks, east of the existing residential development within Castroville, and north of Highway 156.

**Land Use and Circulation**

The Tottino Subarea will be developed as a residential neighborhood with a passenger train station located at the southern end. Supporting uses will include a 5.5 acre wetland restoration/open space area and an optional small component of commercial–retail related to the train station, as an alternative location for such commercial
uses as described in Subarea B. Access will be provided by an extension of Preston Street, or alternatively Crane Street to create a looped system with Salinas Street to the south.

The Salinas/Preston Street (or alternatively Crane Street) loop will provide access to the train station from the existing community. The station design is the responsibility of the Transportation Agency of Monterey County (TAMC) and will include a platform, a drop off area and approximately 20 short-term parking spaces. A pedestrian/bicycle/emergency vehicle underpass will be constructed to provide safe access from the long term parking area located on the east side of the tracks and connect the existing and future development to the east. The design of this underground crossing will maintain the residential character of the area through landscaping and grading that creates natural-looking forms.

North of the train station will be designated for High Density Residential (HDR-C) land uses, which will include a maximum of 100 multi-family residential units, developed at densities ranging from of 12 to 20 dwelling units per acre. Appropriate multi-family product types include rental apartments and flats, for-sale townhomes, and attached clustered housing. It is important that the multi-family housing be at a scale and design that is compatible with planned single-family residential development and the existing neighborhoods to the west. Landscaping will to be well executed to integrate the multi-family units with the train station and the single-family development to the north.

The northern portion of Subarea A will be designated for Medium Density Residential (MDR-C) land uses, which will include a maximum of 42 detached single-family units on small-lot single-family lots at a density of 8 to 12 dwelling units per acre. Development Standards contained in the Appendix B. The residential development will be accessed by the Salinas/Preston Streets (or alternatively Crane Stree
An extension of Union Street to connect to the Salinas/Speegle Streets loop is required.

A 5.5 acre wetland restoration/open space area will be installed along the western edge of this subarea. A restoration program is laid out in the Resource Protection Plan section. Although no development will be allowed to encroach into this area, new development should be designed to visually relate and provide access to the proposed bicycle and pedestrian trails connections. Residential development located adjacent to the restoration area should be designed to take advantage of the views into the natural area, but also be sensitive to views from the natural area into the development. The General Development Plan required for this subarea must clearly show how the pedestrian/bike path system will connect the resource area to both the existing community and the planned neighborhoods to the east.

Urban and Site Design

Subarea A should be designed with the following features. The design principles encouraged in this area are depicted in more detail in the Design Guidelines contained in Appendix A.

- The commuter train station drop-off and parking area should be designed to provide for a convenient loop or turn around circulation to facilitate drop off at the station consistent with the TAMC design.
- A 50-foot buffer area shall be provided between the railroad right-of-way and any residential development. This buffer may be designed with berms, sound walls, security fencing, sidewalk/trails, landscaping and other similar elements that visually and physically separate the uses. The design of the buffer shall be approved through the General Development Plan process. This area could be used as a public utility easement for the stormwater and sewer system pipelines.
- A 200-foot agricultural buffer shall be provided between the northern boundary of the subarea and any
residential development proposed in the subarea. The buffer area should be heavily landscaped and may include pedestrian and bike facilities.

- Individual single-family driveway access to the Salinas/Speegle Street loop is not permitted. Two or more common driveway access points to the multi-family area are permitted.

- The multi-family units should be designed in such a way as to visually integrate with the single-family units and the train station through architectural design, building placement, scale of buildings, and landscaping. The design shall be addressed in the General Development Plan approval.

- Particular attention to entries, driveways, and parking should be paid in this area. Site planning should limit the visual impact of garages so that they do not dominate the street scene. Side facing garages and access to garages and parking from side streets or alleys are encouraged.

**Architectural Elements**

The *Design Guidelines* contained in the appendices, the appropriate architectural elements for the development of housing types in this subarea. The General Development Plan will be reviewed for consistency with the *Design Guidelines* as well as the applicable *Development Standards*.

**Landscaping**

Intensive landscaping will be required in this Subarea. A mix of large trees, evergreen shrubs, and native and drought tolerant plantings must be included to achieve the following:

- To buffer residential uses from the railroad, train station and agricultural operations, as well ensure privacy between residential units.
• To provide visual interest and reduce runoff in the commuter parking area.
• To screen accessory structures and mechanical equipment from public view.
• To provide a unifying streetscape as well as enjoyable common open space for this Subarea's residents.

A landscaping plan consistent with the Design Guidelines, will be required as part of the General Development Plan approval. Site specific landscape plans and landscape maintenance plans will be required for development of multi–family areas and the train station/commuter drop–off area.

Flooding
Portions of this subarea are subject to flooding as described in the Public Infrastructure and Service section. Development that is subject to flood hazards must be designed and constructed to meet flood protection criteria established by FEMA and the Monterey County Water Resources Agency, which generally ensuring that habitable living areas are higher than the established flood elevation level and ensuring that the conveyance of flood waters through the site and through downstream properties are not impacted.

Public Infrastructure
The following describes the general infrastructure requirements for development of Subarea A. Detailed infrastructure requirements are provided in the Public Infrastructure and Service section.

Grading
An extension of Preston Street (or alternatively Crane Street) will be required to be installed along the west side of the Subarea. The site should be graded to slope to the south to drain stormwater and sewer flows towards the pedestrian/emergency vehicle railroad underpass.
Currently, portions of Subarea A have been designated as falling within the approximate area of the 100-year flood. Base flood elevations and flood hazard factors have not been determined; however, the recommended minimum elevation for this site is 10-ft. (NAVD 88) based on a preliminary analysis. Project applicant(s) within a Special Flood Hazard Area will be required to submit a FEMA Conditional Letter of Map Revision (CLOMR) application including all supporting documentation to the Monterey County Water Resources Agency with discretionary permit applications.

The existing drainage ditch (Castroville Slough) along the west side of Subarea A will be required to be modified to provide a minimum base width of 12-ft, with 3 to 1 side slopes at least 3.7-ft. deep to continue to convey additional flows from the south side of Highway 156 and from other adjacent properties.

**Water Distribution System**
The Subarea A will need to install an in-tract water distribution system that will connect to the existing 8-inch waterlines that are near the existing water storage tank, located at the intersection of Speegle and Axtel Streets. This will require that new water mains be installed in the Preston Street (or alternatively Crane Street) extension and connect to the existing water mains located near Salinas Street. Another new water main may need to be installed to connect to the water system to be installed in the Commuter Train Subarea B and the New Industrial Opportunity Area to create a looped system, if those areas are developed prior to the Subarea A. The size of the new water mains will be determined by the Castroville Water District’s Master Plan or during the design process for development of the Subarea to ensure that system-wide needs are addressed adequately.

The new water system facilities to be installed as part of the development of this Subarea need to be sized to provide the minimum residential fire flow of 1,000 gpm to
the residential areas while conveying larger flows to the Comuter Train Station Opportunity Area and the New Industrial Opportunity Area with minimum pressure losses. Fire hydrants are assumed to be required for every 600-ft of new pipeline; however, the Fire District will need to identify the final locations of all hydrants.

*Castroville Seawater Intrusion Project (CSIP) Pipeline*
Subarea A is currently in the CSIP service area and is receiving CSIP irrigation water. Development will require that the property detach from the service area and that transmission facilities are removed or relocated. The General Development Plan must specify replacement properties that will need to be annexed into the CSIP system to mitigate impacts resulting from Subarea A being removed from service and design the transmission facilities required to serve these replacement properties as discussed in detail in the *Implementation* section of this Community Plan.

*Sanitary Sewer*
The development of Subarea A will require the installation of in-tract wastewater collection facilities which will connect to the existing 12-inch sewer line located in Axtell Street between Benson Road and Pajaro Street. A new sewer system lift station will need to be installed near the proposed pedestrian underpass in either this Subarea or in Subarea B. This lift station will serve all the subareas contained in the Commuter Train Station Opportunity area along with the New Industrial Opportunity Area. The in-tract sewer facilities will need to be sized to intercept local wastewater generation from the development in Subarea A and gravity flow to the new lift station. An emergency generator with sound attenuation will also need to be included. Odor control should also be included for this station to accommodate extended detention times.

*Stormwater Drainage*
A stormwater pipeline will be required to be installed in the 50-ft. buffer adjacent to the railroad tracks to collect local runoff in Subarea A. This storm drain line will
transport runoff to a sediment and oil trap pretreatment facility to be located at the south end of the site, which will also accept stormwater from the Subarea B (Commuter Rail). Water will be collected on site and directed to a new pump station, which will be installed to discharge the runoff to the upper end of Castroville slough. An emergency generator with sound attenuation would be included with the pump station. Alternatively, water quality could be integrated into a planned habitat enhancement area to the west of this Subarea.

**Subarea B – Train Station**

Subarea B is located west of the realigned Castroville Boulevard, north of Highway 156 and east of the railroad tracks.

**Land Use and Circulation**

The majority of the Train Station Subarea B will be developed as a mixed-income residential neighborhood incorporating a range of housing product types and affordability levels and amenities. This subarea is designated for Low Density Residential (LDR–C), Medium Density Residential (MDR–C), High Density Residential (HDR–C) and Mixed Density Residential (MXDR–C), and Mixed-Use land uses. Residential development could include small-lot single-family, clustered single-family detached units, attached townhomes and apartments, and mixed-use residential and commercial. The uses will be physically and visually connected by pedestrian trails and open space features, including neighborhood “greens”.

A 2.6-acre passenger rail commuter parking lot and a potential local-serving commercial area will be located in the southeastern portion of this Subarea. The passenger rail station will be developed by the Transportation Agency of Monterey County (TAMC). Access to the train station platform, the residential uses to be located in Subarea A and the existing community of Castroville, located west of Subarea A, will be provided by an underground
pedestrian/bicycle trail. Vehicular access to the commuter train station parking lot is provided from two local streets connecting to the realigned Castroville Boulevard, which will in turn connect to a new interchange on Highway 156.

A maximum of 578 residential units may be developed in Subarea B. Densities will range from 6 to 15 units per acre, depending on the product type. Compact development patterns that efficiently use the available land and provide effective open space areas are required. Multi-family units will be developed within the High Density Residential (HDR-C) land use area located adjacent to the commuter train station parking lot. This area will be developed with a maximum of 125 units at a density ranging from 12 to 20 units per acre. Appropriate product types include rental apartments and flats, for-sale townhouses, attached cluster units, and courtyard houses.

Clustered single-family development is planned within the Medium Density Residential (MDR-C) land use area located adjacent to the multi-family development in the southern portion of the subarea located adjacent to Highway 156. This area will be developed with a maximum of 68 units at a density ranging from 8 to 12 units per acre. These units will be designed and clustered in a fashion that minimizes potential noise and aesthetics impacts associated with Highway 156, efficiently uses the land, and provides effective open space areas.

Mixed-density residential development (MXDR-C), which could include detached and attached single-family and multi-family units, is envisioned for the remainder of the southern portion of Subarea B. A total of 125 units of varying sizes and prices will be developed at densities ranging from 8 to 20 units per acre.

The northern portion of Subarea B will be designated as Low Density Residential (LDR-C) land use, which will be developed with detached single-family homes with densities from 7 to 8 dwelling units per acre and lot sizes.
up to 5,000 square feet. A maximum of 250 single-family units is considered appropriate for this area.

A small area (maximum of 1.25 acres) is designated for Mixed Use (MU-C) land uses (residential and commercial) located adjacent to the commuter parking area and multi-family development, as an alternative to developing such uses within the train station platform area in Subarea A. The residential component will provide a maximum of 10 residential units at a density of 15 to 30 dwelling units per acre. The commercial development component will primarily provide services to commuter train riders and the new residential development. Since a major objective of the Community Plan is to concentrate retail uses in the downtown area in the existing Merritt Street Corridor Opportunity Area, only a small retail development should be provided in this area. The development could include a small convenience-type store, located adjacent to the commuter train station parking lot. Other uses such as a coffee bar, flower/vegetable stand, or a sandwich shop could be considered appropriate as serving the immediate area. The store could act as the traditional “corner store”, allowing train riders and local residents to purchase items such as newspapers and last minute groceries, helping to reduce unnecessary automobile trips to the larger stores located on Merritt Street. Locating the corner store in or adjacent to the train station will also help to draw people to the station area even when there is no scheduled train.

Urban and Site Design
Subarea B should be designed as follows:

- A connector street shall provide access to the commuter train station parking lot. Individual single-family driveway access is not permitted on this local street. Common driveways serving multi-family and clustered single-family units are permitted.
• A local street shall provide access to the single-family residential area. Individual single-family driveways are permitted on this local street.

• A minimum 50-foot wide landscaped buffer must be provided between all residential development and the railroad right of way in order to lessen potential noise, vibration, and privacy impacts associated with the operation of the commuter train station. This buffer may be designed with berms, soundwalls/security fencing, sidewalks/trails, landscaping and other similar elements.

• A minimum 200-foot wide agricultural buffer shall be provided along the northern portion of the Subarea B to prevent incompatibilities between the proposed residential uses and ongoing agricultural activities.

• A minimum 1-acre neighborhood green should be provided in the central portion of the subarea. The residences in this subarea should be organized around this green and, the neighborhood green should be connected with the rest of the subarea through sidewalks, widened parkways, and/or separate pedestrian and bicycle pathways.

Architectural Elements

The Design Guidelines contained in the appendices describe the appropriate architectural elements for the development of allowed unit types in this subarea. The required General Development Plan will be reviewed for consistency with the Design Guidelines.

Landscaping, Fences, and Walls

Landscaping in this subarea is critical to achieve a unified design, provide visual connections between uses, soften building forms, provide amenities, and enhance the pedestrian experience. Landscaping in the residential areas should include a strong street tree design program, defining entrances and creating intimate residential streetscapes. Landscaping within the commuter train station parking lot area should be extensive so as to: 1) buffer residential uses from the train station operations; 2)
to provide visual interest and reduce runoff in the commuter parking area; and 3) to screen accessory structures and mechanical equipment from public view. These elements will be reviewed for consistency with the Design Guidelines as part of the General Development Plan process.

Public Infrastructure
The following describes the public infrastructure requirements for Subarea B.

Grading
Portions of the site have been designated in the FEMA Flood Insurance Rate Maps as falling within the approximate area of 100-year flood plain, which do not have base flood elevations and flood hazard factors determined. Based on preliminary analysis of the site, the minimum elevation recommended for this subarea is 10-ft. (NAVD 88). Some areas appear to require fill to achieve this standard. Project applicant(s) within a Special Flood Hazard Area will be required to submit a FEMA Conditional Letter of Map Revision (CLOMR) application including all supporting documentation to the Monterey County Water Resources Agency with discretionary permit applications. This subarea should be graded to gravity flow stormwater to either the southwesterly or to the north to a collection/detention system to be discharged into Castroville Slough or alternatively into Moro Cojo Slough. Collection/detention could be potentially accommodated in the 200-foot wide agricultural buffer required to be installed along the north side of the subarea. Sewer flows should be directed to the Pedestrian/Emergency Vehicle underpass to connect to the sewer systems shared with the Subarea A.

Utilities Under the Railroad
A number of utilities and service lines will need to be installed under the railroad tracks. The likely location is in the Pedestrian/Emergency Vehicle underpass. The estimated minimum utilities easement width within the
Castroville Community Plan

Opportunity Areas

April 2007

Underpass should be 22-ft. to provide the required 10-ft. of separation between the 12-inch water and 12-inch sewer lines, and an additional 5-ft. on either side for excavation. A stormwater pipeline would also need to be located within this utility easement to carry stormwater from Subarea B to the discharge facilities at Castroville Slough.

An alternative solution would be to bore and jack water, and/or sewer and drainage infrastructure under the railroad to ease separation difficulties and reduce the use of pumping energy. There is an existing culvert under the railroad that might also be useful for a waterline crossing, thereby reducing the amount of utilities required in the underpass.

Water Distribution System
Subarea B will be receiving water from the Castroville Water District (CWD) through an extension of the distribution lines that will be installed to serve Subarea A, to the west or the New Industrial Opportunity Area to the south, depending on the timing of actual development. To provide redundancy, it is preferred that the water distribution system for Subarea B eventually be connected to both Subarea A and the New Industrial Opportunity Area to create a looped system.

The on-site (in tract) water system needs to be sized to provide the minimum fire flow of 1,000 gpm to the residential areas while conveying larger flows to the New Industrial Opportunity Area with minimum pressure losses. Fire hydrants are assumed to be required for every 600-ft of new pipeline; however, the Fire District will need to identify the final locations of all hydrants.

Castroville Seawater Intrusion Project (CSIP) Pipeline  In order to accommodate development, this subarea will need to detach from the CSIP service area and existing distribution lines will need to be relocated. The General, Development Plan, required for development to proceed must specify replacement properties that will need to be
annexed into the CSIP system to mitigate impacts and also specify new transmission facilities that will be required. The elevation of the existing 30-inch CSIP pipeline running along the railroad will need to be adjusted to accommodate the proposed pedestrian underpass. Work on this pipeline will need to be carefully coordinated and take place during off-peak irrigation months.

**Sanitary Sewer**

The development of Subarea B will require the installation of in-tract wastewater collection facilities which will connect to existing upstream facilities located in Castroville Boulevard and to existing downstream facilities located to the west of the railroad tracks. An existing gravity line, which currently runs through the subarea, will need to be removed and replaced with the in-tract collection system. A new manhole will need to be installed in Castroville Boulevard, approximately 700 feet north of the entrance of the Monte Del Lago Mobile Home Community to intercept the existing flows and direct them into the new in-tract system. The pumps in the existing CSA-14 Zone 2 lift station, upstream of this new manhole, may need to be changed to accommodate differences in elevation and pipe friction losses; however, the impact would be negative or insignificant. The sanitary sewer system will need to be sized to accommodate existing flows from Zone 2, which includes the Moro Cojo Housing Development, North Monterey County High School, and the Monte Del Lago Mobile Home Community.

A new lift station will need to be installed near the Pedestrian/Emergency Vehicle underpass on either this Subarea or Subarea A to pump sewage flows from the existing and new development to the manhole on the existing 12-inch sewer line in Axtell Street between Benson Road and Pajaro Street. An emergency generator with sound attenuation will also need to be included. Odor control should also be included for this station to accommodate extended detention times.
**Stormwater Drainage**

An in-tract stormwater collection system will need to be installed to convey runoff from the new development areas. The stormwater will need to be discharged into Castroville Slough which has limited existing conveyance capacity, or alternatively into Moro Cojo Slough. On site detention will likely be required to control the release of stormwater into the Slough. Potentially, stormwater could be directed to the agricultural buffer required to be installed along the northern boundary of the subarea where a system of detention and conveyance could be located, releasing stormwater into the Slough at a rate that can be accommodated by the existing downstream capacity. Alternatively, a portion of the drainage could be directed through the pedestrian underpass to connect to the pretreatment facility and pump station located on either the Subarea A or Subarea B side of the railroad tracks. Stormwater will be collected on-site, directed to the pump station, and then discharged into the Castroville Slough system as described in more detail in the *Public Service and Infrastructure Plan* section. The discharge will include water quality features.

**Resource Protection**

The mixed density residential development in the southeast corner of this subarea may require a biological study to determine the existence and/or significance of vernal pools that were previously thought to be located in this area. A jurisdictional wetland delineation shall be performed if development is proposed in the vicinity of vegetation that is mapped as a potential wetland or the project site contains or is located immediately adjacent to a natural drainage course. Upon obtaining a USACE jurisdictional wetland delineation, the project applicant shall establish a ‘no net loss of wetlands’ policy and develop a Wetlands Mitigation Plan (to be reviewed by the County of Monterey) in association with obtaining the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act).
Subarea C – CHISPA Mixed Use Property

Subarea C is approximately 12 acres and is located east of Castroville Boulevard in the easternmost portion of the Community Plan Area. Although not required, the preparation and approval of one comprehensive General Development Plan for Subareas B and C is encouraged.

Land Use and Circulation

Subarea C is envisioned to be developed with a mixture of residential and commercial uses that will provide additional residential opportunities affordable to the community’s workforce, as well as some limited commercial businesses that would serve the residential neighborhoods in the vicinity.

This subarea is designated for Mixed–Use development land uses. Residential development in this area will occur at a density ranging from 15 to 30 dwelling units per acre. Attached housing with common open space would be desirable, up to a maximum of 115 units. The commercial component should not comprise more than 20% of the development and should not negatively impact the economic goals for the Downtown area. Access shall be provided from the realigned Castroville Blvd. and located approximately 500–800 feet north of Highway 156.

Architectural Elements

The Design Guidelines contained in Appendix A describe the appropriate architectural elements for the development of the allowed uses in this subarea. The General Development Plan will be reviewed for consistency with the Design Guidelines.

Public Infrastructure

The following describes the public infrastructure requirements for Subarea C. It is assumed for the purposes of this Community Plan that Subarea C will develop concurrently or after Subarea B. In–tract water, sewer and storm drainage facilities required for Subarea C will need to be connected to the new facilities installed as part of Subarea B which will be sized accordingly.
4. North Entrance

Project Area
This 38-acre Opportunity Area is located at the northeast corner of Merritt and Washington Streets, near the point where Merritt Street connects with Highway 1.

Existing Conditions
This Opportunity Area is located at the prominent northern entrance of the community, and is one of the first locations travelers see as they enter Castroville from Highway 1.

The North Entrance Opportunity Area is comprised of two existing ownerships. The 14-acre Monterey Bay Investors (MBI 2) property, also known as Merritt Manor, is located immediately adjacent to Merritt Street and is currently vacant. The 24-acre Golden Field Greenhouse property is located to the east of the MBI 2 property fronting onto Washington Street. This property is currently developed as a commercial greenhouse operation. Both properties are essentially level land with no significant vegetation or other prominent defining features.

Overall Objectives for Land Use and Circulation
The North Entrance Opportunity Area provides a unique opportunity to develop additional housing combined with public/civic uses. New development is envisioned to be a master planned neighborhood that compliments the existing development pattern located to the south, as well as the mixed-use development that is being encouraged along Merritt Street. The North Entrance Opportunity Area should be designed to ensure the continued viability of adjacent agricultural operations through the provisions for buffers and landscaping. As a defining entrance to the community, a public facility building and special
monumentation features should be integrated into the planning and design of this area to announce a traveler's arrival to Castroville.

A mixture of residential, public facilities and open space use is identified for the North Entrance Opportunity Area as shown in Table 4 and Figure 11. Access to this site will be provided from Washington Street by extending McDougall, Pomber, and Geil Streets.

**Table 4**

<table>
<thead>
<tr>
<th>DEVELOPMENT</th>
<th>RESIDENTIAL LAND USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>LDR-C</td>
<td>MDR-C</td>
</tr>
<tr>
<td>7-8 DU/A</td>
<td>8-12 DU/A</td>
</tr>
<tr>
<td><strong>Subarea A (3A)</strong></td>
<td>Multi-Family</td>
</tr>
<tr>
<td><strong>Subarea B (11A)</strong></td>
<td>Single-Family</td>
</tr>
<tr>
<td><strong>Subarea C (24A)</strong></td>
<td>Single-Family</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>195 DU</strong></td>
</tr>
</tbody>
</table>

Notes: DU=Maximum Dwelling Units, A = Approximately Acreage, DU/A = Dwelling Units per Acre, SF = Square Feet

For planning and implementation purposes, three Subareas have been identified. Subarea A is located along Merritt Street, and comprises approximately three acres. This Subarea is part of the MBI (2) property and is designated for Mixed Use (MU-C) land uses, which includes maximum buildout of 20 dwelling units at a density of 20 dwelling units per acre. This will extend the mixed use development concept envisioned for the other parts of the downtown, and to provide a public facility/civic use at the northwestern corner. Mixed use buildings will front directly along the sidewalk on Merritt Street with parking behind, with primary access provided from Merritt Street via a main entrance driveway. The public facility building and associated landscaped outdoor area is a critical element as it also provides an entrance feature to the community.
Subarea B is the remaining 11 acres of the MBI 2 property and is designated for Low Density Residential (LDR-C) land uses, which will include a maximum of 70 units at a density of 7 to 8 dwelling units per acre. This subarea will also include park use, and an open space/agricultural buffer. Access to Subarea B should be from Washington Street via the extension of McDougall, Pomber, and Geil Streets as extensions of the existing community.

Subarea C is the 24-acre Golden Fields Greenhouse parcel and will be designated for Low Density Residential (LDR-C) land uses, which will include a maximum of 125 units at a density of 7 to 8 dwelling units per acre. This subarea will also include park uses, and an open space/agricultural buffer and active recreation uses on approximately 2 acres. The active recreation uses are envisioned to be an extension of the playing fields currently located at Gambetta School, to be jointly operated by the School District and the North County Recreation District. See North Entrance Conceptual Layout, Figure 12.
This page intentionally left blank
FIGURE 11

North Entrance Opportunity Area
Proposed Land Uses

LEGEND

Proposed Community Plan Boundary
Opportunity Areas
Future Study Area
LDR-C Low Density Residential
MDR-C Medium Density Residential
MXDR-C Mixed Density Residential
HDR-C High Density Residential
AB-C Agricultural Conservation Buffer
RC-C Resource Conservation
PQP-C Public/Quasi-Public
MU-C Mixed Use
IND-C Industrial
Train Station

SUBAREAS

A 3 Acres (Mixed Use Area)
B 11 Acres (MBI 2)
C 24 Acres (Golden Fields Property)

Source: County of Monterey, Cotton/Bridges/Associates, June 2003
Revised: April 15, 2004

Figure 11

Figure 11 – Backside
FIGURE 12
North Entrance Opportunity Area Conceptual Layout

- Mix Use Area (A)
- MBI 2 (B)
- Golden Fields Property (C)

Not to Scale
Figure 12 – Backside
Urban and Site Design

The following goals and policies provided in the Goals and Policy section of this Community Plan address urban and site design specifically within the North Entrance Opportunity Area.

Goal 1: Maintain the community's existing small town, agricultural character, while enhancing its sense of place and safety through appropriate design programs.

Policy 1.3: Design features in new development and redevelopment projects such as banners, entrance signs, and advertising shall be created to incorporate themes that reflect the community's agricultural and cultural history.

Policy 1.4: Streetscape and entry features at the entrances to Castroville shall be designed to enhance the community's sense of place and attract the attention of visitors so they know they have arrived in Castroville.

Goal 3: Promote the redevelopment of the downtown area to create pedestrian friendly, mixed-use areas that positively contribute to the community's character and sense of place.

Policy 3.1: Encourage a mixture of residential and commercial uses in the downtown.

Policy 3.2: New Development and redevelopment proposals shall apply the Community Plan Design Guidelines (Appendix A) and Development Standards (Appendix B) for Mixed Use Commercial and Residential development in the downtown.
Policy 3.3: Pedestrian and bicycle connections shall be created between the downtown, Castro Plaza, slough enhancement areas, the Commuter Train Station Area, the high school, and other portions of the community to promote linkages and improve the pedestrian and bicycle accessibility of the community.

Public Infrastructure and Services
The following describes the general infrastructure requirements for development of the North Entrance Opportunity Area. The Public Infrastructure and Service Plan and Implementation Section provide more detail regarding the infrastructure needs for the entire Community Plan Area.

Grading
The site should be graded to slope towards Washington Street to accommodate stormwater and sewer flows. Until the proposed Artichoke Avenue and flood protection improvements are constructed along Tembladero Slough, the habitable finished floor elevations of residential structures constructed on the site should be 15–ft. (NAVD 88), or higher.

Water Distribution System
On-site (in tract) water system facilities will be installed and connected to the existing 8–inch water line located in Washington Street. The water system needs to be sized to allow the minimum residential fire flow of 1,000 gpm into the site with minimal pressure losses. Fire hydrants are assumed to be required for every 600–ft of new pipeline; however, the Fire District will need to designate the final locations of all hydrants.

Sanitary Sewer
An on-site (in tract) sewer system will be installed to collect wastewater from the development. This system will connect at an existing manhole in the existing 18–inch
sewer line, or a new relief sewer line, both in Washington Street. The connection will depend upon which point is closer to the project site.

**Stormwater Drainage**
A new 24-inch stormwater collection pipe will need to be installed to replace the existing open drainage ditch located along Washington Street that drains to the Castroville Slough. Site runoff will be collected and drain to this new line. At the outfall into Castroville Slough, a sediment and oil trap pretreatment facility will be required to address water quality issues.

**Resource Protection and Enhancement**
No regulated habits or special status species are expected to occur within this Opportunity Area; therefore no significant biological constraints to development exist. No resource agency permitting or mitigation requirements are expected.

**Subarea Design Requirements**
In addition to the general land use, circulation, public infrastructure, and resource protection elements identified above for the entire Opportunity Area, the following provides the site-specific design elements for each of the Subareas. A General Development Plan will be required for the entire Opportunity Area prior to development of any of the Subareas, but the three Subareas may be constructed as separate projects. If a single General Development Plan proves infeasible to prepare, separate General Development Plans may be considered by the recommending and approving bodies, as deemed appropriate to address the specific circumstances. Approvals for multiple General Development Plans for this Opportunity Area shall include specific findings related to the need for a segregated approach.

**Subarea A**
Subarea A totals three acres and will be designated for Mixed Use (MU–C) land uses, which will provide an
extension of the mixed use development envisioned for the Merritt Street Opportunity Area, combined with public facility/civic uses. A mixed-use building (or integrated multiple buildings) will be located at the south end of the Subarea on not more than 1.3 acres. The building will be designed to provide retail and office uses on the ground floor, comprising up to 12,000 square feet, and up to two floors of residential uses on the upper floors. A maximum of 20 residential units at a density of 15 to 30 dwelling units per acre are allowed and may include apartments, flats, and/or townhouses. The design of the project shall be consistent with the mixed-use Development Standards and Design Guidelines contained in the appendices of this Community Plan.

The public facility/civic use will be located on not less than 1.7 acres at the north end of the Subarea. The facility will include a community serving use of approximately 13,000 square feet in building size. Uses such as governmental offices, community outreach operations, or community based public safety service offices are all appropriate. The building should be orientated and designed to serve as a community entrance feature and should include well-designed outdoor public spaces. The design should also compliment and relate to the adjacent mixed-use development. An agriculture/open space buffer of not less than 200 feet wide shall be provided between the public facility building and the adjacent agricultural use to the north. Parking and outdoor use areas may be incorporated into this open space area, along with pedestrian trails connecting to the adjacent trail system.

**Urban and Site Design**

**Figure 12** illustrates the conceptual design for this area. This design is conceptual only and other proposals may also be acceptable.

Subarea A should have the following urban design features:
- Local access should be from a well-defined entry drive from Merritt Street that connects through the site to the extension of McDougall Street.

- A public trail system shall be incorporated into this area in the open space buffer connecting to the trail system required in the other Subareas and to Merritt Street.

- A community entry/gateway feature should be incorporated into this Opportunity Area. Coordination with a future Master Streetscape Plan for Merritt Street should be encouraged.

**Architectural Elements**

The architectural massing, scale, and design of the civic/public structure must be reflective of the location in a mixed-use downtown setting, but also must respect the adjacent residential neighborhood. The design may include variations in the façade to break the building mass into smaller units, as well as the use of materials and colors that are similar to the residential homes in the area on the building elevation facing McDougall Street. Please refer to Appendix A, Design Guidelines, for public and quasi public uses regarding the appropriate design of parks and open space in this area. The required General Development Plan will be reviewed for consistency with the above concepts and the Design Guidelines.

**Landscaping, Fences, and Walls**

Landscaping will be a critical component of the project design, creating a visual theme and connection to both the existing community and the proposed civic uses. The agricultural buffer area will provide an excellent opportunity to create an attractive edge for both the specific development and the larger Community Plan area, while the entry feature will be a focal point of the landscape design. Given the visibility of this site from Highway 1 and the existing downtown, special attention should be given to the design of fences and walls. Materials and detailing should be appropriate for the community entrance location. A detailed landscaping
plan and landscape maintenance program will be required with the project approval for this area. The landscaping plan should demonstrate how creative lighting sources can be integrated into the project to address safety, while limiting impacts of “spill” on adjacent uses. Landscaping should emphasize drought-tolerant plant materials, and provide a visual connection to the buffer areas located in Subarea B.

Subarea B

Subarea B is located between McDougal and Geil Streets, north of Washington Street, and comprises approximately 11 acres. This Subarea will be designated for Low Density Residential (LDR–C) land uses and developed with up to 70 single family or duplex homes at a density of 7 to 8 dwelling units per acre. This subarea will also include park area integrated into the neighborhood, and an agriculture/open space buffer of not less than 200 feet wide along the north side of the Subarea.

Urban and Site Design

A conceptual site plan is depicted in Figure 9 for illustrative purposes. Other layouts may also be acceptable. Attached housing may be considered along McDougall Street adjacent to Subarea A if designed to be integrated and complimentary to both the mixed use development and the residences in the remainder of Subarea B.

Subarea B should include the following urban design features:

- Access should be from extensions of McDougall, Pomber and Geil Streets to continue the street pattern in the existing community.
- Individual single-family driveway access is permitted from Washington Street.
- Garages shall be a mix of side-facing and front-facing pursuant to the Development Standards identified in Tables B–3 (for single-family units)
and B-4 (for duplexes) of Appendix B, Development Standards.

- A landscaped open space/agricultural buffer at least 200-foot wide shall be provided along the northern edge of the Subarea and shall include a trail system that connects to the trail systems required in Subareas A and C.

**Architectural Elements**

Subarea B will be developed with single family and duplex units. The duplex units should be designed to be similar in scale and appearance with the single-family units. Individual entrances should be emphasized. Please refer to Appendix A, Design Guidelines for residential uses regarding the appropriate architectural elements for the development. The General Development Plan will be reviewed for consistency with the Design Guidelines.

**Subarea C**

Subarea C is located east of Geil Street, north of Washington Street, comprising approximately 24 acres. This Subarea will be designated for Low Density Residential (LDR-C) land uses and developed with up to 125 single family or duplex homes at a density of 7 to 8 dwelling units per acre. This subarea will also include a park area integrated into the neighborhood, and an agriculture/open space buffer not less than 200 feet wide along the north side. An active recreation area of not less than two acres shall be developed as an extension of the play field area existing on Gambetta School (See Figure 12).

**Urban and Site Design**

Subarea C should have the following urban design features:

- Access should be from extensions Geil Street to continue the street pattern in the existing community.

- Individual single-family driveway access is permitted from Washington Street.
• Garages shall be a mix of side-facing and front-facing pursuant to the Development Standards identified in Tables B-3 (for single-family units) and B-4 (for duplexes) of Appendix B, Development Standards.

• A landscaped open space/agricultural buffer at least 200 feet wide shall be provided along the northern edge of the Subarea and shall include a trail system that connects to the trail system required in Subarea B.

• The buffer area shall include a trail system that connects to Slough enhancement areas developed to the east, if feasible.

Architectural Elements
Subarea C will be developed with single family and duplex units. The duplex units should be designed to be similar in scale and appearance with the single-family units. Individual entrances should be emphasized. Please refer to Appendix A, Design Guidelines for residential uses regarding the appropriate architectural elements for the development. The General Development Plan will be reviewed for consistency with the Design Guidelines.

5. New Industrial Area

Project Area
The 130-acre New Industrial Opportunity Area is located in the eastern portion of the Community Plan area, east of Del Monte and the railroad tracks and south of the 156.

Existing Conditions
The New Industrial Opportunity Area is located adjacent to existing industrial and business park development. The extension of Castroville Boulevard to connect to Blackie Road provides the area's eastern boundary.
Overall Objectives for Land Use and Circulation

The New Industrial Opportunity Area is intended to be an extension of the existing industrial park to the south, but greater emphasis will be given to attracting businesses that provide a substantial number of new high quality jobs. The new industrial uses should provide employment opportunities for the local population, have limited negative environmental impacts associated with them, and be well-designed facilities. This Opportunity Area is approximately 130 acres and will be designated for Industrial (IND-C) land uses as shown in Figure 13. Approximately 40 new industrial sites, or various sizes could be located within this area. Uses that have the potential for severe environmental contamination, such as chemical or primary metals manufacturing are not appropriate. Uses that are intensive water users are also not appropriate. Additionally, uses that are land intensive, but do not have the potential for significant job creation or revenue potential should also be discouraged to avoid losing valuable agricultural land without gaining substantial benefits for the community. The types of businesses that will be encouraged include construction firms, food processing, manufacturing, electrical and metal fabrication, and wholesale/distribution. The Development Standards contained in the appendices identify permitted and non-permitted uses for the industrial area. The Development Standards will ensure that the right businesses are located in the New Industrial Opportunity Area. The Economic Strategy provides more detail about the projections and requirements for this area.

Figure 14 illustrates a conceptual lot configuration for this area. This is not the required plan, but shows one way the various required elements can work together.

A General Development Plan will be required to be prepared and approved for the entire Opportunity Area prior to development of individual parcels. The General
Development Plan will include lot configuration, frontage landscaping, building orientation requirements. Maintenance and control of outdoor storage uses will also be of critical importance.

Necessary circulation improvements for development of this area include the extension of Castroville Blvd. from Blackie Road north to a new Highway 156 interchange. Three access points to the New Industrial Opportunity Area are located on the Castroville Blvd. extension. Access point #1 is located approximately 800 feet south of the exit ramps for the new interchange. Access point #2 is located at the intersection of the existing and the Castroville Boulevard extension. Access point #3 is from an extension of Commerce Parkway through the existing industrial park to the southerly boundary of the New Industrial Opportunity Area. Internal roadways within the New Industrial Opportunity Area should connect to these three access points to provide flexibility for ingress and egress. No direct access to individual industrial sites will be allowed from the Castroville Boulevard extension.
New Industrial Opportunity Area
Proposed Land uses

FIGURE 13

LEGEND
- Proposed Community Plan Boundary
- Opportunity Areas
- Future Study Area Overlay
- LDR-C Low Density Residential
- MDR-C Medium Density Residential
- MXDR-C Mixed Density Residential
- HDR-C High Density Residential
- AR-C Agricultural Conservation Buffer
- RC-C Resource Conservation
- PQP-C Public/Quasi-Public
- MU-C Mixed Use
- IND-C Industrial

Source: County of Monterey, Cotton/Bridges/Associates, June 2003
Revised: April 10, 2004
Figure 13 – Backside
Figure 14 – Backside
Urban Design

Several goals and policies provided in the Goals and Policy section of this Community Plan address urban and site design specifically within the New Industrial Opportunity Area.

**Goal 4:** Implement a land use plan that meets the needs of the local population for housing, retail, public services, and employment opportunities during the next 20 years.

**Policy 4.2:** Attract and develop new businesses that provide additional quality employment opportunities for local residents.

**Goal 11:** Promote the creation of primary jobs for workers in the community that provide above-average wages and career advancement opportunities.

**Policy 11.2** Adopt land use designations and establish Design Guidelines and Development Standards for the new industrial park that encourage high quality business development, high job generation, and discourage or prohibit businesses that create significant environmental impacts.

Figure 14 illustrates a conceptual lot pattern for the New Industrial Opportunity Area. The design requirements for the New Industrial Opportunity Area are as follows:

**Site Design and Layout**

The site design of the New Industrial Opportunity Area should reflect the existing industrial park located to the south with similar lot sizes, varied building orientation, and frontage landscaping. Buildings should have an “office building” appearance on the front face with the more industrial components facing the rear or screened. A greater emphasis shall be given to providing a range of lot
sizes to better respond to market demand and expansion opportunities.

Entries and Access
The northernmost entry (Access Point #1) to this area shall maintain a minimum 800-foot spacing from the new Castroville/Highway 156 interchange. Primary access to the industrial sites will be from two new access points off the Castroville Boulevard extension. No direct access to any lot shall be provided from the Castroville Boulevard extension. Access and roadway design must address the heavy truck circulation that is expected.

Parking and Loading
Expansive paved parking areas in the front of the building should be avoided. All parking areas shall be well landscaped with large trees and plantings located throughout the parking area. All loading areas and mechanical equipment shall be screened from views from the roadways with landscaping and/or landscaped walls.

Architectural Elements
The design of buildings in this area should:
• Avoid long, unarticulated facades
• Encourage varied front setbacks
• Use one-story elements on the front face of buildings to present an office building appearance

The General Development Plan will be reviewed for consistency with the Design Guidelines, contained in Appendix A, for industrial uses.

Landscaping
A unified and well-executed landscape program is an important component of development of this Opportunity Area. Frontage landscaping should be emphasized and incorporate shrubs and berming to provide visual separation between the street and the parking area. Consistent street tree planting should also be incorporated.
to provide an attractive street appearance. Special care should be given to screen the rear face of development backing up to the Castroville Boulevard extension. Outdoor storage and loading areas be placed and landscape to minimize visibility from the street and neighboring properties. Landscaping plans for this area will be required as part of the General Development Plan and shall be reviewed for consistency with the landscape guidelines contained in the *Design Guidelines* (Appendix A).

**Signs**

An overall sign program will be required for new industrial developments in this area as part of the General Development Plan process. Monument signs are preferred for business identification and at the two new access points located on the Castroville Boulevard extension. Backlit channel signs are the preferred sign type. Directional signs should be provided for loading, parking, and receiving areas.

**Public Infrastructure and Services**

The following goals and policies provided in the *Goals and Policy* section of this Community Plan address public infrastructure specifically within the New Industrial Opportunity Area.

**Goal 6:**  *Create a truck bypass system using County roads and Caltrans facilities to remove through truck traffic from the downtown area.*

**Policy 6.1:**  The Castroville Boulevard extension to Blackie Road and Highway 156 interchange projects shall be implemented to create a truck bypass system for both north and south travel.
Goal 8: Provide safe and convenient access to the new train station for the existing community and commuters.

Policy 8.1: The Community Plan circulation improvement program shall be implemented, including installing an interchange on Highway 156 and realigning Castroville Boulevard.

The following describes the general infrastructure requirements for development of the New Industrial Opportunity Area. The Public Infrastructure and Service section provides more detail regarding the requirements for this area.

Grading
The Community Plan assumes that excavated material (fill) is required to raise the elevations of portions of the Commuter Train Station Opportunity Area, including Subarea A (Tottino). The New Industrial Opportunity Area could provide the fill for these sites if it is developed prior to or concurrent with those developments. There is a portion of the southeast corner of the New Industrial Opportunity Area near Blackie Road that is too high to receive adequate water pressure from the Castroville Water District's existing facilities. The maximum elevation to receive 40 psi from the current water system is 56-ft (NAVD 88), which will require some export. If beneficial most of the New Industrial Opportunity Area could be graded even further, to about 38-ft. (NAVD 88), while maintaining sufficient site drainage to provide additional fill for other areas.

The site should slope toward the existing detention pond on Cara Mia Parkway near existing elevation 14-ft. to accommodate stormwater drainage.
Water Distribution System
Development of this Opportunity Area will require the installation of on-site (in-tract) water lines. The water system to serve this area will need to be sized to accommodate a minimum fire flow required by the Fire District with minimum pressure losses. The Community Plan assumes this requirement to be 2,500 gpm; however, the final pipe sizes should be selected based on refined analysis of the development proposal and approval from the Fire District. Fire hydrants are assumed to be required for every 600–ft of new pipeline; however, the Fire District will need to identify the final locations of all hydrants.

The water system should be connected from both ends of the site to the Castroville Water District’s community wide system to provide system redundancy. This would require installing a waterline under Highway 156 and connecting it to the Commuter Train Station Opportunity Area water mains, if those are installed prior to this development, and also connecting to the water system in the existing industrial park to the south.

Castroville Seawater Intrusion Project (CSIP) Pipeline
This Opportunity Area is currently within the CSIP service area and is receiving CSIP water. New development will require that the property detach from the service area and relocate transmission facilities. The existing 30-inch CSIP pipeline running through the center of the area will need to be relocated. A new CSIP easement will be required along Blackie Road and between the new industrial parcels and the existing industrial park to the south. The Monterey County Water Resources Agency will need to approve the relocation of the pipeline and may require it to take place during off-peak irrigation months. The General Development Plan that must be prepared and approved prior to development will specify replacement properties that will need to be annexed into the CSIP service area to mitigate impacts to the system.
Sanitary Sewer
On-site (in-tract) sewer facilities will be required for the proposed development. The sewer lines will gravity feed to a small sewer lift station to be installed on Cara Mia Parkway near existing elevation 14-ft. From the lift station, wastewater will be pumped to the connecting manhole located near the end of the existing Cara Mia Parkway. An emergency generator with sound attenuation will need to be included.

Stormwater Drainage
Stormwater runoff generated by new development should be directed towards an existing detention pond located next to the railroad tracks at the end of Cara Mia Parkway. This pond currently serves approximately 65 acres of CSA–14 and will likely have to be enlarged to accommodate higher peak flows resulting from the new development. The size of the pond will be determined during the design of the area as part of the General Development Plan process.

The pond currently discharges into a double barrel culvert that goes under Highway 156, currently serving the 65 acre industrial park plus an additional 25 acres of residential area located on the west side of the railroad tracks. To accommodate the new development in this Opportunity Area, new drainage facilities will be installed. The new drainage facilities will consist of a drainage line to be located along the west side of the railroad tracks, then run under Highway 156 through a new culvert, and discharge into the Castroville Slough drainage improvements that are described in the Train Station Opportunity Subarea A. The culvert size will be determined during the design of the area. The existing culvert will be retained but will be dedicated to serving only the existing residential area west of the railroad tracks.
Resource Protection and Enhancement

No regulated habitats or special status species are expected to occur on-site in the New Industrial Opportunity Area; therefore, no significant biological constraints to development exist. No permitting or mitigation requirements are expected. An existing drainage pond exists in the Opportunity Area that will have to be enlarged to accommodate additional flows. An opportunity may exist for enhancement of the pond to provide habitat and water quality features with drainage capacity. This opportunity should be addressed in the General Development Plan that will be required for the development.

Subarea Design Requirements

Although the New Industrial Opportunity Area is expected to develop in one phase, different design issues exist for the various lots depending upon their location in the Opportunity Area.

The planned industrial sites that are located along the frontage of Highway 156 and the frontage of the Castroville Boulevard extension should be designed to address the following features:

1. Industrial uses that require extensive open storage of raw materials and/or products are discouraged from locating in this area.
2. Any loading, service, and storage areas of industrial buildings located along Highway 156 shall be screened with well-designed features that may include berms, landscaped screen walls, and other intensive landscaping. A landscape maintenance plan shall be required for any feature used to screen loading, service and storage areas.

As part of the General Development Plan process, projects located in other areas will be reviewed for consistency with the general design elements identified above as well as the Design Guidelines for industrial uses located in the Design Guidelines.
RESOURCE PROTECTION PROGRAM
RESOURCE PROTECTION PROGRAM

The purpose of this section of the Community Plan is to identify sensitive resources within the Community Plan area and describe how this Plan guides and manages new development in a manner that enhances and/or reduces impacts to these resources.

The community of Castroville is located in an area dominated by a system of sloughs that receive drainage from large watershed areas and ultimately flow to Monterey Bay. The Elkhorn and Moro Cojo Sloughs are located to the north of Castroville draining to Moss Landing Harbor. Smaller sloughs that have been channelized over time to accommodate agricultural runoff include the Tembladero Slough, located just southwest of downtown Castroville, and the Castroville Slough located northeast of the community.

The Tembladero Slough is essentially a drainage ditch draining into the Salinas River then into Moss Landing Harbor; to the north of Castroville. It is currently extremely degraded with limited habitat values and high levels of contaminants. The Castroville Slough is also channelized and degraded in the vicinity of Castroville. It joins the Moro Cojo Slough several miles to the north, ultimately reaching Moss Landing Harbor. These two sloughs are part of an extensive drainage system extending to the southern portions of the Santa Cruz Mountains to the east, receiving drainage from a large regional watershed.

In recent years, a number of efforts have been undertaken locally to restore the sloughs and enhance habitat and water quality. Elkhorn Slough has undergone extensive restoration and serves as a premiere habitat area that incorporates educational and open space activities and
related facilities. Efforts are also underway to enhance the Moro Cojo Slough. A management and enhancement plan was adopted by the County in 1996 to serve as the guide for future restoration activities for this slough system.

The location of the community of Castroville in the vicinity of the existing slough systems offers an excellent opportunity to undertake enhancement activities in conjunction with the new development and redevelopment projects described in the Community Plan. Enhancement of these resources will not only increase habitat value, but also provide the opportunity to create an integrated system of flood protection, drainage and water quality improvements, open space and recreation facilities, and strong visual features for the community.

Following is a general overview of specific resources in the existing Community and the Opportunity Areas and detailed information and specific design and mitigation requirements for each of the Opportunity Areas is summarized below.

**Existing Setting**

With the exception of the North Entrance and Merritt Street Opportunity Areas, all of the Opportunity Areas are located in actively cultivated agricultural areas, limiting the quantity and quality of existing biological resources. Nevertheless, several special status plant species potentially may be located within the Opportunity Areas: San Joaquin spearscale; Congdon’s tarplant; saline clover; Santa Cruz tarplant; and Hickman’s Cinquefoil. Although unlikely, several special status animal species could also be located in the Opportunity Areas including steelhead, California red-legged frog, California tiger salamander, Least Bell’s vireo, and burrowing owl.

The primary resource in the Community Plan area is the Tembladero Slough. The Tembladero Slough is considered an “other water” of the U.S., and is regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Non-native herbaceous (ruderal) habitat
occurs between the existing development and the northern bank of the Tembladero Slough. The south side of the Slough consists entirely of artichoke crops and agricultural fields. Little or no riparian or wetland habitat exists along this reach of the Slough; however, hydrophytic vegetation and characteristic seasonal wetlands do occur.

**Resource Protection and Enhancement Strategy**

It is a goal of the Community Plan that all new development be planned and designed to minimize impacts to environmental resources and to take advantage of opportunities for enhancement and conjunctive use of resources. Biological surveys, sensitive project design, buffers, setbacks, and special permitting may be required of specific development to ensure that new development accomplishes this goal. If sensitive natural plant communities or other critical habitat must be removed to accommodate new development, appropriate mitigation will be required in conjunction with State and federal requirements. The following describes the overall enhancement strategy, project design considerations, and the potential mitigation and permitting requirements that may be required within each of the Opportunity Areas.

**Slough Enhancement Strategy**

Enhancement of the sloughs in the Community Plan area offers an excellent opportunity to meet a number of ecological objectives in conjunction with improving flood protection, storm drainage, and increasing open space amenities within the community. The enhancement concept is depicted in Figure 15 with additional detailed in Appendix E. The primary objectives of the slough enhancement strategy are listed below:

**Ecological Objectives:**

- Enhance water quality
- Improve groundwater recharge, storage and retention
• Maximize restoration of riparian and aquatic habitat
• Prevent erosion
• Minimize reduction in channel length and sinuosity

Engineering Objectives:

• Protect community from a 100-year storm event
• Increase flow capacity and improve conveyance
• Improve maintenance access to the sloughs
• Design slough improvements that are consistent with strategies proposed by other resource groups including the Friends of Tembladero Slough and contained in related documents including the Moro Cojo Slough Management and Enhancement Plan
• Design slough improvements that include pedestrian and bike trails for public use that connect to other open space and recreation facilities in the community
• Minimize encroachment into private property that would disrupt the existing or planned use of that property
• Design slough improvements that are cost effective and likely to be permitted by the regulatory agencies
Backside of Figure 15
General Enhancement Strategy for Each Opportunity Area

Commuter Train Station

The Commuter Train Station Opportunity Area is located north of Highway 156 and generally east of the existing developed portions of Castroville. The Castroville Slough, located along the western edge, is the primary sensitive resource to consider in this area. The existing slough is essentially a drainage ditch that is very degraded. The Monterey County Water Resources Agency and adjacent property owners occasionally grade the ditch, removing vegetation and sediment. The drainage ditch flows to the north along the existing community boundary then turns towards the northeast and meets with Moro Cojo Slough, approximately two miles from Castroville.

Figure 15 depicts the enhancement concept. The proposed enhancement area is generally located on the west side of Subarea A (Tottino) of the Opportunity Area and consists of approximately 5.5 acres. The enhancement area is intended to provide an attractive buffer between existing development in the community and the proposed development planned for the Opportunity Area. The enhancement area is in private ownership, but is within the 100-year floodplain and is vacant. The enhancement area will serve to accept additional drainage from the development of the Commuter Train Station Opportunity Area and the New Industrial Opportunity Area on the south side of Highway 156. In addition, the enhancement area will provide an open space and recreational feature for the community.

The improvements will consist of widening the existing channel to create two steps, or benches, to accommodate the two-year frequency flood event. This will increase conveyance capacity and slow down the flows, which in turn provides a greater opportunity for water quality
enhancement. A revegetated riparian corridor will be established above the two-year floodplain benches extending over the top of the bank on both sides. This will provide a high quality wildlife habitat corridor linking to Moro Cojo Slough. A passive recreation park consisting of approximately three acres will be established to the west of the enhanced Castroville Slough, between Benson Road and Poole Street. The park will be linked to pedestrian and bike trails leading to the train station and to residential development to the east via the planned underpass at the train station.

The proposed restoration and enhancement of Castroville Slough will require the following permits:

- Activities within the Slough will require a Nationwide Permit for the U.S. Army Corps of Engineers (USACE);
- Streambed Alteration Agreement from the California Department of Fish and Game (CDFG);
- Section 401 Certification from the Regional Water Quality Control Board (RWQCB);
- Consultation with the U.S. Fish and Wildlife Service may be required if listed species are found to be present at the project site;
- Consultation with the California Coastal Commission if portions of the enhancement activities take place within their jurisdiction.

A swale located in the southern portion of the Subarea B (Train Station), between the current alignment of Castroville Boulevard and Highway 156, was previously identified as vernal pool habitat in the Moro Cojo EIR (Jones and Stokes, 1994). However, more recent surveys performed by H.T. Harvey and Associates in January of 2003 indicated that the swale currently lacks the characteristics of vernal pool habitat. Additional surveys may be required in conjunction with the future development of that area to verify the findings in the previous studies and to define specific mitigation, if required.
Cypress Residential

As discussed in the strategy discussion above, a tremendous opportunity for restoration and riparian enhancement exists along the sloughs. The Cypress Residential Opportunity Area is located at the southern end of the Community Plan area, immediately east of the Tembladero Slough. The development of the area will include a range of housing types and recreation and open space amenities. Restoration and enhancement of the Slough is a key component. It is envisioned that a linear passive park will be developed along the bank of the restored Slough connecting to an active park between the Slough and Merritt Street, south of Oak Street. Pedestrian and bike trails will link these amenities to other areas of the community.

The enhancement of the Tembladero Slough will combine flood protection and storm water drainage facilities with water quality enhancement, riparian habitat restoration and mitigation of impacts to resources that may result from the development. The improvements include planting native vegetation along an existing east to west trending swale that will transverse through the proposed active park south of Oak Street to create a narrow riparian corridor connecting to the Slough.

The Slough itself will be enhanced along the project boundary, establishing a 100-foot wide buffer between the linear park and the slough. The buffer will be planted with native vegetation and include enhancing an existing willow habitat. Additional enhancements could include increasing wetlands in open areas along the Slough and creating a water quality treatment wetland where the park drainage swale discharges into the Slough. A two-year floodplain could be created along the eastern bank where no willow thickets currently exist. This stepped channel design could mirror the proposed enhancement for the enhancement activities envisioned for the Merritt Street Corridor area, located to the north.
These restoration and other activities will require the following permitting and mitigation, most of which is under the jurisdiction of the USACE and CDFG:

- Additional wetland (i.e., delineation) studies for the cattail marsh in the southeast corner of the Opportunity Area;
- Activities within the Tembladero Slough will require a Nationwide Permit from the USACE;
- Section 7 for federally threatened species such as steelhead;
- RWQCB 401 Certification for areas within USACE jurisdiction;
- CDFG Streambed Alteration Agreement for riparian areas under the jurisdiction of the CDFG;
- Potential consultation with the California Coastal Commission.

**Merritt Street Corridor**

The Merritt Street Corridor Opportunity Area is the “downtown” area of Castroville and includes properties backing up to the Tembladero Slough. As discussed in the enhancement strategy, restoring the slough to enhance habitat and create a community amenity is a key component of this Community Plan. The existing Slough in the vicinity of this Opportunity Area is essentially a drainage ditch and is very degraded. Properties along the Slough tend to be underutilized with open storage and unkempt conditions prevalent. The general character is blighted. Enhancement of the slough in conjunction with flood control and circulation improvements proposed in the Community Plan offer a great opportunity to meet many engineering, ecological and urban planning objectives as summarized below:

- Protect downtown Castroville from a 100-year storm event
- Increase flood flow capacity and conveyance in the slough
• Provide traffic relief in the downtown and at the Highway 1/183 intersection
• Improve maintenance access to the Slough
• Improve groundwater recharge, storage/retention and enhance water quality
• Increase habitat values in the Slough
• Facilitate redevelopment of properties backing onto the Slough
• Integrate recreational facilities into enhancement design and provide pedestrian and bike linkages to other parts of the community.

The enhancement plan for this area will include filling properties backing onto the Slough to provide 100-year flood protection and constructing a roadway along the raised area. The Public Services and Infrastructure section of this Community Plan includes a detailed description of these components. Due to the required geometric design, the road structure will encroach on the Slough in two locations. In order to ensure that there is no loss of wetlands, channel length, or reduction in channel sinuosity, the Slough will need to be realigned in some areas extending to the west. Approximately 5,000 feet of the slough will then be restored as summarized below.

The Slough will be graded to provide a multi-stepped channel design to allow each terrace to inundate as the water surface rises. Each terrace will support a specific type of riparian vegetation suitable to the amount of inundation expected.

This proposed restoration and the permitting, and mitigation required for development to occur in this area will have a net cumulative benefit to water quality, groundwater recharge, wildlife habitat, and other objectives identified for the watershed. The resource protection activities required for development of this property include:
• Additional wetland (i.e., delineation) studies for areas with hydrophytic vegetation located between Speegle Street and the edge of Tembladero Slough;
• USACE Individual Permit for impacts to “waters of the U.S.” Section 7 for federally threatened species such as steelhead;
• RWQCB 401 Certification for areas within USACE jurisdiction; and
• CDFG Streambed Alteration Agreement for riparian areas under the jurisdiction of the CDFG.

**North Entrance**

No regulated habits or special status species are expected to occur on this site; therefore, no significant biological constraints to development exist. No permitting or mitigation requirements are expected.

**New Industrial**

No regulated habitats or special status species are expected to occur on this site; therefore, no significant biological constraints to development exist. No permitting or mitigation requirements are expected. Drainage from this area will be collected and discharged into the slough enhancement facilities to be installed with the Train Station Opportunity Area.

**Tree Preservation**

As part of the slough enhancement program, existing willow riparian habitat approximately 1,600 feet long (H.T. Harvey & Associates, 2003) within the Cypress Opportunity Area will be preserved and enhanced for use by avian species, common reptiles and amphibians as described by H.T. Harvey & Associates. Enhancements could include such measures as inter-planting additional willow in canopy gaps, planting of understory vegetation where willows are more mature, and eradication of non-native invasive plant species that reduce the quality of the habitat. Open areas and areas where low quality ruderal habitat currently exists within this buffer zone will be restored to high quality riparian habitat.
CIRCULATION PLAN
CIRCULATION PLAN

Castroville is located at the crossroads of three major regional serving highways. The downtown area is located along Highway 183 (Merritt Street), a major north–south connection between Salinas and Highway 1. Due to large volumes of commute traffic between western portions of Monterey County and southern Santa Cruz County to Salinas, Castroville experiences significant traffic related impacts. The intersection of Highway 1 and Merritt Street (Highway 183) consistently operates at unacceptable levels, and numerous accidents occur on a regular basis. Heavy truck traffic, high speeds, noise, dust and fumes all impact the downtown area. The community also experiences high levels of traffic on weekends and in the summer. Events held on the Monterey Peninsula on a regular basis create virtual gridlock on all three highways. This heavy through–traffic creates safety hazards and makes downtown Castroville a less than hospitable place for both residents and visitors.

In contrast with the aforementioned challenges, Castroville's location at the crossroads of these regional highways offers a great opportunity to attract additional industrial development as well as increase visitor and commuter use of the downtown. The implementation of the Community Plan will increase demand on local and regional roadways. The Circulation Plan therefore identifies needed roadway improvements to address existing deficiencies and requirements for new development. The plan also addresses alternative modes of transportation, including existing and future transit, bicycle, and pedestrian routes.

The following is a description of the existing conditions, planned regional improvements, and the strategy for implementing improvements as part of the Community Plan. Much of the following is summarized from the Castroville Community Plan Circulation Study (Higgins Associates, 2003).
Existing Setting

Existing Roadway System

Castroville is located approximately eight miles northwest of Salinas and five miles west of Prunedale in North Monterey County, at the crossroads of State Highways 1, 183 (Merritt Street) and 156. Highway 1 is the major circulation route between Santa Cruz to the north and the Monterey Peninsula to the south. Highway 156 connects Highway 1 to Highway 101 north of Salinas and Highway 183 connects Highway 1 to downtown Salinas.

The local street network consists of State highways, county roadways, local streets, and frontage roads arranged generally in a grid pattern. Besides the State Highways, other major roadways serving the community include Blackie Road (which provides a connection between Highway 183 and Highway 101) and Castroville Boulevard, that connects Highway 156 to Elkhorn Road in Prunedale, to the north.

Some of the roadways in Castroville with the most heavy truck use are designated as “super truck routes” as established in the Surface Transportation Assistance Act (STAA) of 1982. Highways and roadways identified by Caltrans and the County of Monterey as having adequate widths and intersection dimensions to accommodate the STAA trucks include Blackie Road (Merritt Street to Commercial Parkway East), Del Monte Avenue (Merritt Street to Wood Street), Castro Street (Blackie Road to Wood Street) and Wood Street (Del Monte Avenue to Castro Street).

Existing Roadway Conditions

Serious congestion and safety problems exist on the community’s major local roadways as well as on the regional highways in the vicinity of the community. The following describes the existing traffic operations related
to Highway 1, Highway 156, Merritt Street, Blackie Road, and Castroville Boulevard.

Roadway Segments

Highway 1: During the weekday peak use hours, Highway 1 operates at LOS F on the two-lane section (one lane each way) north of Merritt Street and LOS E on the two-lane section immediately south of Merritt Street. This deficient condition can be improved to LOS C or better during both peak hours by widening Highway 1 to four travel lanes with channelization. The planning, design, right-of-way acquisition, construction and funding of roadway improvements on Highway 1 north of Castroville to improve existing deficiencies is the sole responsibility of Caltrans.

Caltrans has also studied alternative interchange designs at the Highway 1/ Merritt Street (Highway 183) intersection, as well as widening concepts. No funding is likely to be available until after 2015. In addition, the California Coastal Commission has objected to widening Highway 1 to four lanes based on its current designation as a “Rural Highway” in the North County Local Coastal Program. It is, therefore, unlikely that major improvements to Highway 1 will occur in the near term.

Highway 183 (Merritt Street): Merritt Street operates at LOS D or better during the morning peak use hour and LOS E or better during the evening peak use hour. The roadway segments from downtown to the Highway 183/156 interchange appear to have the worst level of service during both weekday peak hours as well as on the weekends. Merritt Street operates at LOS D or better between Mead Street and Wood Street during the Saturday midday peak hour.

Blackie Road: The portions of Blackie Road within Castroville currently operate at a good condition (LOS A) during both the weekday and Saturday peak hours.
Intersections

Existing traffic operational problems are experienced at a number of intersections, as described below:

**Highway 1 / Merritt Street:** This intersection operates at an overall LOS F (unacceptable) during both weekday peak hours and on weekends, particularly during the summer. The major operational deficiency is related to the left turn movement from southbound 1 onto Merritt Street. Extensive delays are experienced as vehicles attempt to cross the heavy northbound traffic, particularly during the summer months. A significant number of accidents occur as well, further compounding the problem. All vehicles on the Merritt Street northbound approach to Highway 1 are required to turn right. However, a small number of autos and trucks make illegal left turns from northbound Merritt Street onto southbound Highway 1, contributing to the poor operating conditions.

Although the amount of traffic at this intersection warrants the installation of a traffic signal, signalization is not an appropriate method of traffic control given the very high speeds and volumes of traffic on Highway 1. More importantly is that the intersection is located at the transition from a four–lane freeway to a two–lane rural highway. It would be an unexpected location for a signal especially for northbound traffic. Finally, there is a crest vertical curve on Highway 1 south of Merritt Street that restricts the sight distance for northbound vehicles approaching the intersection. A signal would create a northbound queue that would not be readily visible to northbound traffic, creating a potential for rear–end collisions. Other solutions must be implemented to reduce the congestion and safety problems at this intersection.

**Merritt Street / Highway 156.** The existing Highway 156/Merritt Street (Highway 183) interchange is a diamond interchange. The eastbound and westbound Highway 156 ramp intersections with Merritt Street are controlled by traffic signals. Two through lanes, as well as a left turn
lane, are provided in each direction on Merritt Street at the two interchange ramp intersections. However, the two through lanes are provided over a very short distance in advance and downstream from the interchange. This results in very uneven lane utilization. This is especially problematic for northbound Merritt Street traffic during the evening peak hour. Observations indicate that about 90% of the northbound through traffic at the eastbound Highway 156 ramp intersection utilizes the number 1 (inside) through lane. The outside through lane is primarily utilized by vehicles turning right onto the eastbound Highway 156 on–ramp. This imbalance in lane utilization results in a D level of service at the Merritt Street/eastbound Highway 156 ramps intersection. The D Level of Service is an overall level of service. The northbound through movement actually has a worse level of service, which is evidenced by the long queue that exists during the evening peak hour.

Merritt Street (Washington Street to Crane Street): A number of local streets intersect Merritt Street in and near the downtown area from Washington Street to Crane Street. All these intersections are stop sign controlled and currently operate at good levels. Through traffic on Merritt Street is not required to stop at these intersections and experiences little or no delays. Left turns from Merritt Street onto the intersecting local streets also experience minimal delays.

Merritt Street (Haro–Wood Street to Monterey Street and Del Monte Avenue): Several local streets intersect Merritt Street from Wood Street to Del Monte Avenue. The Blackie Road intersection is signalized and operates satisfactorily at LOS C during both weekday peak hours. The other four intersections are side street stop sign controlled and currently operate at an overall LOS A during both weekday peak hours. Through traffic on Merritt Street is not required to stop and experiences little or no delays. Left turns from Merritt Street experience minimal delay, but still operates at LOS A. Vehicles on the side street
approaches experience moderate delays (LOS D or better) with minimal queuing during the weekday peak hours.

**Blackie Road (Castro Street to Commercial Parkway):** Several local streets intersect Blackie Road and are stop sign controlled and are currently operating at good levels (LOS A). Through traffic on Blackie Road is not required to stop and experiences little or no delays. Vegetation must be carefully maintained to maximize available sight distances. Due to the Blackie Road alignment, northbound vehicles on the Commercial Parkway (east) approach have limited sight distance of oncoming traffic in both directions.

**Highway 156/Castroville Boulevard:** The Highway 156/Castroville Boulevard intersection operates at an overall LOS B during the PM peak hour. A traffic signal controlling east-bound traffic on Highway 156 and related improvements are currently in place at this intersection.

**Pavement Conditions**
Monterey County Public Works Department is responsible for pavement maintenance on County roadways, including all the local streets in Castroville except Merritt Street, which is a state highway and therefore the responsibility of Caltrans.

The streets in Castroville generally have flat terrain, however, many of the local street intersections have dips severe enough to cause most vehicles to slow down to less than 5 miles per hour. Such dips can result in hazardous conditions when unsuspecting motorists are forced to brake sharply when driving over a dip where they would otherwise have no reason to brake abruptly. Existing advance warning signs minimize any hazards associated with dips on the Castroville street system. The County Public Works Department has an extensive pavement maintenance program, and no major remedial measures are currently required.
Bicycle and Pedestrian Facilities
A Class I bike facility (separate path) exists and runs parallel to Highway 1 between the end of Haro Street and the Highway 1/Molera Road interchange to the south of Castroville. This bike trail connects with the Pacific Coast Bike Route on Nashua Road. The Pacific Coast Bike Route extends north to Santa Cruz and beyond, and extends south to Highway 1 in Big Sur and beyond. Haro Street has a Class III bikeway, that is, a street with signage for bike travel. Highway 183 and Highway 156 are Caltrans designated bike routes.

Transit Facilities and Service
The Monterey–Salinas Transit (MST) district provides both regular and fixed route services and the RIDES program for persons with disabilities in Castroville. MST serves Salinas, the Monterey Peninsula cities and the unincorporated areas of Monterey County and connects with Watsonville in Santa Cruz County.

The Monterey–Salinas Transit service operates from five key transit centers, the Monterey Transit Plaza, Salinas Transit Center, Watsonville Transit Center, Edgewater Transit Exchange and Marina Transit Exchange. Each of these centers operates on a time-transfer “pulse” schedule providing easy connections and quick transfers to multiple routings. There are 27 fixed routes operated by MST, of which two routes serve Castroville.

Line #27 Watsonville –Monterey: This route serves Monterey, Seaside, Marina, Castroville, Pajaro and Watsonville. Line #27 travels on Highway 1 and Highway 183 (Merritt Street) and stops at Merritt and Union in Castroville. Line #27 runs 5 times a day on weekdays. Saturday service has been discontinued.

Line #28 Watsonville via Castroville: This route connects Salinas and Watsonville via Highway 183 and Highway 1. It starts from the Salinas Transit Center, travels on Merritt Street in Castroville, continues on Highway 1 to Moss
Landing and terminates at the Watsonville Transit Center. Line #28 runs on weekdays and Saturdays and provides hourly service in Castroville.

Castroville is served by a total of eight bus stops located on both sides of Merritt Street (Highway 183). The locations are Cooper Street, Speegle Street, Crane Street, Pajaro–Union Street, Wood Street, Walsh–Palm Street, Jackson–Oak Street and Del Monte Avenue. All sixteen bus stops on Merritt Street are furnished with a bus stop sign mounted on a pole. In addition, half of the bus berths are furnished with a bench. Most of these benches are found at bus berths on Merritt Street (between Washington Street and Salinas Street) nearby most of the homes in Castroville. The remaining three bus berths are located along Merritt Street where no curb or sidewalk currently exists.

MST is planning on installing a bus shelter at Cooper Street within the next year. MST has also indicated that shelters can be added at any location where physically feasible, if financing is provided by others. Financing mechanisms could also include advertising.

The RIDES program provides curb–to–curb paratransit transportation services to individuals with disabilities who cannot use fixed route transit services. These services operate in the urbanized areas of the Monterey Peninsula and Salinas, and in selected rural areas of the County. The MST RIDES program also offers reimbursed taxi program as well as out–of–county transportation for persons with disabilities to specialized medical appointments once a week. Twenty–six paratransit vehicles are assigned to the RIDES program.

**Public Parking**

In October 1996, a survey of on–street parking occupancy on Merritt Street from Highway 1 to the railroad tracks south of Del Monte Avenue was conducted by Higgins Associates as part of the Castroville Circulation Master Plan. Recent visual observations of parking demand by
County staff and Higgins Associates indicated that conditions were essentially the same as observed in 1996. The survey identified both curb parking and on-street public parking lots along both sides of Merritt Street. An on-street public parking lot is located at the Post Office at the corner of Merritt Street/Crane Street. On-street parking is prohibited between Pajaro Street and Wood Street and between Blackie Road and the railroad track. The highest parking demand occurs on the west (southbound) side of Merritt Street between Meade and Crane. Only about 35–40 percent of the available parking spaces are occupied under peak demand.

As part of the October 1996 survey, a review of off-site parking facilities throughout the Castroville downtown area was also performed. This included Merritt Street, McDougall Street, and Tembledara Street between Poole Street and Mead Street. In this area, there are approximately 430 off-street parking areas. Virtually all of the off-site parking lots currently have occupancies of about a 50 percent or less of their current supply on an average weekday. This indicates there is currently no major off-street parking supply problem in the downtown area. In addition to the adequate number of off-street parking space, there is a significant amount of on-street parking along Merritt Street that is underutilized because of the difficulty in executing parking and departure maneuvers.

However, other improvements may need to be made to facilitate parking in the downtown area. For example, signage advising drivers of available parking areas is deficient throughout the community. Some parking areas are hidden behind buildings and are not readily evident to potential business patrons. Another existing deficiency is the location of existing off-street parking with respect to some businesses in the downtown area. Walking distances in some cases appear to be greater than what are typically considered acceptable for downtown areas such as Castroville. A third deficiency is parking lot lighting. It does not appear that a significant amount of parking lot
lighting is provided. This makes the parking areas less desirable for personal safety and security at nighttime.

Other Existing Problems and Issues

Truck Traffic Intrusion in Castroville
Community residents have repeatedly emphasized the need to reduce or eliminate the heavy truck traffic between Highway 1 and Highway 156 along the Merritt Street corridor. A bypass for trucks traveling southbound on Highway 1 that want to access either Highway 156 eastbound to Highway 101 or 183 southbound to Salinas has been put into place and is functioning well. This “Reverse Route” essentially requires trucks to continue south on Highway 1 past the Highway 156 interchange to the Molera Road – Nashua Road interchange where they make a U-turn and proceed northbound on Highway 1, turning eastbound on Highway 156 continuing to Highway 101 or turning onto southbound Highway 183, south of Castroville. This results in a bypass of downtown Castroville, which is the most sensitive section of the Merritt Street corridor. This has eliminated nearly all southbound trucks on Merritt Street through downtown Castroville. Unfortunately, this concept cannot be implemented for northbound truck traffic because of the limited space for stacking at the Highway 156/183 interchange. Northbound trucks continue to use Merritt to access eastbound Highway 156 or Highway 183 to Salinas.

Emergency Vehicle Access
The existing fire station in Castroville has one water tender vehicle, two rescue units and three fire engines, but no ambulance. Ambulances are called in from Prunedale via Highway 156. Fire engines are required to slow down to 15 miles per hour when passing signalized intersections, since the existing signals on Merritt Street are not equipped to pre-empt for emergency vehicles. This involves overriding the normal signal operation to provide a green light for the emergency vehicle and a red light for
Regional Circulation System

Improvements

There are a number of major highway operational deficiencies that currently exist and affect traffic and circulation in Castroville. Improvements required to correct these deficiencies will require major State highway widening and interchange construction at substantial cost. These have all been recognized as needed improvements for many years. Because of the significant costs involved, funding has not been available. The Transportation Agency for Monterey County (TAMC) is developing a regional traffic impact fee program intended to provide funding for regional highway improvements such as those listed below. The impact fee would be leveraged by state and federal transportation funding sources. All of these improvements serve regional traffic and are beyond the scope of the Community Planning process, but need to be addressed as part of a long-term regional strategy.

The major long-term regional improvements are as follows:

*Widen Highway 1 to a Four Lane Expressway.* Highway 1 currently operates at level of service “F” between Castroville and the Santa Cruz County line. This segment is currently a two lane rural highway. The segments of Highway 1 north or the County line and south of Castroville are four lane freeways. Caltrans has been planning to widen the Highway to a four-lane expressway from Castroville to the Santa Cruz County line for some time. However, funding currently is not available and the California Coastal Commission is opposed to the widening concept.

*Widen Highway 156 to Four-Lane Expressway.* Highway 156 is currently a two-lane rural highway between Castroville and Highway 101. This roadway operates at Level of Service F and currently warrants widening to
four-lane expressway. A Project Study Report (PSR) for this widening is currently being prepared by Caltrans. The project may include traffic signals at Cathedral Oaks Drive, Oak Hills Road, and Meridian Road. The Monte del Lago intersection would be converted to a right turn in and out only. There is currently no funding designated for this improvement, however it is on the TAMC improvement list and could be funded with the future impact fee.

**Widen Highway 183 to a Four-Lane Expressway.** Highway 183 currently operates at Level of Service D to E between Castroville and the City of Salinas. Based on the County’s existing transportation goal of maintaining a Level of Service C, it warrants widening to four lanes. No funding is currently available for this improvement.

**Recommended Improvements for Proposed Development**

This section provides the general circulation improvement strategy to address traffic improvements related to the implementation of the Community Plan. More detail regarding the need for and timing for these improvements is provided in the *Opportunity Areas and Implementation* sections of this Plan. As described above, major regional improvements are needed to address the existing deficiencies on State highways in the vicinity. Funding is constrained and it is unlikely that these needed improvements will be constructed in the near term. Therefore, this Community Plan identifies solutions that, in the short term and mid term, will start to address both the existing traffic problems affecting Castroville and the improvements needed to accommodate new development. However, the recommended Community Plan improvements have been designed to compliment the regional improvements that are planned to be constructed in the long term.

**Relationship to Land Use**

The *Community Plan Concept and Opportunity Areas* sections of this Plan provide the blueprint for development
for the foreseeable future. In addition to infill opportunities that will become available over time throughout the community, new development will occur primarily in Opportunity Areas identified throughout this Community Plan, resulting in increased demand on the local circulation network.

In addition to development within Castroville, traffic is expected to increase due to development in the surrounding communities as well; primarily in the City of Salinas and on the former Fort Ord. Increases in tourist activity are also expected to occur on the Monterey Peninsula and within Santa Cruz County to the north. Because of the existing deficiencies and potential impacts from new development, no new substantial development can occur in Castroville until additional capacity is available at the Highway 1/183 and 183/156 intersections. This Community Plan identifies the interim improvements that will be associated with new development.

Circulation System Improvements
In comparison with existing conditions, traffic congestion will increase incrementally with the development of each of the Opportunity Areas in the Community Plan, requiring improvements to the circulation system. Implementation of the Community Plan provides an opportunity to improve the circulation system for the entire community, not just the specific needs of the individual development projects.

The general strategy to be undertaken is as follows:

- Implement improvements at Highway 1/183 to gain capacity and address the continuing safety problems;
- Improve capacity and turning movements at the existing Highway 183/Highway 156 interchange to reduce congestion and safety problems;
- Construct a multi-purpose roadway (Artichoke Avenue) along Tembladero Slough to improve circulation downtown, address flooding, and provide redevelopment opportunities; and,
• Extend Castroville Boulevard to Blackie Road via a realigned intersection improvement at Highway 156 to provide a truck bypass and provide access to the Opportunity Areas. The alternative improvement for the Castroville Boulevard/Highway 156 intersection would be the construction of an interchange to replace the existing intersection. Such an improvement would be required in conjunction with the upgrade of Highway 156 to a four-lane freeway.

The specific circulation improvements required to support the new development envisioned in the Community Plan (and as identified in Figure 16) are described below:

• Construct Artichoke Avenue (Phase I) at the Highway 1/Merritt Street (Highway 183) intersection to Mead Street to supplement the southbound Highway 1 left-turn movement, which is currently severely impacted. An off-ramp (constructed as a County roadway) from southbound Highway 1 would be constructed to bring traffic under the existing Highway 1 bridge to Mead Street. The existing left-turn movement from Highway 1 to Merritt Street would remain in order to meet Caltrans requirements for connections between two State highways. This would improve the critical movements at the Highway 1/Merritt Street intersection from its current LOS F, correcting the existing deficiency and providing capacity for future development. The northbound Merritt Street (Highway 183) to Northbound Highway 1 right turn acceleration should be provided as well.

• Lengthen the second northbound and southbound through lanes on Merritt Street at the Highway 156 interchange to achieve better lane utilization at the Merritt Street (Highway 183)/Westbound Highway 156 ramps intersection. This will improve traffic operations.
Artichoke Avenue - Phase 1
Highway 1 / Highway 183
Intersection Improvements

Preston Street or
Crane Street Extension

Relocated at Grade
Castroville Blvd.
Intersection Relocation
(Near term)

Salinas Street
Interchange (Long-term)

Castroville Blvd.
Extension

Merritt Street
Lane Improvements

Recommended Primary Circulation
Improvements

Source: Higgins 2005
Figure 16 – Backside
• Lengthen the second through lanes on Merritt Street and add another northbound right turn lane onto the eastbound Highway 156 on-ramp at the Merritt Street. This will improve traffic operations, particularly during the evening peak hour.

• Lengthen the second northbound Merritt Street through lane through the Blackie Road intersection so a continuous second northbound through lane is provided from south of Blackie Road to approximately Pool Street at the Merritt Street /Oak Street – Blackie Road intersection. This will improve traffic operations at this intersection in the near-term. However, this improvement will not mitigate long-term cumulative impacts from full buildout of the Community Plan. Physical constraints preclude the ability to widen Merritt Street in this area to accommodate two through lanes in each direction. To accommodate only one additional travel lane along Merritt Street will require some widening along the west-side of Merritt Street, primarily along the area where there is a frontage road serving single family residences on the west side of Merritt Street.

• Realign Castroville Boulevard and construct a intersection improvement acceptable to Caltrans to provide adequate access to the New Industrial and Commuter Train Station Opportunity Areas at the Highway 156/realigned Castroville Boulevard intersection. This also involves the extension of Castroville Boulevard to Blackie Road from west of Commercial Parkway along the easterly boundary of the proposed New Industrial Opportunity Area to create the south leg of the new interchange. Castroville Boulevard would require realignment to the east of its current alignment, resulting in Castroville Boulevard joining Highway 156 about 1,500 feet east of the existing Highway 156/Castroville Boulevard intersection. This improvement will allow the existing and future industrial areas located along Blackie Road to have
direct access to Highway 156 via a new intersection improvement, which will substantially reduce truck traffic on Merritt Street between Highway 156 and Blackie Road. The truck reroute will be accomplished by allowing northbound trucks entering Castroville from the south to be redirected along Del Monte Avenue to eastbound Blackie Road where the trucks would access westbound Highway 156 at this new intersection improvement. The trucks would continue westbound on Highway 156 to the Highway 1/Nashua–Molera interchange where they could exit southbound Highway 1, proceed through the interchange to re-enter northbound Highway 1 and continue northbound on Highway 1 past Highway 156 and past the west side of the community. The alternative improvement for the Castroville Boulevard/Highway 156 intersection would be the construction of an interchange to replace the existing intersection. Such an improvement would be required in conjunction with the upgrade of Highway 156 to a four-lane freeway.

• Construct Artichoke Avenue (Phases II and III) from Mead to Preston Street. This will provide traffic relief on Merritt Street and access to the rear of properties backing up to Tembladero Slough.

To provide access to the Opportunity Areas, new local street connections will also need to be provided. Subarea A (Tottino) of the Commuter Train Station Opportunity Area will have access provided by extending Salinas Street and Preston Street, or alternatively Crane Street. The Salinas Street approach to Merritt Street could be modified to prohibit left turns onto Merritt Street. These vehicles would be redirected to Pajaro Street where a traffic signal is currently provided. Alternatively, the section of Salinas Street between Merritt Street and McDougal Street could be modified to one-way eastbound, thus forcing all westbound Salinas Street traffic to turn right onto McDougal Street followed by a left onto Pajaro Street.
where drivers would be able to access Merritt Street at the existing traffic signal.

The Cypress Residential Opportunity Area will be accessed by an extension of Walsh Street to serve the westerly portion of this new residential development area. A perimeter street would also be constructed that would intersect Merritt Street south of Blackie Road. A traffic signal will need to be installed at the Walsh Street intersection. The connection to Merritt Street, south of Blackie Road, could be limited to right turns in and out only or allow northbound left turns from Merritt Street onto this perimeter road, which would require the installation of a northbound left turn lane on Merritt Street. This would reduce the conflicts that would be created by left turning traffic onto Merritt Street. Vehicles that would desire to turn left would exit this new neighborhood at the Walsh Street intersection with Merritt Street. No through traffic will be allowed from existing Oak Street into the new development areas or from existing Cypress Street to the proposed Walsh Street extension.

Full buildout of the Community Plan area can be accommodated with the recommended improvements and result in acceptable Levels of Service on the community’s street system, but not on the State highways. The required phasing for these improvements is identified in the Implementation section of this Plan.

A substantial portion of the cost of these improvements can be covered by the implementation of a Community Plan Impact fee described in the Implementation section. It should be mentioned, however, that regional traffic improvements needed on Highway 1 north of Castroville, Highway 156 between Castroville and Highway 101 and Highway 183 between Castroville and Salinas would not be funded by this impact fee. These regional highways will eventually require widening to four lanes with related improvements. The total cost of these projects will be several hundred million dollars. These regional
improvements are the responsibility of the Transportation Agency for Monterey County (TAMC) and Caltrans.

**Bicycle and Pedestrian Facilities**

Three proposed bicycle projects in the Castroville vicinity are included in the *2001 Monterey County General Bikeways Plan*, including a Class I bike trail parallel to Highway 183 between the Salinas City Limits and Highway 1. The proposed bike trail would become a vital connection from Castroville to the Pacific Coast Bike Route on Highway 1.

The proposed Elkhorn Bicycle Project, also included in the Bikeways Plan, would create a bicycle facility between Castroville and the Elkhorn Slough. The section along Castroville Boulevard from Collins Road to Del Monte Farms will be a Class I (separate path) bikeway. The Class I section is fully funded and is in the Preliminary Engineering/Environmental Study stage. This project includes the construction of a bike path (Class I) along the north side of the existing embankment of the Highway 156 bridge overcrossing Merritt Street (Highway 183) in Castroville. From Del Monte Farms, the Del Monte Farms/Ormart Road/Elkhorn Road bikeway will be a Class III facility. In addition, Class II (striped lane on streets) bikeways are proposed along Castroville Boulevard between Dolan Road and San Miguel Canyon Road, along Dolan Road between Highway 1 and Castroville Boulevard, and along Elkhorn Road north of the Del Monte Farms/Ormart Road/Elkhorn Road Class III (signage only) bikeway. Bicycle and pedestrian facilities are shown in **Figure 17**. The *2001 Monterey County General Bikeways Plan* also proposes a Class II bikeway on Blackie Road for the entire length from Highway 183 to Highway 101.

The planned passenger rail (Caltrain) service extension from Gilroy to Salinas will include a train station in Castroville. The location will be north of Highway 156 between the Union Pacific Railroad tracks and Castroville.
Boulevard, as described in more detail in other sections of this plan. A station platform and passenger drop off area is planned for the west side of the tracks (in Subarea A) and a commuter parking lot is planned for the east side of the tracks (in Subarea B). As a part of that project, a pedestrian/bike facility, including an underpass at the train tracks, will be developed to connect the western portion of the Castroville community with the train station. This will provide the additional benefit of connecting existing and future residential development east of the railroad tracks with the rest of the community. It will also provide a much needed pedestrian/bike connection between the existing community and the North Monterey County High School located east of Castroville Boulevard and a planned middle school. The underpass will also provide a connection between the existing regional bike system that extends through Fort Ord to the west and the proposed bicycle facility along Castroville Boulevard that will continue through Elkhorn Slough to Santa Cruz County to the north and east.

The Community Plan also includes bicycle and pedestrian paths connecting new residential developments in the Opportunity Areas to existing and proposed parks, neighborhood greens, and regional bikeway paths. On the western edge of the community, these paths are intended to run along Tembladero Slough and ultimately connect with the regional bikeway system on Highway 1. Other paths will be incorporated into the local street system and in the agricultural buffer areas as new development proceeds.

Transit Facilities and Service
Monterey–Salinas Transit (MST) has a Service Plan for future changes in bus service in Monterey County.1 The goal of the Service Plan is to improve on-time performance and system reliability, provide more frequent and direct service, provide a more user-friendly system, and improve route connections. The strategy is to focus on improving

---

route productivity, while providing a reasonable level of coverage and reaction oriented services using the funding resources currently available to MST. Route and system-wide performance will be monitored every six months and compared to established service goals and standards. Routes with substandard productivity will be investigated to evaluate the nature of the problem as well as potential impacts on ridership should that particular route be eliminated. MST will then decide whether to improve, maintain or eliminate the route in question.

Currently, MST plans to reduce service hours on Line #27 due to recent budget cuts. Should additional funding be available, improvements of transit facilities along Merritt Street and bus service will help to provide a more viable alternative for residents and visitors to using an automobile, and will create a more transit friendly environment for residents and visitors in Castroville. Improvements of transit facilities include providing bus shelters and benches at bus stops. Improvements of bus service include providing more frequent service (e.g. 30-minute headway) during the morning and afternoon rush hours on the weekday, and perhaps more frequent mid-day service on the weekend for visitors.

The County should coordinate closely with MST to establish increased transit service with a stop at the Commuter Train Station. The County should closely monitor Monterey–Salinas Transit plans for more frequent service or more transit routes in or near the community. However, this is unlikely to occur until State financial conditions improve.

**Public Parking**

As business activity increases in the downtown area, parking demand will also increase. When new developments are proposed in the downtown, they are expected to provide adequate on-site parking or participate in the funding of off-site, off-street public parking lots. There is the likelihood that parking will be impacted in the future as redevelopment strategies are
implemented and increased economic activity occurs. The implementation of this Plan requires the preparation of a Downtown Parking Program to ensure that adequate parking is provided as new development occurs, in the context of the urban design vision for the downtown.
INFRASTRUCTURE AND PUBLIC SERVICES PLAN
INFRASTRUCTURE AND PUBLIC SERVICES PLAN

The County and other agencies provide a range of public services to the community of Castroville including law enforcement, fire and emergency medical services, library services, schools, parks and recreational facilities, water, sewer, and drainage. Ensuring that these facilities and services are provided and maintained is an important responsibility of the County. This Community Plan describes the existing public services and infrastructure system as well as infrastructure and service improvements required to accommodate existing development and future growth. More detailed planning and engineering design work for infrastructure systems will be required prior to development of most properties in the community, and established fees will be collected by the County and other agencies to ensure that development pays its fair share of infrastructure and service costs. The Implementation section of this Plan identifies phasing requirements for these community-wide infrastructure systems, and the Opportunity Areas section of this Community Plan provides detailed information regarding infrastructure and service requirements for each of the identified Opportunity Areas.

Public Infrastructure

Water Service

The Castroville Water District (CWD) provides water service to the developed areas of Castroville and has existing water supply and distribution system facilities within close proximity to the Opportunity Areas. The existing CWD water system is a hydropneumatic pressure system consisting of three wells, two storage tanks, and a network of water distribution pipelines throughout the community. Most of the Opportunity Areas are currently outside of the existing CWD service area; the areas need to be annexed to the CWD prior to development.
**Water Supply**

The average daily demand in 2005 for the existing 1,500 CWD services (1,400 meters) was 764,793 gallons per day (gpd). The usable capacity (assumes the largest well is out of service) of the Castroville Water District’s water supply is 4.39 million gallons per day (mgd) or 4,919 gallons per minute (gpm). The capacity is over 574 percent of the CWD’s current average demand.

Based on the Community Plan land use concept, about 1,655 new residential services, 40 industrial and fire line services, and 50,000 square feet of commercial space are estimated for the Opportunity Areas and infill sites. According to Schaaf and Wheeler, the estimated increase in daily demand is 1.89 MGD (about 2,115 acre-feet per year, AF/Y). It is anticipated that the future demand would be accommodated by the existing well pumping infrastructure since the buildout demand is only 43 percent.

Full buildout of the proposed Community Plan would decrease the net amount of water being extracted from the groundwater basin by approximately 62 AFY. This reduction in groundwater pumping takes into account the estimated water demand of the proposed Community Plan based on land use; base projected water demands upon completion of the Salinas Valley Water Project diversion project in 2008; an increase in the amount of wastewater generated within the planning area; and the transfer of agricultural land in the CSIP service area on a 2:1 ratio. This water balance analysis is primarily based on an analysis by Schaaf and Wheeler Consulting Civil Engineers in December 2005.

**Water Storage**

The two existing storage tanks have a combined storage capacity of 1.06 gallons and each has a pressurization/booster pump. Emergency supply, peak
hour demand, and fire storage are normally met with surface storage. The total surface storage requirement projected for the existing system plus the five opportunity areas and infill development is 1.89 million gallons (MG). The existing CWD system requirement is estimated to be approximately 0.8 MG, which is less than the District’s existing surface storage capacity of 1.06 million gallons. CWD has identified and secured a site for a new storage tank, which is planned to increase the storage capacity by 1.0 MG. The planned new storage tank would increase the total storage capacity to 2.06 MG, which would accommodate the projected demand associated with the Community Plan.

**Water Distribution System**

Water distribution system improvements identified for the Opportunity Areas include about 9.6 miles of pipelines ranging in size from 6 to 12 inches and about 85 fire hydrants. These distribution system improvements are located and sized primarily to meet the in-tract fire flow and potable water requirements. They, however, have the added benefit of improving the overall system robustness by providing multiple flow routes and looping to existing development. Additionally, the upsizing of the existing water booster pumping stations associated with the New Industrial Opportunity Area will improve overall system operating pressures. The CWD is a single zone system and will remain so by upsizing the existing booster pumping stations.

**Castroville Seawater Intrusion Project (CSIP)**

**CSIP Supply/Service Area**

Implementation of the Community Plan will result in approximately 376 acres of the estimated 403 acres of land contained in the Opportunity Areas will be converted from agricultural use to urban use. This Community Plan includes an implementation program that requires that a hydrogeologic study be prepared as part of the approval of the General Development Plans for development projects in each of the Opportunity Areas.
The General Development Plan submittal will identify acreage that will be added to the CSIP service area to replace the acreage in the Opportunity Area proposed to be removed from the service area. Working with the Monterey County Water Resources Agency, a standard has been developed which requires that there be no net increase in groundwater consumption nor an adverse financial impact on the financing program for the CSIP project. To comply with this standard, the hydrogeologic studies for each project area will verify the acreages being removed from the CSIP service area, the replacement acreages, and the estimates for new potable water demand and wastewater generated from the conversion of agricultural land based on the specifics of the actual development. The approval of the General Development Plan for each Opportunity Area will include a mitigation measure that requires the annexation of the replacement acreage prior to recordation of the Final Maps for that area or other equally appropriate trigger.

Four of the Opportunity Areas are within the Castroville Seawater Intrusion Project (CSIP) service area – Cypress Residential Opportunity Area, New Industrial Opportunity Area, North Entrance Opportunity Area, and the Commuter Train Station Opportunity Area (including the Tottino Property) (Subarea A). These Opportunity Areas are being planned for residential, commercial, and industrial uses. All new development will include landscape irrigation. Fire flow and in–building water requirements are anticipated to be met with potable water from the Castroville Water District system. Where feasible, use of CSIP water will be encouraged to meet water demands (landscape irrigation) for new development, but distribution and use of the reclaimed water would require specific actions by the CWD and the County. Based on land use designations, the estimated potable and non–potable demand for the five opportunity areas and infill sites is approximately 1,116 AF/Y.
Based on the current CSIP usage of 2.0 acre-feet/acre (AF/A) the projected reduction in CSIP demand for the four Opportunity Areas currently using CSIP water, (approximately 310 acres), is estimated to be 620 AF/year. As part of the development requirements for each of the areas, nearby agricultural land, that currently is not using CSIP water, will be identified to replace the area being removed from the CSIP.

The conversion of agricultural land to urban uses is estimated to result in an average increase in wastewater flows of approximately 841 AF/year. This increase in wastewater flow would be available to the CSIP program during the eight months of the year during which irrigation takes place. Wastewater estimates were developed using generation factors obtained from the *Supplemental Water System Analysis* technical memorandum prepared by RBF consulting using two different scenarios, a low return rate and a high return rate. The low return scenario was developed based on a 60 percent return rate of estimated residential and commercial water demands. The high return scenario was developed based on a return rate of 80 percent of residential and 100 percent of commercial water demands. The estimated average wastewater flow of 841 AF/year, along with the existing flows from Castroville, will be conveyed to the MRWPCA treatment plant and would be available for new CSIP users to off-set additional groundwater pumping.

Through expansion of the CSIP service area, the estimated 620 AF/year of CSIP demand for the four Opportunity Areas currently within the CSIP service area, combined with the estimated 841 AF/year of treated wastewater, could replace approximately 1,461 AF/year of groundwater presently pumped from groundwater resources for agricultural irrigation. This approach essentially would result in a net decrease in groundwater pumping of approximately 62 AF/year.

The Castroville Seawater Intrusion Project was constructed to reverse seawater intrusion in the groundwater basin,
which results when groundwater levels in coastal aquifers with ocean connections drop below sea level. Recent water level data for the Castroville Water District wells indicate that water levels in the wells have increased by 25 to 40 feet over the last nine years. While this limited, localized data is not sufficient to make long-term predictions, it is a favorable indication that local groundwater levels are rising.

CSIP Pipeline Relocation

The relocation of several portions of the existing CSIP distribution system pipelines will be necessary for the development of the four Opportunity Areas currently receiving CSIP water. Pipelines would be relocated to serve the new areas that will be added into the CSIP service area. The relocation costs will be borne by the developers of the specific Opportunity Areas, and the timing of construction and design will need to be closely coordinated with the Monterey County Water Resources Agency.

Summary of Required System Improvements

As described in more detail above, water system improvements will be needed to adequately serve existing and future development in the Opportunity Areas and infill sites. The primary improvements required are summarized below. Improvements specifically related to individual Opportunity Areas are described in detail in the Opportunity Areas section of this Community Plan.

Water System

Water Supply

Sixty percent of the projected water system supply needs for the development of the Opportunity Areas and infill sites could be met with the existing usable CWD well pumping capacity. An additional new supply well will be required for buildout or if the existing wells are significantly degraded from the existing condition.
Water Storage
The total water storage requirement projected for both the existing system and the Opportunity Areas is 1.89 million gallons (MG). CWD has located and secured a site for a new storage tank, which is planned to increase storage capacity by 1.0 MG. The planned new storage tank would increase the total storage capacity to 2.06 MG, which would accommodate the projected demand associated with the Community Plan.

Water Distribution System
New development will require the extension of service lines to serve each of the Opportunity Areas. Additionally, the upsizing of the existing water booster pumping stations associated with the New Industrial Opportunity Area will improve overall system operating pressures.

CSIP
Project applicant(s) for General Development Plans within the Cypress Residential, North Entrance, Commuter Train Station, and New Industrial Opportunity Areas, shall be required to submit a water use analysis that demonstrates the associated water use is within the maximum allowable water budget for the proposed Community Plan upon completion of the Salinas Valley Water Project’s diversion project. The sum of groundwater demand sources shall be subtracted from the maximum allowable consumption within the planning area as shown in Table 5, using the water consumption estimates in the proposed Community Plan, to determine the amount of supply available for development within the proposed Community Plan. The water use analysis shall be submitted to the Castroville Water District and Monterey County Water Resources Agency for review and shall identify the agricultural land currently in production that would be annexed into Zone 2B in order to meet the CSIP replacement acreage requirement, which may be phased.
### Table 5
Estimated Water Demand for Each Opportunity Area

<table>
<thead>
<tr>
<th>Area/Subarea</th>
<th>Residential</th>
<th>Commercial/Public Facilities/Industrial</th>
<th>Total Water Demand (AFY)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Units</td>
<td>Unit Type</td>
<td>Rate (AFY)</td>
</tr>
<tr>
<td>MERRITT STREET CORRIDOR OPPORTUNITY AREA</td>
<td>150</td>
<td>Multi-Family</td>
<td>0.17</td>
</tr>
<tr>
<td>Subtotal</td>
<td>150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CYPRESS RESIDENTIAL OPPORTUNITY AREA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>57</td>
<td>SFR</td>
<td>0.28</td>
</tr>
<tr>
<td>B</td>
<td>75</td>
<td>SFR</td>
<td>0.35</td>
</tr>
<tr>
<td>C</td>
<td>0</td>
<td>N/A</td>
<td>0.00</td>
</tr>
<tr>
<td>D</td>
<td>39</td>
<td>SFR</td>
<td>0.35</td>
</tr>
<tr>
<td>Subtotal</td>
<td>380</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH ENTRANCE OPPORTUNITY AREA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>20</td>
<td>Live Work  (TH)</td>
<td>0.13</td>
</tr>
<tr>
<td>B</td>
<td>25</td>
<td>SFR</td>
<td>0.28</td>
</tr>
<tr>
<td>C</td>
<td>125</td>
<td>SFR (DT)</td>
<td>0.23</td>
</tr>
<tr>
<td>Subtotal</td>
<td>215</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMMUTER TRAIN STATION OPPORTUNITY AREA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>42</td>
<td>SFR</td>
<td>0.28</td>
</tr>
<tr>
<td>B</td>
<td>293</td>
<td>SFR</td>
<td>0.28</td>
</tr>
<tr>
<td>C</td>
<td>115</td>
<td>SFR (DT)</td>
<td>0.23</td>
</tr>
<tr>
<td>Subtotal</td>
<td>835</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW INDUSTRIAL OPPORTUNITY AREA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>N/A</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>N/A</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>N/A</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>N/A</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>0</td>
<td>N/A</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Subtotal</td>
<td>0</td>
<td></td>
<td>0.00</td>
</tr>
</tbody>
</table>

| Total Water Demand                        | 564.45       | 564.45     |              |              |     |     |     |     |
### Infrastructure and Public Services Plan

**CASTROVILLE COMMUNITY PLAN**

<table>
<thead>
<tr>
<th>Area/Subarea</th>
<th>Residential</th>
<th>Commercial/Public Facilities/Industrial</th>
<th>Total Water Demand (AFY)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Units</td>
<td>Unit Type</td>
<td>Rate (AFY)</td>
</tr>
<tr>
<td><strong>INFILL SITES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>SFR</td>
<td>0.28</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>Multi-Family</td>
<td>0.17</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>75</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grand Subtotal</strong></td>
<td>386.64</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Contingency</strong></td>
<td>15%</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,655</td>
<td>Dwelling Units</td>
<td>444.64</td>
</tr>
</tbody>
</table>

**Notes:**
1. Demand rates are from the Urban Management Plan. Residential water demand rate includes interior and exterior water demand.
2. There was no demand rate provided for Public Facilities was provided in the Urban Management Plan.
3. Number of Lots.

- RSNT Restaurant
- RTL Retail
- PF Public Facilities
- CONST Construction
- MACH Manufacturing – Machinery
- FOOD Manufacturing – Food
- ELEC Manufacturing – Electrical
- OTHR Manufacturing – Other
- WHSL Wholesale
- DU dwelling Units
- TH Townhome
- DT Duet

For every acre of existing farmland currently using recycled water for irrigation within Zone 2B that is converted to urban uses, two acres of farmland shall be annexed into Zone 2B. The farmland to be annexed into Zone 2B must be currently and historically in production, and currently using groundwater, not recycled water, to irrigate. Upon annexation into Zone 2B, farmland shall receive recycled water through turnouts to be constructed by the project applicant(s). Project applicant(s) shall provide any required right-of-way to ensure that at least one turnout is provided for every 100 acres annexed into Zone 2B. The project applicant(s) for new development shall be responsible for engineering and installing the new CSIP transmission lines and associated equipment (i.e. piping, booster pumps, and connections) to serve the replacement acreage in accordance with current CSIP standards and removing the existing CSIP transmission.
lines to be abandoned. The acreage to be annexed into Zone 2B and the CSIP transmission lines to be removed and installed shall be noted on the General Development Plan prior to recordation of the Final Maps for each Opportunity Area. All plans and specifications shall be submitted to the Water Resources Agency for review and approval.

The project applicant(s) for new development shall demonstrate, through an agreement with MCWRA, the ability to annex two acres of farmland for every one acre of existing farmland to be removed from Zone 2B; however, the annexation of new farmland to Zone 2B can be phased. The project applicant(s) shall annex into Zone 2B half of the total required acreage and provide appropriate connections for distribution of CSIP water to the annexed land prior to General Development Plan approval. An agreement between the project applicant and MCWRA shall require annexation of the remaining acreage (and installation of associated infrastructure) into Zone 2B within one year after the completion of the Salinas Valley Water Project’s diversion project as a condition of project approval of the General Development Plan. The first half of the acreage shall receive CSIP water prior to completion of the Salinas Valley Water Project’s diversions project. However, the second half of the acreage identified to be annexed into Zone 2B will continue to pump irrigation water from groundwater resources until completion of the Salinas Valley Water Project. The water use analysis shall reflect both components of the replacement acres related to the annexation of acreage into Zone 2B.

**Design Standards for the Water System**

New development in the Community Plan Area will be required to comply with the following design standards for water service:

- The minimum water pressure for all domestic service is 40 psi (pounds per square inch) measured at the curb of the customer.
• The maximum elevation to provide the 40-psi water pressure to a site based on the existing Water District pumping configuration is 56-ft (NAVD 88). To serve higher elevations, alternatives would include modifying the system pumps to increase water pressure or developing a new pressure zone.

• The minimum residential fire flow requirement given a 20-psi system residual pressure is 1,000 gpm. Minimum industrial fire flows are specific to the site and shall be determined by the North County Fire Protection District. All fire flow requirements are subject to approval by the North County Fire Protection District.

• All new residential units are required to have a residential fire sprinkler system as defined by the North County Fire Protection District.

• All water system improvements must be built according to the “Standard Specifications for Construction of Water Facilities Castroville Water District” and are subject to approval by CWD.

**Water System Connection Fees**

CWD will collect connection fees to be paid to the CWD for various sizes of meters and fire sprinkler and backflow services. These connection fees, which are estimated to exceed $5,000,000 at full buildout, have been included in the Community Plan infrastructure cost estimates and Financing Plan. Connection fees paid to CWD are expected to provide sufficient capital to pay for capacity in the existing system and to construct new facilities required for buildout.

**Sewer Service**

County Service Area (CSA)–14 has been providing sanitary sewer service to the existing developed areas of Castroville and an extended area along Castroville Blvd north of Highway 156, which includes the Moro Cojo housing area.
and the North Monterey County High School. The Castroville Water District (CWD) has taken over the provision of sanitary sewer service from CSA-14. Sewage in the extended area gravity flows to a lift station located along Castroville Boulevard, which discharges into the main Castroville sewer system.

**Local Collection System**

The existing CSA-14 sewer system consists of three lift stations, various siphons and diversion structures, and 6- to 18-inch sewer lines. A 6-inch and 10-inch sewer line conveys wastewater across Highway 156 from the east. The 18-inch trunk sewer extends along Geil Street from Pajaro Street, down Washington Street to Merritt Street, crosses Highway 1 from Highway 183, and continues down Sewer Road to the Monterey Regional Water Pollution Control Agency’s (MRWPCA) Castroville Regional Pump Station. The trunk sewer in Washington Street is currently overloaded and surcharges during large wet-weather demands.

With the exception of the Commuter Train Station Opportunity Area, Subareas B and C, the other Opportunity Areas will connect directly to the existing Castroville sewer system. Due to geographical constraints, the Train Station Opportunity Area will tie into the Castroville system using a new pumping arrangement that will also serve the existing extended area of CSA-14.

**Regional Treatment Facility**

The MRWPCA is a joint powers authority (JPA) that provides wastewater collection and treatment for reuse in the Castroville Seawater Intrusion Project (CSIP) and/or ocean disposal. The areas served include the unincorporated communities of Boronda, Castroville (CSA-14) and Moss Landing, along with the cities of Del Rey Oaks, Marina, Monterey, Pacific Grove, Salinas, Sand City and Seaside. The former Fort Ord is also within the service area.
The MRWPCA owns and operates six large wastewater pumping stations, including the Castroville Pump Station, which receives wastewater from CSA-14 and the other member agencies. The wastewater is conveyed from these pump stations by several interceptor/pipelines to the MRWPCA Regional Wastewater Treatment Plan (WTP), located north of the City of Marina. The Regional WTP provides primary and secondary treatment of wastewater which includes solids separation, biological treatment using activated sludge processes, and anaerobic digestion.

Data from the 2000 Census indicates that the MRWPCA currently provides wastewater service to approximately 254,000 people, producing an average daily wastewater flow of 21.2 mgd. The Regional WTP has a permitted capacity of 27.9 mgd and a design capacity of 29 mgd. Development of the Opportunity Areas and infill areas in the Community Plan boundary will produce an estimated .64 mgd of additional dry weather flow. Sufficient capacity should be available in the Regional WTP for treatment of this flow, although this will need to be confirmed as the plan is implemented.

**Regional Pump Station**

CSA-14 is currently entitled to 0.80 mgd of average daily flow capacity in the MRWPCA Castroville Pump Station, located at Highway 1 near Merritt Street. This pump station has a peak wet weather flow design capacity of 2.7 mgd and a dry weather flow capacity of 0.87 mgd. The most current available average daily flow data for CSA-14 flow entering the Pump Station are for 1998, at which time 0.68 mgd of flow entered the facility.

The Castroville Pump Station will need to be upgraded to increase capacity to handle the estimated average daily dry weather flow totals of 0.64 mgd (1.98 mgd peak wet weather flow using current peaking factor) that will result from full buildout of the Community Plan area. The timing...
of the upgrade will need to be determined based on a wastewater system master planning level analysis and on actual phasing of new development. The master planning will determine the extent, timing, and best method for upsizing the Castroville Pump Station through a detailed analysis of current and historical flow records and MRWPCA system components. It is estimated that approximately 20 percent of the planned development included in the Community Plan could be accommodated with the existing capacity of the pump station before the upgrade would need to occur.

**Summary of Required Sewer System Improvements**

Sewer system improvements will be needed to adequately serve future development in the Opportunity Areas and infill sites. Improvements are generally described below, and described in detail in *Opportunity Areas* section of this Community Plan.

**Local Collection System**

A diversion/relief sanitary sewer trunk line will need to be installed from Sanchez Street to the Castroville pump station to relieve expected surcharging in the existing 18-inch trunk sewer. The trigger for this improvement would be revealed from a sewer system master plan. In addition, the existing diversion sewer system along Haight and Union Streets serving the Zone 2 area of CSA-14 will need to be upsized to handle the increase in flow from the train station Opportunity Area.

**Regional System Improvements**

As discussed in more detail above, there should be sufficient capacity at the Regional WTP to accommodate the planned development associated with the Community Plan. The Castroville Pump Station will need to be upgraded to accommodate full buildout. Approximately 20 percent of the planned development can be accommodated with the existing capacity.
The MRWPCA charges customers a monthly fee for wastewater service. The local jurisdictions can add a surcharge to the service bills to cover the cost of the local collection system. The MRWPCA also levies a sewer capacity charge for all new connections or increased use at existing connections. This capacity charge is intended to cover a portion of the capital costs related to wastewater transmission, treatment, and disposal. The charge also helps to cover costs related to providing and maintaining excess capacity currently available within the Regional system. The connection fee for a single family residence is currently $2,175.

As discussed in more detail in the financing section, the capital cost estimates for the buildout of the Community Plan include $500,000 in development impact fees to help upgrade the Castroville Pump Station and more than $3,700,000 in estimated connection fees to the MRWPCA for pumping, conveyance, treatment, and disposal. These estimated fees are considered to be sufficient to cover the costs of pumping, conveyance, treatment, and disposal of the 0.64 mgd of projected additional flow that will result from the new development planned.

Design Standards for Sewer System
New development included in the Community Plan will be required to comply with the design standards for sanitary service in CSA-14 in effect at the time of the development. The current design standards are contained in the “Standard Specifications for Use in Monterey County Sanitation Districts and Service Areas, 1992.”

Flood Control and Storm Drainage System
Storm drainage facilities in the community of Castroville have been generally the responsibility of the County of Monterey Department of Public Works Bridge and Road division in County Service Area (CSA)-14. The Castroville Water District (CWD) has taken over responsibility for storm drainage facilities from CSA-14. The receiving waters for Castroville drainage are the Castroville and
Tembladero Sloughs, which are managed by the Monterey County Water Resources Agency.

Monterey County Ordinance No. 3272, Chapter 16.16, serves as the basis for regulation of flood plains in Monterey County. It applies to all “Areas of Special Flood Hazards” (100 year flood plain) within the jurisdiction of Monterey County, as identified on Flood Insurance Rate Maps, and areas within 200 feet of rivers or within 50 feet of watercourses. The Monterey County Water Resources Agency is responsible for reviewing all permit applications for new construction, substantial improvements, construction of prefabricated buildings, and other developments which are located in Areas of Special Flood Hazard.

Portions of the Community Planning Area are located within a 100–year flood plain as established by the Federal Emergency Management Agency (FEMA) and are subject to period flooding (see Figure 18). Excess floodwaters from the Salinas River are predicted to spill into the Reclamation Ditch/Tembladero Slough Channel (subjecting low-lying areas adjacent to Tembladero Slough to flooding. Most of the urbanized area of Castroville to the east of Tembladero Slough is outside of the FEMA 100–year floodplain; however, in 1995, significant flooding occurred when the Salinas River overtopped, spilling into the Tembladero Slough resulting in major flooding in Castroville.

Project applicant(s) that propose future development within a Special Flood Hazard Area (e.g. Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM) shall be required to construct structures in accordance with Flood Insurance Rate Map building guidelines (e.g. lowest floor is at or above the Base Flood Elevation level), and Monterey County Code Chapter 16.16, subject to review and approval by the Monterey County Water Resources Agency. Structures within the Special Flood Hazard Area in a community participating in the National Flood Insurance Program are subject to floodplain
Figure 18: Flood Boundary and Floodway Map

- **Zone A**: 100yr Flood Zone
- **Zone B**: Between 100yr-300yr flood zone.
- **Zone C**: Minimal Flooding

**Legend**
- Proposed Community Plan Boundary
- Opportunity Areas
  - Zone A: 100yr Flood Zone
  - Zone B: Between 100yr-300yr flood zone.
  - Zone C: Minimal Flooding

Key Locations:
- Commuter Train Station
- North Entrance
- Merritt Street Corridor
- Cypress Residential
Figure 18 backside
management regulations that affect building standards and are designed to minimize flood risk. These building requirements include but are not limited to Title 44 CFR 60.3(c)(2), which requires that the lowest floor of a residential structure, including basement, built within the Special Flood Hazard Area be at or above the base flood elevation.

Project applicant(s) within a Special Flood Hazard Area will be required to submit a FEMA Conditional Letter of Map Revision (CLOMR) application including all supporting documentation to the Monterey County Water Resources Agency with discretionary permit applications. All flood studies, site plans, topography, and other elevation data should reference the datum on the effective FEMA Flood Insurance Rate Maps. Prior to final inspection of the project’s grading permit the applicant shall submit two copies of the FEMA Letter of Map Revision (LOMR) application including all supporting documentation to the Monterey County Water Resources Agency.

Within the Merritt Street Corridor, Cypress Residential and Commuter Train Station Opportunity Areas a professional civil engineer or licensed land surveyor shall determine the top of bank of the Castroville and Tembladero Sloughs in accordance with Chapter 16 of the Monterey County code.

Any development proposed within the required 50-foot setback shall provide supporting evidence satisfactory to the Monterey County Water Resources Agency that: (1) the proposed development will not significantly reduce the capacity of the existing watercourse or otherwise adversely affect any other properties by increasing stream velocities or depths, or diverting the flow; and (2) the proposed new development will be safe from flow-related erosion and will not cause flow-related erosion hazards or otherwise aggravate flow-related erosion hazards.
Sloughs

Castroville Slough

The Castroville Slough is located along the eastern edge of the existing community, north of State Highway 156. It is basically a drainage ditch in the Castroville area. Castroville Slough, including this upper reach, has been designated as Zone A in the 1986 FEMA Flood Insurance Rate Map. Zone A is an Area of Special Flood Hazard, which means the land is potentially inundated by the 100-year flood. Zone A is determined by approximate methods and does not include flood elevations and flood hazard factors. Historical flood information is not available for the Castroville Slough.

Based on preliminary flood analysis of the areas planned for development near Castroville Slough, a minimum ground elevation of 10-ft. (NAVD 88) was assumed for filling/grading of the Subarea A included in the Train Station Opportunity Area. Prior to issuance of any grading or building permits for this subarea, hydrologic and hydraulic analyses prepared by a registered civil engineer delineating the flood hazard area, floodway, and base flood elevations must be provided to Monterey County as part of the project approval process.

Tembladero Slough

Castroville lies on the boundary of the Salinas River floodplain, which is the primary flood hazard in the Castroville area. In 1995, the Salinas River experienced major flooding, overflowing its banks and crossing Nashua Road into the Reclamation Ditch/Tembladero Slough channels. Flow in the Salinas River was estimated, by the Monterey County Department of Public Works, to have been equivalent to a 120-year storm event. Property damage to low lying areas adjacent to Tembladero Slough was considerable. Floodwater flowed from Tembladero Slough into Castroville, across Merritt Street near Rico Street, then along a natural swale that runs north across...
Crane Street, McDougall Street, Preston Street, Pomber Street, Speegle Street, and Geil Street. Further north, floodwaters from Tembladero Slough entered Castroville at Sanchez Street, Cooper Street, Mead Street, and Washington Street. The industrial, commercial and multi-family structures and mobile homes located west of Merritt Street and north of Preston Street were badly inundated. State Highways 156, 1 and 183 were all closed to traffic as the flood peak passed. Estimated flooding elevations for the 1995 flood were 1.5 to 2 feet higher than the 100-year flood elevations determined by FEMA.

Within the Cypress Residential and Merritt Street Corridor Opportunity Areas, project applicants will dedicate to Monterey County Water Resources Agency any necessary easements, within the project site, required for levee maintenance. Required easements shall be recorded on the final map. Prior to recordation, the applicant shall provide the final map to the Water Resources Agency for review and approval. Maintenance of any proposed levees outside of the easement shall be the responsibility of the project applicant(s), developer homeowners or other maintenance entity created and funded by the homeowners, and may be funded through establishment of a new benefit assessment zone. Adequate access shall be provided within the 100-year channel. The developer shall construct channel improvements capable of conveying 100-year flows identified in the FEMA Flood Insurance Study, with maintenance and access roads. The proposed channel alignment and maintenance easement shall be submitted to the Monterey County Water Resources Agency for review and approval. All necessary improvements shall be constructed in accordance with plans approved by the Monterey County Water Resources Agency.

**CSA–14 Storm Drainage Systems**
A Final Storm Drain Master Plan for CSA–14 was prepared by Kennedy/Jenks Consultants in 2001. This Master Plan addresses the adequacy of the existing storm drain piping system for existing development. It does not address drainage for new development or potential pumping
requirements that could result from construction of a flood control improvement along Tembladero Slough, as proposed by this Community Plan. The Master Plan defines the major drainage systems existing in the community as Systems A through F. Systems A, C, and D discharge to the Castroville Slough. Approximately half of System D discharges to an existing detention pond located in the existing industrial park between the end of Cara Mia Parkway and Highway 156. Systems B, E, and F discharge to the Tembladero Slough.

The Monterey County Public Works Department has included the implementation of three of the four storm drain improvements identified in the Master Plan in the 2003–2004 Capital Improvement Program (CIP). Design work is underway. The remaining improvement, the Washington Street Interceptor, which replaces the existing deep ditch on Washington Street with a 24/54-inch storm drain system, is assumed to be primarily the responsibility of the developers of the North Entrance Opportunity Area. However, depending on the timing of the actual development, the CSA may include this improvement in a later CIP.

**Summary of Required Flood Control and Drainage System Improvements**

Major flood control and drainage system improvements will be needed to adequately serve the existing community and future development in the Opportunity Areas. Improvements are generally described below, and described in detail in the *Opportunity Areas* Section of this Community Plan.

**Sloughs**

**Castroville Slough**

Speegle Street will be extended along the west side of the train station Opportunity Area (Subarea A) to provide access to future development. The site is planned to be
graded to slope to the southwest to drain stormwater flows toward the upstream end of the Castroville Slough drainage channel located at the southern end of the site. The existing slough channel, along the proposed development area will be modified to have, as a minimum, a base width of 12 feet, 3 to 1 side slopes, and a depth of at least 3.7 feet to continue to convey additional flows from the south side of Highway 156 and from other adjacent properties. The west side of the improved slough is planned to be a five-acre open space park area incorporating habitat restoration and enhancement, including water quality treatment as described in the Resource Protection Program section of this Community Plan.

**Tembladero Slough**

A multi-faceted approach is proposed for the Tembladero Slough area that combines a new roadway (referred as Artichoke Avenue), flood protection, and slough enhancement. Flood protection is a critical goal of the project. In order to provide protection from flooding during a 100-year flood event, and from the more severe level of flooding that occurred in 1995, engineered fill applied in conjunction with new development along the eastern side of the Slough with some potential levee sections is proposed.

The existing slough low flow channel is approximately 40 feet wide throughout the reach between Highway 1 and Highway 156. The proposed channel is trapezoidal with a bottom width of 40 feet, a side slope of 2 to 1, and flat benches at various locations. The design is intended to serve as habitat and water quality enhancement as described in more detail in the Resource Protection Program section of this Community Plan. Flatter side slopes may be required as a result of site-specific geotechnical testing and analysis. The minimum width of the overall channel is 91 feet.
The proposed road/levee/engineered fill requires realignment of the existing FEMA floodway. The modified FEMA floodway would be required to encroach onto the agricultural land on the nonurban, south side of the Slough. Two Artichoke Avenue alignment/floodway modification configuration alternatives were developed. One requires realignment of about 700 feet of the Slough at two locations for a total of 1,400 feet of the approximately 4,300 feet of Slough between Highways 1 and 156. The other roadway alignment/floodway configuration alternative minimizes encroachment into the existing Slough, but requires encroachment of Artichoke Avenue into the parking area of the existing apartment complex between Tembladera Street and the Slough. Both Artichoke Avenue/floodway modification configurations should allow moving about 20 acres of land in the present FEMA 100-year floodplain on the urbanized north side of the Slough to the agricultural south side. Of this, 20 acres, about 3.5 acres would be occupied by the proposed Artichoke Avenue. Also, about five of the 20 acres is within the FEMA floodway.

Phasing of the Artichoke Avenue improvement project construction and filling of properties is proposed. However, prior to issuance of any grading or building permits, a FEMA Conditional Letter of Map Revision, CLOMR, certifying that the proposed projects will not increase the base flood elevation more than one foot at any point must be obtained. The CLOMR, hydrologic and hydraulic analysis, and other application materials must be provided to Monterey County and the Monterey County Water Resources Agency prior to issuance of any grading or building permits. The timeline for FEMA to process a CLOMR is approximately one year.

**CSA–14 Storm Drainage System**

The County of Monterey Department of Public Works has included the implementation of three of the four Castroville Storm Drain and Street Improvements identified in the 2001 Storm Drain Master Plan for CSA–14 as part of
their 2003–2004 Capital Improvement Program. The remaining improvement, the Washington Street Interceptor, which replaces the existing deep ditch on Washington Street with a 48-inch storm drain system, is included as part of the development for the North Entrance Opportunity Area.

Implementation of the Community Plan will require that the Opportunity Areas be graded to direct runoff toward the applicable, ultimate discharge points located along Tembladero Slough for the Merritt Street Corridor and Cypress Street Opportunity Areas and the upper end of the Castroville Slough for the remaining areas, as described in more detail in the Opportunity Areas section of this Community Plan. The Merritt Street Corridor, North Entrance, Cypress Residential and New Industrial Opportunity Areas are located where their storm water runoff can be discharged into the existing drainage systems defined in the CSA-14 Storm Drain Master Plan. Development of the Train Station Opportunity Area will require new drainage systems.

**Design Standards for Flood Control and Drainage System**

New development in the Community Plan area will be required to comply with the following design standards for flood control and drainage systems:

- Inlets and system shall be located and sized to carry a 2-year storm entirely in the pipes;

- The combination of pipes and gutters shall be configured to carry runoff from a 10-year storm with no ponding that will prohibit the passage of motor vehicles; and the configuration of the system of streets and pipes shall carry runoff from a 25-year storm with no ponding of private property or damage to public facilities.
CASTROVILLE COMMUNITY PLAN

- The existing Tembladero Slough low flow channel is approximately 40 feet in width throughout the reach between Highway 1 and Highway 156. The proposed channel is trapezoidal with a bottom width of 40 feet, a side slope of 2:1 and flat benches at various locations on the Castroville side of the Slough. The minimum width of the overall flow channel is 91 feet.

- The Preston Road Bridge should be replaced with a bridge that spans the entire width of the proposed channel and has a bottom chord elevation above the FEMA 100-year water surface elevation. The existing channel capacity at the Preston Road Bridge is not adequate to convey the FEMA 100-year flow. The FEMA 100-year flow of 4,000 would overtop the existing bridge and creates approximately a 2-foot backwater upstream of the bridge.

- A new road along the top of the proposed levee called Artichoke Avenue is also a part of the overall project plan. The proposed alignment for Artichoke Avenue routes it under the existing Highway 1 over-crossing at Tembladero Slough. The new road needs a vertical clearance of approximately 15 feet at the over-crossing. To provide the vertical clearance the top of road at the over-crossing has to be significantly lower than the top of levee elevation of 16 feet NAVD. The Highway 1 over-crossing consists of seven spans and is approximately 210 feet wide at the base of the abutment slopes. To accommodate Artichoke Avenue, the center span of the over crossing contains the low flow portion of the channel. The second span to the right between bents 6 and 7 is the proposed location of the Artichoke Avenue alignment. A floodwall near the pier between Tembladero Slough and Artichoke Avenue would need to be constructed, as well as a system for
draining/pumping water from the Artichoke Avenue side of the floodwall as it would likely pond water.

Requirements for New Development

In addition to the specific improvements for each Opportunity Area described in the Opportunity Areas section of this Community Plan, the CSA–14 Storm Drain Master Plan (November 2001) requires that new development mitigate its impact on the existing drainage system adjacent to, and downstream of the development site. Such mitigation must be identified as part of the approvals for individual development projects and must be constructed concurrent with, or prior to construction of the development.

In addition, State and Federal regulations require Best Management Practices (BMPs) to be implemented for the development or redevelopment of the Opportunity Areas and in fill sites in Castroville. The Stormwater Phase II Final Rule requires new or redevelopment projects of greater than or equal to one acre to adhere to a post construction stormwater management program implemented by the local agency. New development or redevelopment of the Opportunity Areas and infill sites will need to consider the following in their development plans:

New development and/or redevelopment will minimize directly connected impervious areas by limiting overall impervious land coverage, and directing runoff from impervious areas to pervious areas for infiltration, retention/detention, or filtration. Alternative paving that reduces runoff compared to conventional paving will be required for streets, parking lots and driveways. Opportunity Area developers will also be encouraged to incorporate zero discharge designs and self–treatment areas for each site.

The following stormwater runoff treatment control BMPs are practical structures considered for the Opportunity Areas:
• Flow through separation, vegetated swales, and detention and settling facilities are encouraged.

• Developers will need to arrange for long term BMP maintenance programs such as; a storm drain facilities inspection and cleaning program, a stormwater pump station operations and maintenance program, a street sweeping program, a road repair and maintenance program, etc., with CSA-14 during the planning phase for each development.
Public Services

Law Enforcement

The Monterey County Sheriff’s Department has identified Castroville as having the highest number of crime related calls for service in the unincorporated County. To address this issue, concerned residents and the Sheriff’s Department have joined together to establish a new vision for law enforcement in North Monterey County with the goal of maximizing and fostering community involvement and problem solving in the law enforcement process. Part of this vision involves a potential Community Resource Center that could incorporate law enforcement functions located in Castroville.

Fire and Emergency Medical Services

Fire and emergency medical services are provided to Castroville by the North County Fire Protection District. The fire station in Castroville has one water tender vehicle, two rescue units and three fire engines, but no ambulance. Ambulances are called in from Prunedale via Highway 156. Residential sprinkler systems are required in all new construction within North County Fire Protection District boundaries. New development will be required to pay all applicable fees and submit site and construction plans to the Fire District as part of the project approval process.

Castroville Library

The Castroville Library is operated by the Monterey County Free Libraries. The Monterey County Free Libraries is one of the leading public library service agencies in the State of California.

The new facility is approximately 9,163 square feet; nearly three times the size of the old library. The new library is located at the planned Castro Plaza, a 2-acre site bounded by Pomber Street, Preston Street, McDougall Street and Speegle Street. In addition to the library, Castro Plaza also
includes a public building housing a 3,000 square foot family resource center and 1,500 square feet of public use office space, an outdoor plaza with kiosk (bandstand), fountain and landscaping to function as the Town Center.

The Technology Plan for the new Castroville Library focuses on three components. The staff has computers and a circulation management system to efficiently manage the branch and its service delivery. The public has access to computers, software and networking capability to support their needs. Finally, the design provides for the flexibility to maximize use of space, accommodate anticipated public needs, and support anticipated upgrades to technologies. This focused technology component is provided through the integration of computer and peripheral equipment, high-speed data connections, multimedia services, circulation management software and equipment, security systems, telephone equipment, and appropriate facility design and management. The new library was funded by State Library Bond funds, recently awarded, grants, private donations and Redevelopment Agency assistance. Construction began in 2005 and was completed in September of 2006.

Education

Castroville’s school-aged residents attend schools in the North Monterey County Unified School District (NMCUSD), a medium-sized rural school district currently serving approximately 5,300 K–12 students in nine schools. The District also provides adult and occupational training programs. NMCUSD schools serving Castroville include Castroville Elementary School, Gambetta Middle School, and North Monterey County High School. Modest school libraries exist at each of these sites. The elementary and middle schools are within walking distance of the new library site. With the exception of several preschools, there are no private schools located within the service area.
The NMCUSD is planning a new middle school to be located adjacent to the North Monterey County High School. Once that school is completed Gambetta Middle School may be converted to an elementary school. The NMCUSD is in the process of preparing a Schools Master plan for the District. Part of the master plan is to plan for anticipated increases in enrollment as a result from new residential development within the District’s boundaries. The District currently uses a student generation factor of 0.70 students per residential unit. The projected buildout of the Community Plan would generate approximately 1,159 new students in the District over the 20-year buildout period.

New development implemented as part of the Community Plan will be required to pay the school impact fees in effect at the time that the development occurs. These fees are used for school improvements by the District. The County will work closely with the District during the preparation of a Schools Master Plan to ensure that the Community Plan accommodates future school needs. In addition, new development proposed in the required general development plans will be evaluated for impact on the school system and the time those improvements are processed. As per the policies contained in this Community Plan, maintaining acceptable levels of service and adequate school facilities must be ensured.

Parks and Recreation

Existing Setting
A variety of local-serving parks and recreation areas currently serve Castroville residents. Most park and recreation facilities in the Castroville area are operated and maintained by the North County Public Recreation District (NCPRD). Facilities are classified by type and each type has associated standards or general features described below.

Vest Pocket Parks: These parks are 0.5 to 2 acres in size and are intended to serve residents within a 0.25-mile
radius. Facilities include play areas for children, grass play areas, picnic areas, tables and paved play courts. The existing Cato Phillips and Crane Street parks are classified as Vest Pocket Parks. Cato Phillips (0.11 acres) and Crane Street (0.2 acres) offer playgrounds, picnicking and informal play facilities.

**Neighborhood Parks**: Ranging from 2 to 10 acres in size, Neighborhood Parks are intended to serve residents who live or work within a 0.5-mile radius of the park. Many of the same facilities that are found in Vest Pocket Parks are included in Neighborhood Parks plus, in some cases full court basketball, restroom facilities, sports fields for league play, and informal fields for practice play and tennis courts. The new Japanese School Park and the park at the Castroville Community Center are examples of existing Neighborhood Parks. The Japanese School Park is currently under construction and is located on a 1.6-acre site at the corner of Geil and Pajaro Streets. It will contain a soccer/baseball field, concession building, and storage facilities. The historic Japanese School building also is located on the site and will be converted to a community room with outdoor gathering areas. Additional sports fields are being constructed by the NCPRD adjacent to the North Monterey High School. The park at the Castroville Community Center consists of 2.0 acres developed with basketball and tennis courts, playgrounds, and indoor sports and meeting facilities.

**Community Parks**: Community Parks are generally 10 to 20 acres in size and serve the entire community. In addition to the facilities typically found at Neighborhood Parks, Community Parks could include multiple sports fields for league play, group picnic areas, at least one other recreation facility for community-wide use, such as a swim center or sports fields lighted for night use. Castroville currently does not have any Community Parks. However, the 464-acre Manzanita Park located in Prunedale provides Community Park amenities for Castroville residents, particularly for league play. Hiking
and equestrian trails are also amenities at this regional facility.

**Open Space:** Open Space areas are located within or adjacent to a community that are not necessarily used for active recreation, but create a unique amenity for the community or should be preserved and enhanced for their environmental significance. Existing open space areas in Castroville include the Tembladero, Castroville, and Moro Cojo Sloughs, although currently some of these are very degraded.

**Trails/Paths:** A trail system linking the recreation and other community serving facilities of a community create a safe environment for residents to bike or walk. An existing bike/trail along Haro Street links to the regional trail system, in particular the Monterey Bay Coastal Bike Trail. The Monterey Bay Coastal Bike Trail is approximately 29 miles long and stretches from Castroville to the Monterey Peninsula and into parts of Pebble Beach. A large portion of the trail is grade-separated bike path (Class I) while some portions are delineated along the shoulder of the roads. This regional trail is well maintained and used by joggers, skaters, walkers and cyclists. Interpretive trails along environmentally sensitive areas such as the Elkhorn are also located in the area and provide a means of nature education as well as a place for recreation.

**Special Use Facilities:** Special use facilities provide a specific recreational or community use but do not include all the features of a park. These include public swimming pools, youth centers, community gathering places, or a community garden. The Castroville Community Center and the proposed Castro Plaza are examples of Special Use Facilities. The Community Center consists of a multi-use building that contains a gym, meeting rooms, and offices operated by the NCPRD. The Castroville Community Center is also the home of the Castroville Senior Center and is the central kitchen for the North County Senior Nutrition Program that prepares hot meals for the
Castroville, Pájaro, and Prunedale Senior Centers. The proposed Castro Plaza project is located on McDougall and Speegle Streets and will include a new library, a family resource/day care facility and a public plaza with bandstand, fountain, and lawn areas.

Outside of the NCPRD, other Monterey County and regional recreational facilities include: Kirby Park, located along the Elkhorn Slough, north of Castroville; the 122-acre Royal Oaks Park located outside of Watsonville; and the 4,756-acre Toro Regional Park located on Highway 68 near Monterey. Several State operated facilities provide additional recreation opportunities for Castroville residents. These include: Moss Landing State Beach, Salinas River State Beach, the Salinas Wildlife Area, Elkhorn Slough Research Reserve, the Moss Landing Wildlife Area, and Zmudowski State Beach.

In addition to operating and maintaining parks and recreational facilities in Castroville, the NCPRD sponsors many sports and recreational programs for children, teens, and adults.

Opportunities for Expansion of Open Space, Parks, and Recreation Facilities

Potential Improvements to Existing Parks and Recreation Facilities
Improvements to existing park and recreation facilities serving the Castroville community could provide additional recreational opportunities. Most of the existing Vest-Pocket Parks and Neighborhood Parks require some improvement and additional amenities, such as play equipment, benches, and planting areas. Improvements to these parks have been identified in the adopted Redevelopment Parks & Recreation Capital Improvements Plan.

Potential for New Parks and Recreation Facilities
The development of the Opportunity Areas will provide for the development of several new parks, including
neighborhood and vest pocket park facilities integrated into the Cypress and Train Station Opportunity Areas, and a public open space element (an expansion of the Gambetta Sports Fields) and a civic use building and adjacent outdoor space integrated into the North Entrance Opportunity Area.

**Potential Joint Use Facilities**
There are six school sites within the North County Public Recreation District, three of which are located in Castroville. These include the Castroville Elementary School, Gambetta Middle School, and North Monterey County High School. Grass fields and hard court facilities are currently used for practice fields and play areas when the school grounds are available. With cooperation between the school district and NCPRD, these sites have great potential for upgraded facilities that can be used by the entire community.

**Open Space**
Castroville is unique in that is has two sloughs in its vicinity. Developing upland portions of these areas for trails in combination with trails located in agricultural buffer areas would help create an open space belt around the community and provide education activities and wildlife habitat. In addition, improving this open space can enhance the identity and image of the community, by creating attractive entrances and edges and providing visual amenities for the downtown and residential areas.

**Trail System**
Within Castroville there is great potential for developing bike routes and trails along the streets, within open space areas and within the agricultural buffer areas. These facilities can link the various neighborhoods and the downtown with each other and with public facilities and recreation facilities. With walkways, street trees and sufficient lighting, these corridors will add to the appearance of the community.
The planned enhancement of the Tembladero and Castroville Sloughs provide an opportunity for developing combined use trails. See the Resource Protection Program section of this Plan for more detail. This trail system will provide opportunities for interpretive education and wildlife protection, while serving as a bike/walking link throughout the community. Development of a bike route linking the Monterey Peninsula to Castroville through the regional bike trail system and continuing along Castroville Boulevard to the Elkhorn Slough is proposed by Monterey County.

**Financing of Parks and Recreation Facilities**

The Community Plan requires that several new parks and open space facilities be planned and constructed as part of the implementation process. Areas for parks and open space facilities located within Opportunity Areas will need to be dedicated to the appropriate public agency or special district as part of the approval process for the development in that area. Policy 10.7 of the Community Plan requires that development proposals within the all of Opportunity Areas, except for the Merritt Street Corridor Opportunity Area, provide evidence of fiscal neutrality (to the extent feasible) to the County and other affected public entities. Implementation of this policy shall help ensure that there is adequate funding for parks and open space facilities. In addition, funding for construction and maintenance of the facilities will be obtained from a variety of sources, which may include the following:

**Dedication/In–Lieu Fees**

As part of development approvals, applicants will to be required to dedicate a portion of their project as permanent park/open space, or pay a fee to the County in lieu of dedication, or both. The dedicated land and/or in–lieu fees will be used for future park facilities. Currently, park and in–lieu fees are required of residential projects only.
Community Impact Fees/Developer Contributions
The Implementation section of the Community Plan includes a financing strategy for public infrastructure and public facilities. Community Plan impact fees and other forms of developer contributions will provide funding for public facilities including parks and open space facilities.

Redevelopment Agency
While new parks and recreation facilities can be provided through land dedication or payment of in-lieu fees, additional financing for improvements could be generated through the use of tax increment from Castroville/Pajaro Redevelopment area.

District Assessments
The current level of property tax funds for the North County Public Recreation District are used for basic operation and maintenance costs at existing District operated facilities, including staff salaries, insurance and purchase equipment and supplies. Additional funds will be available through assessment future development. Funds can be used to develop facilities on a "pay as you go" basis or can be used to secure bonds that are paid back with interest. Additional parks will require additional maintenance and supplies and should be budgeted at the time of setting construction budgets.

Other Options
There are several opportunities to increase parks and recreation facilities in Castroville through joint-use agreements with the School District. Joint-use projects are cost effective, using existing school property resources in combination with Park District facilities. The County will encourage the NCPRD and the School District to cooperate on the planning and funding of joint use facilities. Grants, bonds and other funding sources could be pursued by the NCPRD.

Facilities use fees could also offset some recreation program costs and could be increased to defray rising operation and maintenance costs. Land and easement
donations can result in tax benefits for the donor. Donations of labor and materials can help defray site development and maintenance costs. Corporate sponsorship, the establishment of a “Friends of Castroville Parks” non-profit foundation, or pursuing public/private partnerships can also be a means of financing park development.
ECONOMIC DEVELOPMENT STRATEGY
ECONOMIC DEVELOPMENT STRATEGY

Introduction

The previous sections of the Community Plan have focused primarily on creating a physical environment that will provide the community with the range of land uses, infrastructure and community amenities that are needed and desired. The purpose of this section of the Community Plan is to present an economic development strategy to ensure that implementation of the Plan meets the vision and goals desired by the community from an economic perspective.

The community has expressed a strong desire that the Plan results in job creation that provides move-up opportunities for existing employees as well as entry-level jobs for the young people of Castroville. Another important goal of the plan is to expand commercial development in the Downtown to increase visitor activity and provide more services to meet the everyday needs of the residents.

Successful economic development in Castroville requires a comprehensive program to:

- **Increase industrial land supply** – new industrial land must have specific attributes to attract the desired businesses. These attributes include good access for trucks and customers, attractive urban design, and visibility.

- **Correct existing transportation deficiencies** – The existing traffic congestion and heavy truck traffic on Merritt Street creates an unappealing environment Downtown and constrains access to industrial businesses on the east side of the community. The congestion must be addressed in order to realize the vision for the future. Access to
the existing and proposed industrial areas must include a truck by-pass.

- **Train workers** – Many of the existing residents and workers in Castroville do not have the skill set required by the new target businesses. The workers must be trained in order to access the new quality jobs that will be created and to attract the new businesses to Castroville.

- **Increase the amount of housing** – Currently there are not enough housing units or amount of population in Castroville to support the successful Downtown desired. New development is also required to fund the needed infrastructure improvements and community amenities.

- **Provide an attractive Downtown** – The existing Downtown does not embody the necessary urban design characteristics to attract desired businesses and visitors. Streetscape improvements, smooth flowing circulation, attractive building facades with pedestrian amenities, convenient parking and the planned slough enhancements will provide an attractive Downtown.

### Economic Development Goals and Objectives

Specific goals and policies related to economic development are contained in the Goals and Policies section of the plan. In general they cover the following topics:

**High Quality Job Creation**

Historically, Castroville has supported an economic base centered on agricultural production, agricultural services, and food processing, with some tourism associated with the artichoke production in the area. More recently, the community has also enjoyed some diversification in the job base as small-scale distribution firms and industrial machining firms have located there. The County Overall Economic Development Commission (OEDC) is building an
economic development action plan around nine key industry clusters: agricultural services, business services including computer–related services, educational services, food processing, health services, industrial machining, marine instrumentation, and tourism. Castroville has the potential and desire to further improve the quality of its jobs base and increase its concentration of machine production, instrumentation manufacture and business services.

**Commercial and Visitor–Serving Business Development**

The Community Plan will create opportunities to expand commercial and visitor–serving development in the Merritt Street downtown corridor, which can increase the tourist revenue in the community, create job opportunities, strengthen the community “town center”, and also help facilitate the development of commercial businesses that better serve the local population.

**Existing Economics of Castroville**

Currently Castroville’s primary economic driver is the food and agriculture industry. The agricultural enterprises in Castroville grow, process and ship vegetables, especially artichokes, broccoli, and lettuce. There are several berry growers, some of which contract with Driscolls Berrys and there is a flower grower that specializes in orchids. Produce grown and processed in the region is distributed nationwide and to 40 countries across the globe, primarily Canada, Mexico, Japan and China.

The industry has evolved over time, from serving local and domestic markets to serving national and international markets. In general, growers have been transitioning towards crops that generate higher values of production per acre. This is in response to increasing competition in lower valued commodities and to higher labor rates in the region.
Other important industries that provide jobs to the community include businesses that serve the agricultural industry, such as suppliers of agricultural equipment and regional distribution firms. Construction related businesses also have a presence in Castroville including plumbing and electrical contractors and supply firms. In addition, Downtown Castroville has some relatively successful retail businesses that serve the local population.

**Industrial Demand**

Regional demand for industrial sites is relatively high due to lack of land supply. Current demand for additional regional distribution facilities and construction/supplies firms is strong in Castroville. The community’s location at the crossroads of several major highways and a central location with proximity to the Monterey Peninsula, Salinas, and Santa Cruz County is very desirable.

Over the longer term, the supply of industrial land on a county-wide basis will increase. In its new general plan, the City of Salinas increased its supply of industrially designated land by nearly 800 acres. There may also be 150 to 200 new acres of industrial and business park land uses at the Rancho San Juan Development, proposed to be located east of the City of Salinas, if the specific plan moves forward. In addition, officials at the Fort Ord Reuse Authority (FORA) expect more than 100 acres of business park and industrial uses to be developed at the former Fort Ord over the next fifteen years. All of these areas require significant investments in infrastructure, but over time the land will become available for development. **Table 6** below depicts an estimate of the amount of demand for industrial sites in Castroville by industry sector. Also included is the projected number of employees that would be expected for each.
Table 6  
Industrial Land Demand in Castroville

<table>
<thead>
<tr>
<th>Business Type</th>
<th>Employees</th>
<th>Employees per Acre</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>165</td>
<td>31.0</td>
<td>5.3</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1,050</td>
<td>17.3</td>
<td>60.7</td>
</tr>
<tr>
<td>TCPU a</td>
<td>50</td>
<td>39.1</td>
<td>1.3</td>
</tr>
<tr>
<td>Wholesale</td>
<td>135</td>
<td>13.9</td>
<td>9.7</td>
</tr>
<tr>
<td>Subtotal Industrial</td>
<td>1,400</td>
<td>20.5</td>
<td>77.0</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>141</td>
<td>21.2</td>
<td>6.7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,541</strong></td>
<td><strong>20.6</strong></td>
<td><strong>83.7</strong></td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

a Transportation, Communications, and Public Utilities.

Commercial Retail Demand

It is estimated that households in Castroville currently spend about $23 million on retail goods annually. A significant portion of this purchasing power is actually spent in Salinas or on the Monterey Peninsula where greater shopping opportunities are provided. As depicted in the economic analysis contained in Appendix H, local demand in Castroville is not enough to support full size stores in most categories. A closer examination of the data shows that Castroville functions as a sub-regional retail center for North County, particularly for grocery stores and building materials. It is also likely that tourist or highway spending accounts for much of the restaurant revenues, which are much higher than expected from the local population. However, it is also true that many of the existing stores in Castroville are performing well below county averages for their store type. Some additional market potential currently exists for small-scale stores offering apparel, sporting goods, toys, home furnishings and home electronics. Improvements to the Downtown and additional housing units are necessary to create the environment required and the market demand to attract additional retail businesses.
In summary, the existing community possesses a number of strengths related to economic development including a great regional location and access, a hard working labor force, an existing downtown core, and existing urban infrastructure. Nevertheless, several factors are constraining the community. The existing deficiencies in the transportation system are of primary concern since this affects both the retail potential Downtown and the industrial growth potential. The constrained supply of industrial property is a limiting job creation along with a labor force that lacks the skill set that matches the needs of the desired businesses. Finally, the Downtown core lacks the amenities and attractive qualities that are needed to draw visitors and quality retail businesses.

Future Economics of Castroville

New Industrial Potential

Implementation of the Castroville Community Plan will provide conditions that will result in successful economic development in the community.

A new 100-acre industrial park will be constructed south of Highway 156, adjacent to the existing industrial park. An extension of Castroville Blvd. to Blackie Road and a new interchange at Highway 156 will provide excellent access and remove the heavy truck traffic currently impacting the Downtown. In addition, some redevelopment potential exists in the existing industrial areas. Target businesses that create quality jobs will be encouraged to locate in the new industrial area through a business attraction program and the urban design quality resulting from applying the development standards and guidelines. Vocational training will be undertaken in conjunction with the development to ensure that the existing residents of Castroville have an opportunity to access the quality jobs created. Table 7 below depicts the recommended target industries, the amount of acres estimated to be supportable and the number of jobs that will result.
The projections reflect the anticipated share of employment growth that Castroville could capture based on its geographic position and its relative competitiveness compared to Salinas and the Monterey Peninsula markets. Castroville has very good regional transportation access, with Highway 156, 183 and 1 all converging on the community. In addition, it is only a few miles from Highway 101. Firms located in Castroville easily serve customers in Santa Cruz, Santa Clara and San Benito Counties, in addition to their local customers in Monterey County.¹

The Community Plan should establish a sufficient inventory of land to allow market flexibility for businesses looking for sites. The inventory also needs to be sufficiently large to maintain reasonable prices. The 103 acres designated for new industrial development in the plan should provide sufficient market flexibility to maintain a reasonable industrial land market. Table 7 suggests a target business mix for the new industrial park that would meet both market demands as well as the goals of the community for quality job creation. In terms of the parcel layout and design of the industrial park, there is demand for some larger sites up to ten acres. However, as demonstrated in the existing Castroville Industrial Park, there is substantial demand for sites that are one to three acres in size.

¹ David Green, op cit.
Table 7
Recommended Target Industries for Castroville

<table>
<thead>
<tr>
<th>Business Type</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Firms</td>
<td>10</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>73</td>
</tr>
<tr>
<td>Food Processing (20)</td>
<td>15</td>
</tr>
<tr>
<td>Machinery and Metal Prod.</td>
<td>30</td>
</tr>
<tr>
<td>Fabricated Structural Metal Prod. (344)</td>
<td>10</td>
</tr>
<tr>
<td>Electrical</td>
<td>10</td>
</tr>
<tr>
<td>Other (i.e., containers, printing)</td>
<td>18</td>
</tr>
<tr>
<td>Trucking/ Wholesale</td>
<td>10</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>10</td>
</tr>
<tr>
<td>Total Industrial</td>
<td>103</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

These target industries provide a range of job opportunities for Castroville workers, as depicted below in Table 8. As indicated, the average yearly wage for the agricultural sector is approximately $22,000 while manufacturing and fabrication jobs are in the $30,000–$40,000 range.

Table 8
Average Wages for Target Industries and Comparison Industries in Monterey County, Year 2000

<table>
<thead>
<tr>
<th>Business Type</th>
<th>Wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Firms</td>
<td>$36,294</td>
</tr>
<tr>
<td>Food Processing</td>
<td></td>
</tr>
<tr>
<td>Canned Fruits/ Veg</td>
<td>$28,430</td>
</tr>
<tr>
<td>Bakery Products</td>
<td>$26,673</td>
</tr>
<tr>
<td>Beverages</td>
<td>$31,850</td>
</tr>
<tr>
<td>Misc</td>
<td>$28,196</td>
</tr>
<tr>
<td>Machinery and Metal Prod.</td>
<td>$42,438</td>
</tr>
<tr>
<td>Fabricated Structural Metal Prod.</td>
<td>$28,198</td>
</tr>
<tr>
<td>Construction/ Farm Machinery</td>
<td>$37,048</td>
</tr>
<tr>
<td>Business Type</td>
<td>Wage</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td><strong>Electrical</strong></td>
<td></td>
</tr>
<tr>
<td>Electrical Equipment</td>
<td>$135,061</td>
</tr>
<tr>
<td>Instruments</td>
<td>$46,681</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
</tr>
<tr>
<td>Paperboard Boxes/ Boxes</td>
<td>$46,626</td>
</tr>
<tr>
<td>Commercial Printing</td>
<td>$33,079</td>
</tr>
<tr>
<td>Misc</td>
<td>$26,422</td>
</tr>
<tr>
<td><strong>Trucking/ Wholesale</strong></td>
<td>$35,448</td>
</tr>
<tr>
<td><strong>Business Services</strong></td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>$19,718</td>
</tr>
<tr>
<td><strong>Lodging</strong></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>$22,051</td>
</tr>
<tr>
<td><strong>Countywide Average</strong></td>
<td>$27,932</td>
</tr>
</tbody>
</table>

Castroville is currently estimated to have approximately 1,550 industrial jobs. With the implementation of the Community Plan, this employment base could nearly double, creating about 1,400 new jobs over the next twenty years. This would represent about a 3.3 percent annual growth rate, slightly lower than the percent growth projected for the County as a whole. Castroville’s north central regional location should be very attractive to firms looking for less costly sites from counties to the north. The recent development of a new facility by Witherspoon, Inc. is an example of this phenomenon.
New Commercial Retail Potential

With the projected growth of approximately 1,700 new households (the buildout of the Community Plan with a two percent vacancy rate), the purchasing power in the community would more than double, to an estimated $69 million annually. On a gross level, this would support the addition of nearly 16 new stores, but the incremental demand is scattered among all the store types. Several new restaurants, a grocery store, a home furnishings outlet, small or mid-size apparel stores and a service station could be fully supported. It should be emphasized that most of these store development opportunities are small scale, with the possible exception of the additional grocery store. More detail relative to store size and needed demand is contained in the Economic Analysis in Appendix H.

One conclusion from this analysis is that Castroville’s short term opportunities lie mostly with additional tourism development – more lodging, restaurants, visitor-serving retail that would attract more visitors to the community to spend money. This would fit well with revitalization of the Downtown, particularly if commercial properties backing up to the Tembladero Slough are improved as part of the downtown transportation/slough enhancement improvements.

Passenger Rail Facility

The Community Plan includes a passenger rail facility to serve the new Caltrain service extension from Salinas to the Santa Clara Valley. Preliminary ridership forecasts indicate that initially only 100 riders would be expected to board and return at the Castroville station each day. This number would increase with population growth and increased acceptance of the rail service as a viable option.

---

2 Parsons Transportation Group, Business Plan, Extension of Caltrain Commuter Service to Monterey County, June 2000.
for commuters. In suburban locations commuter rail facilities can sometimes provide an opportunity for convenience retail/food service businesses. As passengers board the trains they may purchase coffee and snack items, magazines, newspapers and the like.

The Castroville train station is being planned to be integrated into a mixed income residential neighborhood. A small amount of convenience commercial use directed at commuters and surrounding residents may be supportable.

**New Business Development Strategy**

In order to realize the economic goals and objectives of the Castroville Community Plan, a number of actions are recommended related to new business development as described below:

- **Create desirable locations for target industries.** Designate additional land for industrial development and install necessary circulation improvements to ensure adequate and safe access. Establish design standards and guidelines to encourage high quality development.

- **Promote Castroville as a prime industrial location.** Establish a business attraction program in conjunction with other County economic development efforts to feature the new industrial opportunities to the target industry sectors.

- **Encourage the expansion of existing businesses.** Support expansion opportunities by encouraging facility upgrades and improvements and facilitating relocation opportunities. Ensure that Castroville businesses are included in the County’s OEDC Economic Action Plan.

- **Facilitate workforce development.** Coordinate with the County Office of Employment Training (OET), local educational institutions, and local trade unions to establish training programs for Castroville workers to ensure that their skill set matches the requirements of the target industries.
**Encourage new and existing businesses to hire local Castroville workers.** Enter into ‘first source’ hiring agreements with new businesses and establish job placement coordination services to ensure that Castroville workers have access to the new quality jobs created.

**Create an attractive downtown.** Designate the Downtown area for mixed use development, establish design standards and guidelines, and install infrastructure and slough enhancement facilities to ensure that new development promotes the vision in the Community Plan for an attractive downtown.

**Encourage new retail businesses to locate in the Downtown.** Establish a Downtown Business Attraction program and facilitate the redevelopment of underutilized sites to attract the target businesses and to promote visitor use of the Downtown.

**Expand population base.** Designate land for new residential development including mixed retail/residential development Downtown to result in additional market demand and workforce to support the desired economic vision.

**Enforce policies to maintain buffers between agricultural land and urban uses.** Keep urban uses, especially housing and schools, far enough from farm operations that they won’t be impacted by dust, noise or chemical drift. This will keep farming viable in the region.

**Improve rail freight operations.** Food processors would be able to realize significant cost savings by using rail more. They are currently limiting their use of rail due to a shortage of refrigerated cars, excessive and unpredictable travel times and excessive breakage and spoilage. As trucking becomes more expensive, food processors and other manufacturers will increasingly look to rail for their distribution needs, but not before service improvements are made.
IMPLEMENTATION PLAN
IMPLEMENTATION PLAN

The Castroville Community Plan is a long-term plan that provides guidance for future development within the community. Private-sector development cannot be reasonably expected to implement the Community Plan alone. Implementation of the plan requires a partnership between the County of Monterey and the private property owners and developers with property interest in the Plan area to achieve the objectives of the plan and the vision of the community.

This section describes the procedures and actions that are required to implement the Community Plan. Section A describes the actions that are required by the County in order to put the plan in place; Section B describes the actions required to put the Financing Program into place; Section C describes other actions required by the County to implement the infrastructure, capital improvement program, and resource enhancement program contained in the plan; and Section D describes the requirements for private development located in the community plan area. The process for amending the Community Plan and compliance and enforcement provisions are also included.

A. Community Plan Adoption Process

Several steps will occur following certification of the Program-Level EIR and adoption of the Castroville Community Plan including: amending the North County Land use Plan – Local Coastal Program (LCP), Monterey County General Plan, Zoning Code and Maps; developing a financing program; installing public infrastructure projects; and reviewing private development proposals.

The County of Monterey will need to take the following actions to adopt the Community Plan into the County’s General Plan and effectuate the regulations contained in the plan:
1. Compliance with the California Environmental Quality Act

Adoption of the Castroville Community Plan will require environmental review in compliance with the California Environmental Quality Act (CEQA). A program level Environmental Impact Report (EIR) has been prepared to analyze the potential environmental impacts associated with the implementation of the future development projects and infrastructure improvement programs that would be allowed by the Community Plan. The EIR identifies mitigation measures required to reduce, minimize, or avoid the severity of the potential environmental impacts anticipated with the implementation of the Plan. The EIR must be independently reviewed and subsequently certified by the County Board of Supervisors in accordance with State law prior to the adoption of the Community Plan.

Individual development and infrastructure projects may require subsequent project–level environmental review, to be determined at the time that each project is processed. This process is described below in Section D.

2. Adoption of the Castroville Community Plan

The Monterey County Board of Supervisors will need to adopt the Castroville Community Plan by resolution, in accordance with Section 65350 et seq. of the California Government Code. The Monterey County General Plan that is in effect at the time the Community Plan is adopted will need to be amended to re–designate the area covered by the Community Plan as a Community Plan Area subject to the Community Plan regulations and requirements. The Community Plan thereby becomes part of the General Plan.
3. Amendments to the Monterey County Zoning Ordinance and Map

The Monterey County Zoning Ordinances are used to implement the Monterey County General Plan and provide specific land use and site development regulations on a parcel specific basis. State law requires that jurisdiction’s Zoning Ordinances be consistent with their adopted General Plans. Therefore, the adoption and implementation of the Castroville Community Plan will require amendments to the Monterey County Zoning Ordinances (Title 20 and Title 21) and Maps.

The Zoning Ordinances will be amended to include a new “Community Plan” zoning classification. This classification could be applied to any of the community plan areas in the County and will require that development proposed in those areas conform to the regulations and development standards contained in the relevant adopted Community Plan. The Community Plan includes land use designations, Development Standards and Design Guidelines specific to the community of Castroville. Where certain development regulations are not specifically addressed within the Community Plan, the existing Zoning Code shall be applicable.

The required amendments to the Zoning Ordinance and Map should occur concurrently with or immediately after the adoption of the Castroville Community Plan.

4. Amendments to the Monterey County Local Coastal Program (LCP)

Several of the Opportunity Areas (Commuter Train Station, New Industrial, and North Entrance) are located within the Coastal Zone and are subject to the Monterey County Local Coastal Program (LCP). A comprehensive LCP amendment will be prepared by Monterey County and must be approved by the County...
and certified by the Coastal Commission following approval of the Community Plan prior to any development being implemented within the Coastal Zone.

B. Community Plan Financing Program

Once the Community Plan and the related Zoning Ordinance amendments are adopted, the County will need to take several implementing actions to put the Financing Program, included in the Community Plan, in place to allow individual development projects to proceed. The Financing Program is intended to provide mechanisms to ensure that required public infrastructure, public facilities, and public services are funded in accordance with the Community Plan, allowing private development projects to proceed in a timely manner and ensuring that project impacts on public infrastructure, facilities, and public services are adequately addressed. The specific actions related to putting the Financing Program in place are described below:

1. Fiscal Impact Analysis

The County will update and refine the fiscal impact analyses and related information that have been prepared to determine the effects of the Development allowed by the adopted Community Plan. The analysis will focus on identifying the increases in revenues (property and sales taxes primarily) and the costs of services that will result from new development. The analysis will be used as the basis for preparing detailed fiscal impact analysis for each Opportunity Area (except for the Merritt St. Area) as part of the General Development Plan process as described below.

2. Adopt Castroville Community Plan

Development Impact Fee

Impact fees are direct charges collected on a one-time basis as a condition of project approval. They are
levied for the purpose of financing a public facility, improvement, or amenity that benefits the project. As described in the Financing Strategy section, a development impact fee would be charged to new development to fund various infrastructure and community facility/amenity improvements. In order to effectuate this fee, the County will need to prepare the Castroville Community Plan Development Impact Fee Program, and specifically describe the improvements to be funded, the costs of those improvements, how the share of the costs attributed to new development will be arrived at, and when the fee will be collected. A “nexus” study will be required to document the relationship between the new development anticipated and the need for the facilities and cost. The Monterey County Board of Supervisors will need to adopt the impact fee program by ordinance.

3. Development Agreements

Section 65865 of the State Government Code allows any city or county to enter into a development agreement with any person having a legal or equitable interest in real property for development of the property. Developers and/or project applicants in the Castroville Community Plan area may pursue development agreements with Monterey County. Such development agreements shall specify the duration of the agreement, the permitted uses of the subject property, the density or intensity of the uses, the maximum height and size of proposed buildings, and provisions for the reservation or dedication of land for public uses. Other issues associated with the financing of infrastructure improvements, such as impact fees, cost sharing/recovery, project phasing, and conditions of development should also be addressed. Based on fiscal impact analyses required for the General Development Plans funding mechanisms to ensure that fiscal neutrality is maintained for the County and other governmental entities will be addressed.
Depending on the ultimate phasing of the new development allowed by the Community Plan, certain public improvements may be required to be installed in advance or concurrent with a particular development area. If sufficient impact fees have not yet been collected to fund the entire improvement and if other funding sources are not available, the developer would be required to fund the entire improvement up-front and receive reimbursement from future impact fees or other sources. The County will need to prepare development agreements to be used for this purpose.

4. Benefit Assessment District

In cases where specific properties require certain facilities and/or operations and maintenance services that require special funding, a zone of benefit and special assessment district may be established in addition to other funding sources. The benefiting properties would be assessed based on a benefit formula. If this financing mechanism is determined to be necessary, the County would propose the benefit district, prepare the benefit analysis, and adopt the Benefit Assessment District.

5. Redevelopment Tax Increment

Tax increment financing is the primary tool for paying the public costs of redevelopment activities in California. Tax increment financing is based on the assumption that a revitalized redevelopment project area will generate more property taxes than were being produced before the redevelopment effort. When a redevelopment plan is adopted for an area, the assessed property value for the entire area is calculated. As redevelopment efforts occur, the assessed property value of the area increases. The increase in assessed property value is defined as the tax increment. California law allows a redevelopment agency to collect a portion of the tax increment throughout the life of the redevelopment plan. The tax increment can be used by the redevelopment agency to finance public improvements within the redevelopment
area or in the vicinity as long as the improvements benefit the redevelopment area.

The existing Castroville community is included in the Castroville-Pajaro Redevelopment Project Area which is administered by the Monterey County Housing and Redevelopment Office. Therefore tax increment financing may be used to finance public improvements in the Castroville community that benefit the Redevelopment Project Area.

C. Other Implementation Actions By County

After adoption of the Community Plan, implementation will require a number of actions and activities that will need to be undertaken by the County and/or the Redevelopment Agency. These include the design, permitting, and implementation of the public improvements, infrastructure and public amenities such as park, open space and community facilities. In addition, other actions and activities related to implementing the Economic Development Strategy will be necessary. Following are specific programs and related actions that are known to be required at this time. It is highly likely that as the implementation of the Community Plan proceeds additional programs that will be undertaken by the County related to achieving the vision and goals of the plan will be identified as necessary.

1. Public Infrastructure:

Public infrastructure required for the development of the Opportunity Areas and infill development will primarily be funded through the Community Plan Impact Fee Program, direct private development funding and tax increment. However, several of the infrastructure projects benefit several opportunity areas or the community at large. In order for these infrastructure projects to move forward, the County and/or the Redevelopment Agency will need to
instigate and participate in various activities related to the design, permitting and construction processes for each. Other agencies and entities, such as Caltrans, MRWPCA, and the Castroville Water District also have responsibility for certain aspects of the infrastructure projects required for the implementation of the Community Plan. Close coordination between the County and these agencies will be required during the Implementation Phase.

Listed below are the more significant public infrastructure projects and programs anticipated to require County initiation, oversight and management, (detailed information about the improvements is contained in the Circulation, Infrastructure and Opportunity Area sections of this Community Plan):

- Artichoke Avenue Improvement Project (including roadway and flood control improvements)
- Highway 156/183 (Merritt Street) Lane channelization Project
- Highway 156 Intersection Improvement Project (including Castroville Boulevard Realignment and extension to Blackie Road)
- Community Bikeway and Trail Program
- Downtown Public Parking Program
- Downtown Streetscape Program

2. **Resource Enhancement:**

The Community Plan includes a Resource Protection Program for enhancing existing resources, primarily related to the sloughs. Enhancement activities will require that the County instigate and oversee the development of specific enhancement plans for both the Tembladero and Castroville Sloughs as well as for the required permitting through state and federal resource agencies. The enhancement plans will need to be closely coordinated with the relevant infrastructure projects, parks and open space projects, and private development located in the opportunity areas. The County shall initiate the preparation of the
slough enhancement plan for the portion of the Tembladero Slough within the Merritt Street Corridor Opportunity Area in conjunction with the road and flood control improvements associated with Artichoke Avenue. The General Development Plan for the Cypress Residential Opportunity Area must include a slough enhancement plan for that portion of Tembladero Slough located within the Opportunity Area. The General Development Plan for the Commuter Train Station Opportunity Area must include a slough enhancement plan for the Castroville Slough. Slough enhancements shall be designed, permitted, and installed concurrent with the drainage and flood improvements within those Opportunity Areas as specified in this Implementation section. New development implemented as part of the Community Plan shall contribute their fair share towards the cost of the slough enhancements as part of the development impact fee program that will be prepared and adopted as specified in this Implementation section. Furthermore, Policy 10.8 of the Community Plan states that “new development that is required to improve the Tembladero and Castroville Sloughs shall work with the County and the Monterey County Water Resources Agency to ensure that on going operations and maintenance of the improved facilities are adequately funded through a benefit assessment district or other mechanism.” Detailed information is contained in the Resource Protection Program section of this Community Plan.

3. Economic Development:

As described in the Economic Development Strategy section of this Community Plan, implementation of the land use, infrastructure, resource protection and urban design components will also help achieve the economic development goals for the community by addressing the physical environment. However, additional activities and programs are required to attract desired businesses and ensure that Castroville residents have access to the quality jobs created. Many of the
required activities will be realized through partnership relationships between the County, business groups, and Social Service agencies and groups. The primary activities and programs related to economic development that will require County initiation, participation, oversight, and/or management are listed below (detailed information is contained in the \emph{Economic Development Strategy} section of this Community Plan):

a. Business Attraction Program  
b. Vocational Training Program  
c. Visitor Attraction Program  
d. Downtown Improvement Program

**D. Private Project Implementation**

The Castroville Community Plan contains five "opportunity areas" representing development expansion areas and redevelopment opportunity in the Downtown, as well as infill opportunities within the existing community. Implementation of private sector development projects within the Community Plan area will require various actions by the private property owners/developers, the County, and other regional, state, and federal agencies in order to proceed. The process that will generally be followed for the opportunity area implementation and for infill projects located in the existing community is shown in the following diagrams and discussed further below. The Implementation Matrix provided in Appendix C of this Plan provides a checklist for development within the Community of Castroville, which references mitigation measure requirements identified in the program–level EIR and Mitigation Monitoring and Reporting Plan. The process and required actions/permits will need to be confirmed at the time that the actual development is proposed.
Private Development within the
Merritt Street Corridor Opportunity Area and Infill Sites

Adoption of Community Plan & EIR
Amend General Plan and Zoning Codes (Title 20 and 21)

Development Agreements (if applicable)

Submit Permit Application(s)/Permit Review
(CAC review and make recommendations to ZA/PC)
- Use Permit
- Administrative Permit
- Design Review
- Conformance Determination

Subsequent Environmental Review under CEQA

Annexation to CSIP & CWD
Agricultural, Utility, & Roadway Easement Dedications
Payment of all adopted fees

Exempt
Categorical Exclusion

Not Exempt

Negative Declaration
Mitigated Negative Declaration
Project-level Environmental Impact Report

Public Hearing Process
Castroville Advisory Subcommittee
Zoning Administrator
Planning Commission

Approved
Annexations to CSIP & CWD
Agricultural, Utility, & Roadway Easement Dedications
MCWRA Agreement
Payment of all adopted fees

Denied
Appeal to

Issuance of Permits

Notes:
BOS = Board of Supervisors review and approve.
CAC = Castroville Advisory Committee review and make recommendations to approving authority.
ZA = Zoning Administrator review and approve.
ZA/PC = Zoning Administrator Review and may refer to Planning Commission with recommendations for final approval.
CSIP = Castroville Seawater Intrusion Project
CWD = Castroville Water District
Private Development within the Cypress Residential, North Entrance, New Industrial and Commuter Train Station Opportunity Areas

Adoption of Community Plan & EIR
Amend General Plan and Zoning Codes (Title 20 and 21)

Cypress Residential Opportunity Area

North Entrance Opportunity Area
Commuter Train Station Opportunity Area
New Industrial Opportunity Area

Development Agreements

Amend Local Coastal Program

General Development Plan(s)
A. Site Plan
B. Infrastructure Improvement Plan
C. Phasing Plan
D. Conceptual Building Elevations
E. Conceptual Landscaping Plan
F. Subsequent approvals, annexations, agreements, and permits required
G. Fiscal Analysis

Submit Permit Application(s)/Permit Review
• (CAC review and make recommendations to ZA/PC)
• Use Permit
• Administrative Permit
• Design Review
• Conformance Determination
• Demolition Permit (County Historical Advisory Commission), if applicable

Subsequent Environmental Review under CEQA

Exempt
Not Exempt
Categorical Exclusion

Annexation to CSIP & CWD
Agricultural, Utility, & Roadway Easement Dedications
Payment of all adopted fees

Issuance of permits

Approved
Annexations to CSIP & CWD
Agricultural, Utility, & Roadway Easement Dedications
MCWRA Agreement
Payment of all adopted fees

Denied
Appeal to BOS

Public Hearing Process
Castroville Advisory Subcommittee
Zoning Administrator
Planning Commission

Notes:
BOS = Board of Supervisors review and approve.
CAC = Castroville Advisory Committee review and make recommendations to approving authority.
ZA = Zoning Administrator review and approve.
ZA/PC = Zoning Administrator Review and may refer to Planning Commission with recommendations for final approval.
CSIP = Castroville Seawater Intrusion Project
CWD = Castroville Water District
Development of each of the opportunity areas, except for the Downtown Merritt Opportunity Area, as defined in the Community Plan, will require the preparation and approval of a General Development Plan (GDP) for each individual opportunity area (or defined subarea), consistent with the Community Plan requirements and standards. The purpose of the GDPs is to provide flexibility in design while meeting the objectives of the Community Plan and establishing a review process to facilitate a high-quality and well-integrated project. The GDPs shall be prepared by the project applicant and may require the cooperation and authorization for submittal from several property owners.

The purpose of the GDP is to provide a master plan for the entire development area and a specific implementation program, including project phasing and the program for the provision of infrastructure. The GDPs can be prepared and processed either prior to or concurrent with applications for other required permits/approvals for the development (such as Tentative Maps, Use Permits, or Design Approvals). All GDPs and any amendments thereto shall be approved by the Planning Commission. In the event that a single comprehensive GDP proves infeasible to prepare, a separate detailed GDP may be prepared for a single property ownership with a conceptual level of planning for other areas of the Opportunity Area. The use of this segregated approach must be reviewed and approved by the Citizen’s Advisory Committee or Planning Commission in advance.

The GDPs shall generally address the following:

- Comprehensive site plan showing proposed parcelization pattern, circulation system, specific land uses and building/housing type if relevant.
- Infrastructure improvement concept plan showing the water, sewer, and storm drainage system and connection points.
• Phasing plan showing the subareas that may be
developed separately and, if relevant, the order in
which the development must proceed. The phasing
plan needs to also address the infrastructure required
to be installed for each subarea to proceed.
• Conceptual building elevations and floor plans, if
relevant, (separate design approvals may be required
for phased development).
• Conceptual landscape plan.
• Subsequent and/or related approvals, annexations to
special districts and permits required. In recognition
that in some cases agreements between the various
property owners will not be achievable, a request can
be made by one or more of the property owners that
an alternative approach be allowed.
• Fiscal impact analysis which confirms that the project
will result in revenue neutrality to the County and other
governmental entities.
• General Development Plans, which comply with the
Community Plan, shall be examined in light of the
program–level EIR that was prepared for the
Community Plan to determine if additional
environmental analysis is warranted. Project
implementation activities which have been adequately
analyzed under the program–level EIR will not require
additional environmental documentation. However, if
a General Development Plan may result in additional
effects, and/or new or refined mitigation measures are
needed, a project–level EIR, negative declaration, or
mitigated negative declaration must be prepared to tier
off the program–level EIR pursuant to the California
Environmental Quality Act (CEQA) Guidelines.

The following mitigation measures are provided in the
Castroville Community Plan Program EIR shall be
incorporated into the design of future development as
necessary. These are included in the Mitigation
Monitoring and Reporting Plan (MMRP) that will be
adopted separately (included in Appendix D), and
summarized herein for reference. Community–wide
mitigation measures are listed below. Specific
mitigations measures for each Opportunity Area are discussed within the requirements for each Opportunity Area.

- Prepare a detailed exterior lighting plan that indicates the location and type of lighting that will be used and ensure that all exterior lighting is consistent with Policy 26.1.20 of the Monterey County General Plan.

- Restrict the use of reflective materials to minimize daytime glare within the planning area.

- Implement best-available control measures (BACM) to reduce emissions of particulate matter, as recommended by the MBUAPCD and in accordance with Policy 20.2.5 of the Monterey County General Plan during construction activities.

- Implement best-available control measures (BACM) to reduce emissions of toxic air contaminants, as recommended by the MBUAPCD and in accordance with Policy 20.2.5 of the Monterey County General Plan during construction activities.

- Implement best-available control measures to reduce criteria air pollutants of ROG, NOX, CO and PM$_{10}$ as recommended by the MBUAPCD and in accordance with Policy 20.2.5 of the Monterey County General Plan (1982), during operations.

- Coordinate with the MBUAPCD to assess the potential for the proposed non-residential use(s) to generate airborne emissions that may affect nearby receptors, in accordance with Policy 20.2.1 of the Monterey County General Plan.

- Contract with a qualified biologist to prepare a biological assessment of the area proposed for development. As part of the biological assessment, pre-construction surveys for special status plant species shall be conducted and subsequent biological surveys may be required.

- Contract with a certified archaeologist to perform an archaeological evaluation in accordance with Policy 12.1.3 of the Monterey County General Plan.
○ In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery during future development activities, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of Monterey County has determined whether the remains are subject to the coroner’s authority.

○ Contract with a registered geologist to prepare a preliminary seismic and geologic hazard report consistent with Policy 15.1.4 in the Monterey County General Plan.

○ Contract with a registered Civil Engineer to prepare a detailed comprehensive drainage study and drainage control plan that is generally consistent with the drainage concepts developed for the proposed Community Plan and the Environmental Protection Agency’s Low Impact Development (LID) design techniques or equivalent methods.

○ If grading or excavation disturbs an area greater than or equal to one acre, obtain coverage under the NPDES General Permit, in accordance with current State regulations.

○ Future development within a Special Flood Hazard Area (e.g. Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM) shall construct structures in accordance with Flood Insurance Rate Map building guidelines (e.g. lowest floor is at or above the Base Flood Elevation level), and Monterey County Code Chapter 16.16, subject to review and approval by the Monterey County Water Resources Agency.

○ Submit two copies of the FEMA a Conditional Letter of Map Revision (CLOMR) application including all supporting documentation to the Monterey County Water Resources Agency with discretionary permit applications or sooner for development within Development within Special Flood Hazard Area,
Review and assess the potential noise impacts to nearby noise-sensitive land uses and project specific mitigation measures prior to approval of any General Development Plan or other discretionary approvals.

Prepare site-specific acoustical analyses for future development.

Environmental review of all proposed new development that could result in a potential increase in ground-borne vibration levels at nearby land uses prior to General Development Plan approval.

Prepare a traffic impact analysis for future development within each Opportunity Area prior to approval of any General Development Plan or discretionary approval.

Construction of Artichoke Avenue between Highway 1 and Poole Street, and add improved right-turn lanes/ramps at the existing Highway 1/Merritt Street (Highway 183) intersection.

Construction of a northbound Merritt Street right-turn lane at Highway 156.

Construction a second northbound Merritt Street through-lane at the intersection of Merritt Street at and Oak Street/Blackie Road.

Construction of the southerly extension of Castroville Boulevard, realignment of the existing Castroville Boulevard north of Highway 156, and relocation of the at-grade intersection just east of the existing Castroville Boulevard/Highway 156 intersection to connect with southerly extension with the following signal and lane operations as an interim improvement until the proposed interchange is constructed:

Signalized intersection, with Protected signal phasing on eastbound and westbound Highway 156, Permitted signal phasing on northbound and southbound Castroville Boulevard, and a southbound right-turn overlap signal phase.
- Northbound: one left-, one through-, and one right-turn lane.
- Southbound: one left-, one through-, and one right-turn lane.
- Eastbound: two left-turn lanes, two through-lanes, and one right-turn lane.
- Westbound: one left-turn lane, two through-lanes, and one right-turn lane.

- Widen Castroville Boulevard to a four-lane arterial street, between Highway 156 and the primary entrance for the Commuter Train Station Opportunity Area.

- Widen Merritt Street (Highway 183) to four lanes with left turn channelization between Highway 156 and Blackie Road; add left turn channelization where feasible between Highway 1 and Crane Street, and Blackie Road and Del Monte Avenue; extend the second northbound and southbound through lanes on Merritt Street (Highway 183) between Union and Poole Street; and add a second northbound through lane on Merritt Street (Highway 183) just south of Blackie Road.

- Contribute proportionate fair share towards pedestrian and bicycle improvements and install improvements within each Opportunity Area.

- Contribute proportionate fair share towards providing additional bus shelters along northbound Merritt Street at the intersections of Mead and Union Streets and along southbound Merritt Street at the intersection with Pajaro Street in accordance with the development standards and guidelines cited in the latest version of Monterey-Salinas Transit Designing for Transit Manual.

- Contribute proportionate fair share towards installation of emergency vehicle preemptive system. The emergency vehicle detection shall be installed at the existing Highway 156 interchange and other traffic signals along Merritt Street (Highway 183), and mount emitters on fire trucks.
and ambulances to allow preemption of normal signal operations by emergency vehicles.

- Construction of a second southbound lane at the realigned Castroville Boulevard/Highway 156 intersection.

- Contribute proportionate fair share impact fees to the County of Monterey (or at the discretion of the County) to the Transportation Agency of Monterey County (TAMC) in order to mitigate for impacts to the regional roadway network.

- Annexation of Opportunity Areas to the CWD’s Sphere of Influence (SOI) upon approval of a General Development Plan for the respective Opportunity Area.

- Prepare wastewater system plans in accordance with CSA–14 guidelines. These plans shall confirm that the estimated amount of wastewater flow generated by proposed development does not exceed the projected 0.64 MGD of additional flow to the Castroville Regional Pump Station.

- Pay connection fees to Monterey Regional Water Pollution Control Agency and Castroville Water District.

- Determine the amount of water supply, and water treatment and distribution improvements required by proposed development to meet the requirements of Castroville Water District and North County Fire Protection District.

Following are the specific requirements for each Opportunity Area to develop:

**Requirements for the Downtown Merritt Street Opportunity Area**

The Merritt Street Opportunity Area is essentially an infill/redevelopment area that will develop or redevelop on a parcel–by–parcel basis. The area is currently zoned for commercial use and therefore individual projects can proceed in advance of the
adoption of the Community Plan if they are found to be consistent with the existing General Plan and Zoning regulations and can mitigate environmental impacts. The community plan does, however, envision significant redevelopment opportunities resulting from the installation of the Artichoke Avenue Improvement Project. In addition, new development that results in significant traffic impacts will be required to mitigate those impacts through payment of a fair-share contribution to the planned improvements. In addition to the general requirements for General Development Plans and the community-wide mitigation measures discussed above, specific requirements for the development of the area are described in the *Opportunity Area* section and summarized below:

- Property owners/developers are encouraged to plan for the ultimate development of entire blocks, whenever possible, to result in more effective development. Where this collaboration is feasible, a General Development Plan shall be prepared and approved to guide the future development.
- A fair-share contribution shall be determined for Phase One of the Artichoke Avenue improvement project if the Community Plan Impact Fee Program is not in place at the time that the development is approved.
- Properties backing up to Tembladero Slough shall be designed to accommodate the future Artichoke Avenue Improvement Project including filling of properties, dedication of right of way, and fair share participation in the Slough enhancement/restoration efforts.
- Development applications (Use Permit and Subdivision applications) shall be reviewed by the CAC to determine compliance with the Community Plan requirements, including the *Design Guidelines* and *Development Standards*.
- Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the
Monterey County Historical Advisory Commission as part of the land use approval process.

- Development within the Merritt Street Corridor Opportunity Area shall be examined in light of the program-level EIR that was prepared for the Community Plan to determine if additional environmental analysis is warranted. Mitigation measures summarized herein for the Merritt Street Corridor Opportunity Area shall be incorporated into the design of future development. These mitigation measures are included in the Mitigation Monitoring and Reporting Plan (MMRP) (included in Appendix D), and summarized herein for reference.
  - Contract with a qualified biologist to conduct pre-construction surveys as determined necessary in the biological assessment.
  - If construction of the development is to occur in the vicinity of vegetation that is mapped as potential wetland or the project site contain or is located adjacent to a natural drainage course, the project applicant shall contract with a qualified biologist to perform a jurisdictional wetland delineation. If present, project applicant(s) shall be required establish a ‘no net loss of wetlands’ policy and develop a Wetlands Mitigation Plan (to be reviewed by the County of Monterey) in association with obtaining the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act).
  - Install orange plastic and/or other temporary demarcation within 100-feet of riparian habitat prior to and during construction activities at the project site. Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials shall not be allowed within the vicinity of the Tembladero and Castroville Sloughs.
  - Obtain the appropriate permits (e.g. Individual permit or Nationwide 404 Permit from the U.S. Army Corps of Engineers; Streambed Alteration Agreement from the CDF; and/or obtain Section
401 Water Quality Certification from the Central Coast Regional Water Resources Control Board) prior to any disturbance and/or realignment of the Tembladero Slough that would impact jurisdictional waters of the U.S. and/or wetlands.

- Project applicants shall submit a water use analysis to Castroville Water District that demonstrates the associated water use is within the maximum allowable water budget for near-term development within the Merritt Street Corridor Opportunity Area.

- Contract with a professional civil engineer or licensed land surveyor to determine the top of bank of the Tembladero Slough in accordance with Chapter 16 of the Monterey County code, prior to Monterey County Planning Department deeming applications complete for General Development Plans and other discretionary approvals.

- Dedicate to the Monterey County Water Resources Agency any necessary easement, within the project site, required for levee maintenance. Required easements shall be recorded on the final map. Prior to recordation, the applicant shall provide the final map to the Water Resources Agency for review and approval. Maintenance of any proposed levees outside of the easement shall be the responsibility of the project applicant(s), developer homeowners or other maintenance entity created and funded by the homeowners, and may be funded through establishment of a new benefit assessment zone. Adequate access shall be provided within the 100-year channel. The developer shall construct channel improvements capable of conveying 100-year flows identified in the FEMA Flood Insurance Study, with maintenance and access roads. The proposed channel alignment and maintenance easement shall be submitted to the Monterey County Water Resources Agency for review and approval. All necessary improvements shall be constructed in accordance with plans approved by the Monterey County Water Resources Agency.
The County of Monterey shall prepare the Downtown Parking Program to ensure that adequate parking is provided as new development occurs in the downtown area and prohibit truck activity in residential and downtown commercial areas. The project applicant(s) within the Merritt Street Corridor Opportunity Area shall provide adequate parking for proposed uses if parking demands cannot be met by existing facilities.

Requirements for Cypress Residential Opportunity Area:

The Cypress Residential Area consists of four subareas that must be planned in a comprehensive manner through approval of a General Development Plan (GDP) prior to development of any one subarea. The GDP will include the public park and open space facilities that are included in the Opportunity Area. Once the GDP is approved, development of the subareas may proceed. In addition to the general requirements for General Development Plans and the community-wide mitigation measures discussed above, specific requirements for the development of the area are described in the Opportunity Area section and summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane channelization improvements and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construct Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) prior to full occupancy of the Cypress Residential Opportunity Area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the Cypress Residential Opportunity Area.
• Install infrastructure improvements as described in the *Infrastructure* section relating to this opportunity area, including extending Walsh Street and installing a signal, installing sewer improvements (interceptor, lift station, and trunk line), extending water service, and installing drainage system and water treatment facilities.

• Dedicate park and open space areas as per adopted GDP, install slough enhancement facilities and put into place appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance of the park and open space facilities.

• Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.

• Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities.

• Development applications (Use Permit and Subdivision applications) for each Subarea shall be reviewed by the CAC to determine compliance with the adopted GDP and Community Plan requirements, including the *Design Guidelines* and *Development Standards*.

• Development within the Cypress Residential Opportunity Area shall be examined in light of the program–level EIR that was prepared for the Community Plan to determine if additional environmental analysis is warranted. Mitigation measures summarized herein for the Cypress Residential Opportunity Area shall be incorporated into the design of future development. These mitigation measures are included in the Mitigation Monitoring and Reporting Plan (MMRP) (included in Appendix D), and summarized herein for reference.

• Incorporate a 200–foot agricultural buffer along the boundary of the Opportunity Area with adjacent farmland. The extent of this buffer can be partially fulfilled by incorporating the width of the
Tembladero Slough, the planned 100-foot wetland restoration area along the banks of the slough, and planned roadways.

- Conduct pre-construction surveys as determined necessary by the biological assessment.

- Contract with a registered Civil Engineer and certified biologist to prepare a slough enhancement plan for the Tembladero Slough prior to any disturbance of land that would affect the riparian habitat along the sloughs. The project applicant(s) shall implement slough enhancement plans concurrent with flood improvement projects along the sloughs and adjacent to the area proposed for development.

- Install orange plastic and/or other temporary demarcation within 100-feet of riparian habitat prior to and during all construction activities at the project site. Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials shall not be allowed within the Tembladero and Castroville sloughs.

- If construction is to occur near the development is proposed in the vicinity of vegetation that is mapped as potential wetland or the project site contain or is located adjacent to a natural drainage course, the project applicant shall contract with a qualified biologist to perform a jurisdictional wetland delineation. If present, project applicant(s) shall be required establish a ‘no net loss of wetlands’ policy and develop a Wetlands Mitigation Plan (to be reviewed by the County of Monterey) in association with obtaining the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act).

- Obtain the appropriate permits (e.g. Individual permit or Nationwide 404 Permit from the U.S. Army Corps of Engineers; Streambed Alteration Agreement from the CDF; and/or obtain Section 401 Water Quality Certification from the Central
Coast Regional Water Resources Control Board) prior to any disturbance and/or realignment of the Tembladero Slough that would impact jurisdictional waters of the U.S. and/or wetlands.

- Submit to Castroville Water District and Monterey County Water Resources Agency for review and approval a water use analysis that demonstrates the associated water use is within the maximum allowable water budget for the proposed Community Plan upon completion of the Salinas Valley Water Project’s diversion project. The water use analysis shall identify the agricultural land currently in production that would be annexed into Zone 2B in order to meet the CSIP replacement acreage requirement.

- Project applicants shall engineer and install the new CSIP transmission lines and associated equipment (i.e. piping, booster pumps, and connections) in accordance with current CSIP standards and remove the existing CSIP transmission lines to be abandoned. The acreage to be annexed into Zone 2B and the CSIP transmission lines to be removed and installed shall be noted on the General Development Plan prior to recordation of the Final Maps for each Opportunity Area.

- Demonstrate, through an agreement with MCWRA, the ability to annex two acres of farmland for every one acre of existing farmland to be removed from Zone 2B. The annexation of new farmland to Zone 2B can be phased as discussed in the Infrastructure section of this Plan.

- Contract with a professional civil engineer or licensed land surveyor to determine the top of bank of the Tembladero Slough in accordance with Chapter 16 of the Monterey County code, prior to Monterey County Planning Department deeming applications complete for General Development Plans and other discretionary approvals.
- Dedicate to the Monterey County Water Resources Agency any necessary easement, within the project site, required for levee maintenance. Required easements shall be recorded on the final map. Prior to recordation, the applicant shall provide the final map to the Water Resources Agency for review and approval. Maintenance of any proposed levees outside of the easement shall be the responsibility of the project applicant(s), developer homeowners or other maintenance entity created and funded by the homeowners, and may be funded through establishment of a new benefit assessment zone. Adequate access shall be provided within the 100-year channel. The developer shall construct channel improvements capable of conveying 100-year flows identified in the FEMA Flood Insurance Study, with maintenance and access roads. The proposed channel alignment and maintenance easement shall be submitted to the Monterey County Water Resources Agency for review and approval. All necessary improvements shall be constructed in accordance with plans approved by the Monterey County Water Resources Agency.

- Preserve the necessary right-of-way to eventually extend Artichoke Avenue southward across Highway 156 to Merritt Street (Highway 183) near Del Monte Boulevard prior to approval of a General Development Plan. Construction of this improvement would not occur within the 20-year horizon of the proposed Community Plan.

Requirements for Commuter Train Station Opportunity Area:

The Commuter Train Station Opportunity Area consists of three subareas (Tottino (A), Train Station (B), and CHISPA Mixed-Use (C)) that may be developed separately. Each subarea must have a separate General Development Plan (GDP), or be part of one comprehensive GDP adopted prior to development of that subarea, although Subareas B and C are
encouraged to prepare one comprehensive GDP. In addition to the general requirements for General Development Plans and the community-wide mitigation measures discussed above, specific requirements for the development of this Opportunity Area are described in the Opportunity Area section and summarized below:

- Development within the Commuter Train Station Opportunity Area shall be examined in light of the program-level EIR that was prepared for the Community Plan to determine if additional environmental analysis is warranted. Mitigation measures summarized herein for the Commuter Train Station Opportunity Area shall be incorporated into the design of future development. These mitigation measures are included in the Mitigation Monitoring and Reporting Plan (MMRP) (included in Appendix D), and summarized herein for reference.
  - Record a permanent conservation easements on farmland adjacent to the proposed developments or within the required agricultural buffer areas, as depicted in the Community Plan, in order to ensure a permanent limit to urban development.
  - Conduct pre-construction surveys as determined necessary by the biological assessment.
  - Contract with a registered Civil Engineer and certified biologist to prepare a slough enhancement plan for the Tembladero Slough prior to any disturbance of land that would affect the riparian habitat along the sloughs. The project applicant(s) shall implement slough enhancement plans concurrent with flood improvement projects along the sloughs and adjacent to the area proposed for development.
  - Install orange plastic and/or other temporary demarcation within 100–feet of riparian habitat prior to and during all construction activities at the project site. Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction
materials, and/or dumping of materials shall not be allowed within the Tembladero and Castroville sloughs.

- If construction is to occur near the development is proposed in the vicinity of vegetation that is mapped as potential wetland or the project site contain or is located adjacent to a natural drainage course, the project applicant shall contract with a qualified biologist to perform a jurisdictional wetland delineation. If present, project applicant(s) shall be required establish a ‘no net loss of wetlands’ policy and develop a Wetlands Mitigation Plan (to be reviewed by the County of Monterey) in association with obtaining the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act).

- Submit to Castroville Water District and Monterey County Water Resources Agency for review and approval a water use analysis that demonstrates the associated water use is within the maximum allowable water budget for the proposed Community Plan upon completion of the Salinas Valley Water Project’s diversion project. The water use analysis shall identify the agricultural land currently in production that would be annexed into Zone 2B in order to meet the CSIP replacement acreage requirement.

- Project applicants shall engineer and install the new CSIP transmission lines and associated equipment (i.e. piping, booster pumps, and connections) in accordance with current CSIP standards and remove the existing CSIP transmission lines to be abandoned. The acreage to be annexed into Zone 2B and the CSIP transmission lines to be removed and installed shall be noted on the General Development Plan prior to recordation of the Final Maps for each Opportunity Area.

- Demonstrate, through an agreement with MCWRA, the ability to annex two acres of farmland for every
one acre of existing farmland to be removed from Zone 2B. The annexation of new farmland to Zone 2B can be phased as discussed in the Infrastructure section of this Plan.

- Consult with Castroville Water District regarding installation of a new production well within the eastern portion of the Opportunity Area. If selected by CWD to provide the additional well site, the project applicant shall be required to install the new production well at their expense during the annexation of the Opportunity Area into Castroville Water District’s service area.

- Contract with a qualified professional engineer to prepare drainage control plans that incorporate detention basins, which limit stormwater discharge to the 10-year and the 2-year pre-development flow rates in order to ensure that the Castroville Pump Station does not run longer than estimated increased duration of 182 hours per year.

- Contract with a professional civil engineer or licensed land surveyor to determine the top of bank of the Tembladero Slough in accordance with Chapter 16 of the Monterey County code, prior to Monterey County Planning Department deeming applications complete for General Development Plans and other discretionary approvals.

- Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) shall be completed prior to occupancy of any development within the Commuter Train Station Opportunity Area, including the Tottino Subarea of the Commuter Train Station Opportunity Area.

- Realignment of the existing Castroville Boulevard north of Highway 156 and relocation of the intersection with revised traffic control configuration and lane configurations shall be completed prior to occupancy of any new development in the Commuter Train Station Opportunity Area.
0 Widening the realigned Castroville Boulevard to four lanes, between Highway 156 and the entrance to the Commuter Train Opportunity Area shall be constructed concurrent with development and completed prior to buildout and full occupancy of development within the Commuter Train Station Opportunity Area.

Tottino Subarea (A)

In addition to the general requirements for General Development Plans, the community-wide mitigation measures, and the Commuter Train Station Opportunity Area mitigation measures discussed above, specific requirements for the development of the subarea are summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 improvements as described in the Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the Tottino Subarea of the Commuter Train Station Opportunity Area. Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) shall be completed prior to occupancy of any development within the Tottino Subarea of the Commuter Train Station Opportunity Area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the Tottino Subarea of the Commuter Train Station Opportunity Area.

- Install slough enhancement/ open space facilities on Castroville Slough, consistent with the adopted GDP and the Resource Protection Program section of this Plan and put into place appropriate agreements with
the North County Recreation District or other entity for ownership, operation, and maintenance. Enter reimbursement agreement for improvement costs exceeding the project’s fair-share contribution.

- Install infrastructure improvements as described in the *Infrastructure* and *Circulation* sections including extending Preston Street (or alternatively Crane Street), installing sewer improvements (force main, trunk line, and lift station), extending water service, and installing drainage system and water treatment facilities.

- Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.

- Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities.

- Development applications (Use Permit and Subdivision applications) for this subarea shall be reviewed by the CAC to determine compliance with the GDP and Community Plan requirements, including the Design Guidelines and Standards.

**Train Station Subarea (B)**

In addition to the general requirements for General Development Plans, the community-wide mitigation measures, and the Commuter Train Station Opportunity Area mitigation measures discussed above, specific requirements for the development of the subarea are summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 improvements as described in the *Infrastructure* and *Circulation* sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to
buildout and full occupancy of the Commuter Train Station Opportunity Area.

- If not in place at the time of development install the Highway 156 intersection improvement as described in the *Infrastructure* and *Circulation* sections of this Plan and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area.

- If not in place at the time of development, install the Castroville slough enhancement/ open space facilities consistent with the adopted GDP the *Resource Protection* section of this Plan and enter into appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance. Enter reimbursement agreement for improvement costs exceeding the project’s fair-share contribution.

- Realign and install Castroville Boulevard consistent with the *Circulation* section of this Plan.

- Install infrastructure improvements as described in the *Infrastructure* and *Circulation* sections of this Plan including connecting to the existing sewer main in Castroville Boulevard, installing a sewer lift station, extending water service, and installing drainage system and water treatment facilities.

- Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.

- Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities. The GDP shall address the detachment and replacement property.

- The General Development Plan shall be consistent with the train station site plan including the planned pedestrian underpass (station and underpass design and installation are the responsibility of others). The development of the train station may proceed in advance and independently from the private development.
Development applications (Use Permit and Subdivision applications) for this subarea shall be reviewed by the CAC to determine compliance with the GDP and Community Plan requirements, including the Design Guidelines and Development Standards.

CHISPA Subarea (C)

In addition to the general requirements for General Development Plans, the community-wide mitigation measures, and the Commuter Train Station Opportunity Area mitigation measures discussed above, specific requirements for the development of the subarea are summarized below:

- The required GDP for this subarea is encouraged to be combined with Subarea B.
- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 improvements as described in the Infrastructure and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the Commuter Train Station Opportunity Area.
- If not in place at the time of development, install the highway 156 interchange as described in the Infrastructure and Circulation sections of this Plan and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area.
- Realign and install Castroville Boulevard consistent with the Circulation section of this Plan.
- Install infrastructure improvements as described in the Infrastructure and Circulation sections including connecting to the existing sewer main in Castroville Boulevard, installing a sewer lift station, extending water service, and installing drainage system and water treatment facilities.
• Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.

• Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities. The GDP shall address the detachment and replacement property. The required GDP shall be consistent with the train station site plan being planned by TAMC including the planned pedestrian underpass (station and underpass design and installation are the responsibility of others).

• Development applications (Use Permit and Subdivision applications) for this Subarea shall be reviewed by the CAC to determine compliance with the GDP and Community Plan requirements, including the Design Guidelines and Development Standards.

North Entrance Opportunity Area
Requirements:
The North Entrance Opportunity Area consists of three subareas. Subarea A is the area planned for mixed use/public facility use along Merritt Street development, Subarea B is the area planned for residential development and Subarea C is the area planned for residential development and the expansion of this Gambetta School sports fields. A General Development Plan (GDP) must be approved for the entire opportunity area prior to any development. Once the GDP is approved, the Subareas can proceed independently. In addition to the general requirements for General Development Plans and the community-wide mitigation measures discussed above, specific requirements for the development of the area are described in the Opportunity Area section and summarized below:

• If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane improvements.
channelization improvements as described in the *Infrastructure* and *Circulation* sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the North Entrance Opportunity Area. Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) shall be completed prior to occupancy of any development within the North Entrance Opportunity Area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the North Entrance Opportunity Area.

- Install roadway frontage improvements on Washington Street, consistent with County standards.
- Install a drainage line to replace the existing open drainage ditch on Washington Street and water treatment facilities at the discharge into Castroville Slough as described in the *Infrastructure* section.
- Connect in-tract service lines to the existing water and sewer facilities located in Washington Street.
- The required GDP shall include the design of the agricultural buffer area and the community entrance area along Merritt Street. As described in the *Opportunity Area* section, a community entrance sign and landscaping shall be part of the requirements.
- Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.
- Development applications (Use Permit and Subdivision applications) for each subarea shall be reviewed by the CAC to determine compliance with the Community Plan requirements, including the *Design Guidelines* and *Development Standards*.
- Development within the North Entrance Opportunity Area shall be examined in light of the program–level
EIR that was prepared for the Community Plan to determine if additional environmental analysis is warranted. Mitigation measures summarized herein for the North Entrance Opportunity Area shall be incorporated into the design of future development. These mitigation measures are included in the Mitigation Monitoring and Reporting Plan (MMRP) (included in Appendix D), and summarized herein for reference.

- Record a permanent conservation easements on farmland adjacent to the proposed developments or within the required agricultural buffer areas in order to ensure a permanent limit to urban development.

- Submit to Castroville Water District and Monterey County Water Resources Agency for review and approval a water use analysis that demonstrates the associated water use is within the maximum allowable water budget for the proposed Community Plan upon completion of the Salinas Valley Water Project’s diversion project. The water use analysis shall identify the agricultural land currently in production that would be annexed into Zone 2B in order to meet the CSIP replacement acreage requirement.

- Project applicants shall engineer and install the new CSIP transmission lines and associated equipment (i.e. piping, booster pumps, and connections) in accordance with current CSIP standards and remove the existing CSIP transmission lines to be abandoned. The acreage to be annexed into Zone 2B and the CSIP transmission lines to be removed and installed shall be noted on the General Development Plan prior to recordation of the Final Maps for each Opportunity Area.

- Demonstrate, through an agreement with MCWRA, the ability to annex two acres of farmland for every one acre of existing farmland to be removed from Zone 2B. The annexation of new farmland to Zone
2B can be phased as discussed in the *Infrastructure* section of this Plan.

- Contract with a qualified professional engineer to prepare drainage control plans that incorporate detention basins, which limit stormwater discharge to the 10-year and the 2-year pre-development flow rates in order to ensure that the Castroville Pump Station does not run longer than estimated increased duration of 182 hours per year.

### New Industrial Opportunity Area Requirements:

The New Industrial Opportunity Area is an expansion of the existing industrial park located in Castroville. A General Development Plan (GDP) must be approved prior to any development in this opportunity area which shall include the lot layout, infrastructure, phasing, landscaping, and building envelopes. In addition to the general requirements for General Development Plans and the community-wide mitigation measures discussed above, specific requirements for the development of the area are described in the *Opportunity Area* section and summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane channelization improvements as described in the *Infrastructure* and *Circulation* sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construct Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) prior to occupancy of any development within the New Industrial Opportunity Area. Construct the northbound Merritt Street through–lane concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Area.
Construct the northbound Merritt Street right-turn lane at Highway 156 prior to buildout and full occupancy of the New Industrial Opportunity Area.

- If not in place at the time of development, install the Highway 156 interchange as described in the *Infrastructure* and *Circulation* sections of this Plan and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area.

- Install the Castroville Boulevard extension to Blackie Road and related improvements as described in the *Circulation* section. Construct the southerly extension of Castroville Boulevard as a two lane divided arterial roadway shall be completed prior to occupancy of any new development in the New Industrial Opportunity Area. Left-turn channelization and frontage improvements, including left-turn lanes, sidewalks, and bicycle lanes shall be installed along the southerly extension of Castroville Boulevard concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Area. Realignment of the existing Castroville Boulevard north of Highway 156 and relocation of the intersection with revised traffic control configuration and lane configurations shall be completed prior to occupancy of any new development in the New Industrial Opportunity Area.

- If not in place at the time of development, install the Castroville Slough enhancement/open space facilities to the west of the Tottino subarea (A) consistent with the adopted GDP and the *Resource Protection Program* section of this Plan and enter into appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance. Enter reimbursement agreement for improvement costs exceeding the project’s fair-share contribution from this opportunity area.

- Connect to the existing water and sewer systems in the existing industrial park to the south as described in the *Infrastructure* section.
• Install a storm drain system, enlarge the existing retention pond, and install a drainage line from the pond under Highway 156 to the enhancement area as described in the *Infrastructure* section.

• Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.

• Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities. The GDP shall address the detachment and replacement property.

• Development applications (Use Permit and Subdivision applications) for this Opportunity Area shall be reviewed by the CAC to determine compliance with the Community Plan requirements, including the *Design Guidelines* and *Development Standards*.

• Development within the New Industrial Opportunity Area shall be examined in light of the program-level EIR that was prepared for the Community Plan to determine if additional environmental analysis is warranted. Mitigation measures summarized herein for the New Industrial Opportunity Area shall be incorporated into the design of future development. These mitigation measures are included in the Mitigation Monitoring and Reporting Plan (MMRP) (included in Appendix D), and summarized herein for reference.

  o Submit to Castroville Water District and Monterey County Water Resources Agency for review and approval a water use analysis that demonstrates the associated water use is within the maximum allowable water budget for the proposed Community Plan upon completion of the Salinas Valley Water Project’s diversion project. The water use analysis shall identify the agricultural land currently in production that would be annexed into Zone 2B in order to meet the CSIP replacement acreage requirement.
Project applicants shall engineer and install the new CSIP transmission lines and associated equipment (i.e. piping, booster pumps, and connections) in accordance with current CSIP standards and remove the existing CSIP transmission lines to be abandoned. The acreage to be annexed into Zone 2B and the CSIP transmission lines to be removed and installed shall be noted on the General Development Plan prior to recordation of the Final Maps for each Opportunity Area.

Demonstrate, through an agreement with MCWRA, the ability to annex two acres of farmland for every one acre of existing farmland to be removed from Zone 2B. The annexation of new farmland to Zone 2B can be phased as discussed in the Infrastructure section of this Plan.

Consult with Castroville Water District regarding installation of a new production well within the eastern portion of the Opportunity Area. If selected by CWD to provide the additional well site, the project applicant shall be required to install the new production well at their expense during the annexation of the Opportunity Area into Castroville Water District’s service area.

Contract with a qualified professional engineer to prepare drainage control plans that incorporate detention basins, which limit stormwater discharge to the 10–year and the 2–year pre–development flow rates in order to ensure that the Castroville Pump Station does not run longer than estimated increased duration of 182 hours per year.

Infill Development:

The Community Plan provides for infill development opportunities within the existing community. Development will be allowed on a project–by–project basis through the submittal of subdivision and/or use permit applications. Development may proceed in advance of the adoption of this plan if it can be found
to be compliance with existing regulations. After adoption of this Plan, infill development that requires a Use Permit shall be evaluated by the CAC for consistency with the provisions of this plan including the Design Guidelines and Development Standards. New development will be required to pay the impact fees in place at the time of development or to contribute its fair-share to the cost of future infrastructure improvements based on an impact analysis. Some infill development will require annexation to certain special districts, including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.

New infill development is encouraged to be planned in a comprehensive manner through parcel and ownership consolidation and redevelopment of underutilized properties to result in more effective development patterns. In addition to the general requirements for General Development Plans and the community-wide mitigation measures discussed above, specific requirements for the development of the area are described in the Opportunity Area section and summarized below:

Infill development, that is not determined to be exempt according to Section 15061 of the CEQA Guidelines, shall be examined in light of the program–level EIR that was prepared for the Community Plan to determine if additional environmental analysis is warranted. Mitigation measures summarized herein for infill sites shall be incorporated into the design of future development. These mitigation measures are included in the Mitigation Monitoring and Reporting Plan (MMRP) (included in Appendix D), and summarized herein for reference.

- Project applicants shall submit a water use analysis to Castroville Water District that demonstrates the associated water use is within the maximum allowable water budget for near-term development.
o A fair-share contribution shall be determined for Phase One of the Artichoke Avenue improvement project if the Community Plan Impact Fee Program is not in place at the time that the development is approved.

E. Amendments to the Castroville Community Plan

The Community Plan may be amended in accordance with and subject to the following procedures and findings. An amendment may be requested by a private party, the County or another agency. The Planning Commission, after a least one noticed public hearing, and based on consideration of any recommendations provided by the Castroville Redevelopment Citizen’s Advisory Sub–Committee, shall provide recommendations to the Board of Supervisors regarding any proposed amendments. Upon receipt of the recommendations from the Planning Commission, the Board of Supervisors shall set the matter for public hearing and shall give notice of said hearing. After the conclusion of the public hearing the Board of Supervisors may deny, adopt, or adopt any part of the proposed amendment in such a form as the Board my deem advisable. All of the following findings are required to approve an amendment to the Castroville Community Plan.

Required Findings:

• The proposed community plan amendment is consistent with the goals, objectives, policies and programs of the General Plan, and is necessary and desirable to implement the provisions of the General Plan.
• The uses proposed in the community plan amendment are compatible with the adjacent uses and properties.
• The proposed community plan amendment will not adversely affect the public health, safety or welfare.
• The proposed community plan amendment will not create internal inconsistencies within the community plan.

• Community plan amendments may require a companion General Plan amendment. All community plan amendments shall be processed in accordance with any applicable local ordinance and are subject to CEQA.

• Amendments to the Castroville Community Plan may be requested through the submittal of an application to the Planning and Building Inspection Department and shall include statements and plans necessary to show the proposed use, structure or modification and other information that the Director may require to evaluate the request.

F. Conformance Determinations

The purpose of a Conformance Determination is to determine whether a proposed development or use that constitutes a minor variation from the provisions of the adopted Community Plan is consistent with the Community Plan and may proceed without the approval of an amendment. The proposed minor variation shall be found consistent if it substantially conforms to the vision, goals, standards, regulations, and guidelines of the Community Plan and other applicable Monterey County ordinances. Where appropriate, a Conformance Determination may be combined and processed concurrently with a use permit or administrative permit.

The Planning and Building Inspection Department Director is the Appropriate Authority to decide applications for a Conformance Determination, however the Director shall have the discretion to refer an application for a Conformance Determination to the Castroville Redevelopment Citizens Advisory Subcommittee for a recommendation, then to the Planning Commission for a noticed public hearing and determination. If the Conformance Determination is
combined with a Use Permit or Administrative Permit, the decision making body for those actions shall also be the decision making body for the Conformance Determination.

**Required Findings:**
The Appropriate Authority acting on a Conformance Determination request shall either approve, approve with conditions, or deny the request based on the findings as specified below. In order to approve a request, the Appropriate Authority must make all the following findings for the request as proposed or subject to specified conditions:

- The variation from the Castroville Community Plan is minor in nature.
- The development or use is consistent with the Castroville Community Plan and substantially conforms to the standards, regulations, and guidelines of the Castroville Community Plan and other applicable Monterey County ordinances.
- The development or use will not adversely affect public health, safety, or welfare.
- The development or use will not adversely affect adjacent properties.
- The development or use will not have environmental effects that have not been previously analyzed.

**Time Limits:**
The Appropriate Authority shall act on an application for a Conformance Determination, or publish a notice of a public hearing within 60 days from the date of receipt of an application and all required submittals. Any public hearing on the application shall commence within 60 days of the date of publishing the notice.

**Appeals:**
Decision of the Director with regard to a Conformance Determination may be appealed to the Planning Commission. The decision of the Planning Commission may be appealed to the Board of
Supervisors. Appeal procedures and timelines shall be in accordance with the applicable zoning ordinance provisions to discretionary decisions.

G. Community Plan Compliance and Enforcement

No building permit, grading permit, discretionary land use permit, or other permit for land use subject to the provisions of the Castroville Community Plan may be approved if it is found to be inconsistent with the Castroville Community Plan.

The Director is responsible for enforcing the provisions of the Monterey County Zoning Ordinance and the Castroville Community Plan. The regulatory elements of the Castroville Community Plan are enforceable pursuant to the enforcement provisions contained in the Monterey County Code.
GLOSSARY

A. Interpretation and Grammar
For the purpose of this Community Plan, certain terms used in this Plan are defined as follows: All words used in the present tense shall include the future tense; all words in the plural number shall include the singular; and all words in the singular number shall include the plural number, unless the natural construction of the wording indicates otherwise.

The word "lot" includes the word "plot"; the word "building" includes the word "structure"; and the word "shall" is mandatory and not directory. The word "County" means the "County of Monterey, State of California"; the words "Board of Supervisors" means the "Board of Supervisors of the County of Monterey, State of California". The words "Planning Commission" mean the "County Planning Commission of the County of Monterey, State of California"; and the words "County boundary" mean "the boundary of the County of Monterey, State of California, or the boundary of any incorporated municipality within said County".

B. Terms in Common Usage
Terms within this section are specific to the Castroville Community Plan and most are based on definitions provided in Chapters 20.06 and 21.06 of the Monterey County Zoning Ordinance (Title 20 and Title 21) unless otherwise noted in parentheses.

Any term, word, or phrase not specifically defined in this Chapter shall be defined, firstly, in the light of the other Chapters of the Monterey County Code; secondly, state law, particularly the State Planning Act; thirdly, as defined in "Anderson on Zoning", latest edition; fourthly as defined in Webster's New International Dictionary of the American Language, latest edition; and fifthly, any accepted dictionary of the English language.
C. Definitions

ACCESSORY STRUCTURE
Accessory structures are structures subordinate to and supportive of a main structure on a lot.

AFFORDABLE HOUSING
Affordable housing means those residential projects, for rent or sale, which are intended for and restricted to households of very low, low and moderate income, which meet the following qualifications:
a. A rental project for very low income households (income up to 50% of Housing and Urban Development (HUD) median household income for Monterey County) where the unit has a monthly contract rent less than or equal to 30% of 50% of the HUD median household income adjusted for household size; or,
b. A rental project for low income households (income between 50% and 80% of Housing and Urban Development median household income for Monterey County) where the unit has a monthly contract rent less than or equal to 30% of 70% of the HUD median household income adjusted for household size; or,
c. A project for sale to low income households (income between 50% and 80% of Housing and Urban Development median household income for Monterey County) where the units are for sale to households with incomes not more than 80% of the HUD median household income for Monterey County. The average price of the unit will be based on the affordability of such a unit to a four person household earning 70% of the Monterey County median income as defined by HUD; or,
d. A project for sale to moderate income households (income between 80% and 120% of Housing and Urban Development median household income for Monterey County) where the units are for sale to households with incomes not more than 120% of the HUD median household income for Monterey County. The average price of the unit will be based on the affordability of such a unit by a four person household earning 100% of the Monterey County median income as defined by HUD; or,
e. Any combination of the above.
AGRICULTURE
Agriculture means the art or science of cultivating the ground; harvesting of crops; rearing and management of livestock; tillage; husbandry; farming; horticulture; and forestry; the science and art of the production of plants and animals useful to man; and wildlife management.

AGRICULTURAL PROCESSING PLANT
Agricultural processing plant means a structure, building, facility, area, open or enclosed, or any other location for the refinement, treatment, or conversion of agricultural products where a physical, chemical or similar change of an agricultural product occurs. Examples of agricultural processing include but are not limited to, coolers, dehydrators, cold storage houses, hulling operations, and the sorting, cleaning, packing, and storing of agricultural products preparatory to sale or shipment in their natural form including all customarily incidental uses. Agricultural processing plants include wineries.

AGRICULTURAL SUPPORT SERVICE
Agricultural support service means a necessary and accessory facility principally established to serve on site farming or ranching activities and which relies on the on site agriculture as its' major means of support. Agricultural support facilities include but are not limited to coolers, cold storage, loading docks and shops.

ALLEY
Alley means a passage or way, public or private, open to public travel, affording a secondary means of vehicular access to abutting lots and not intended for general traffic circulation.

ALL-WEATHER ROAD SURFACE
All–weather road surface means a drivable road having a weight bearing capability to support the loads of fire fighting equipment used or likely to be used by the local fire protection agency in all weather conditions.

ALTERATION, STRUCTURAL
Structural alteration means any change or rearrangement in the supporting members of an existing structure, such as bearing walls, columns, beams, girders, or interior bearing partitions, or any enlargement to or diminution of
a structure, whether horizontally or vertically, or the moving of a structure from one location to another.

**APARTMENT**

Apartment means a room or a group of related rooms, among similar sets in one building, designed for use as a dwelling. *(Root: Castroville Community Plan)*

**APPROPRIATE AUTHORITY**

Appropriate authority means that person, official, or body designated to hear, grant, deny, modify, condition, revoke or otherwise act on permits required by this Community Plan.

**AUTOMOBILE WRECKING YARD**

Automobile wrecking yard means any structure, portion thereof, property, location, facility, or area used for the dismantling or wrecking of more than two motor vehicles or trailers, or the storage, sale or dumping of more than two dismantled, partially dismantled, obsolete or wrecked vehicles or their parts, but not including the incidental storage of vehicles in connection with the operation of a repair garage, providing the repair period of any one vehicle does not exceed 60 days, and not including the active noncommercial repair of one personal motor vehicle within a 120 day period and not including the storage, dismantling, wrecking and repair of vehicles or equipment accessory to on-site agricultural operations.

**AVERAGE LOT DEPTH**

Average lot depth means the distance of a line extending from the midpoint of the front lot line to the midpoint of the rear lot line, with that line being equidistant from the side lot lines.

**AVERAGE LOT WIDTH**

Average lot width means the quotient of the lot area divided by the average lot depth.

**BED AND BREAKFAST FACILITY**

Bed and breakfast facility means an establishment providing overnight accommodations and a morning meal by people who rent rooms in their homes. Rent or rental fee can include any form of remuneration including cash, goods or services, barter, or forgiveness of debt.
BLOCK
Block means that property abutting on one side of a street and lying between the two nearest intersecting or intercepting streets or nearest intersecting or intercepting streets and railroad right-of-way, unsubdivided acreage, watercourse, or body of water.

BUILDING
Building means any structure built entirely of frame or a more lasting type of construction, having a roof supported by columns or by walls and intended for the shelter, housing, or enclosure of any person, animal, or chattel, but not including any tent or trailer.

BUILDING SITE
Building site means a parcel of land occupied or intended to be occupied by main structures and accessory structures and uses, including such open spaces as are provided or are intended to be used in connection therewith or are required by the regulations for the district wherein such parcel is located.

CAMPGROUND
Campground means land or premises which is used, or intended to be used, let, or rented for transient occupancy by persons traveling by automobile or otherwise, or by transient persons using tents, recreational vehicles or similar quarters.

CARETAKER UNITS
Caretaker units means a permanent residence, secondary and accessory to an existing main dwelling for persons employed principally on-site for purposes of care and protection of persons, property, plants, animals, equipment or other circumstances on site or on contiguous lots under the same ownership.

CHILD CARE CENTER
Child care center means a facility, other than a day care home, licensed by the State of California to provide nonmedical care to children under 18 years of age in need of personal services, supervision or assistance on less than a 24-hour basis.
CLUSTER HOME
Cluster homes are a group of homes with individual lots that are located around a shared driveway or vehicular access. *(Root: Castroville Community Plan)*

COMMON PUBLIC VIEWING AREA
Common public viewing area means a public area such as a public street, road, designated vista point, or public park from which the general public ordinarily views the surrounding viewshed.

CONDOMINIUM
A condominium consists of an undivided interest in common in a portion of real property coupled with a separate interest space called a unit, the boundaries of which are described on a recorded final map, parcel map, or condominium plan in sufficient detail to locate all boundaries thereof. The area within these bound may be filled with air, earth, or water, or any combination thereof, and need not be physically attached to land except by easements for access and, if necessary, support. *(Root: Monterey County Code 19.02.075)*

CONSTRUCTION, ACTUAL
Actual construction means the placing of construction materials in their permanent position, fastened in a permanent manner; actual work in excavation or grading, or the demolition or removal of an existing structure begun preparatory to rebuilding; provided, that in all cases diligent work shall be carried on until the completion of the building or structure.

CONVENIENCE STORE
Convenience store means a market with a floor area of less than 5,000 square feet, frequently located near residential development, which offers a limited variety of food, household and sundry items and which is operated primarily for the convenience of the walk–in shopper or persons purchasing a few items.

COTTAGE INDUSTRY
Cottage industry means a business in a residential area conducted primarily by the residents of the property manufacturing artistic, handicraft and other craft items.
COUNTRY CLUB
Country club means any premises, structures or facilities used for meetings, dining, dancing, other social events, or recreational activities for club members and guests.

COUNTY SCENIC ROUTE
County scenic route means a segment of County roadway that has been officially designated a scenic route by the Director of the California Department of Transportation.

COVERAGE
Coverage means any area covered by a structure, structures or structure protrusions including decks twenty-four inches or more above grade but not including building eaves of thirty inches or less and similar non-usable areas, paved driveways, sidewalks, paths, patios and decks less than twenty-four inches above grade.

DAY CARE CENTER
Day care center means any child day care facility other than a family day care home and includes infant centers, preschools and extended day care facilities.

DAY CARE HOME, LARGE FAMILY
Large family day care home means a home licensed as such by the State of California to provide day care for seven to twelve children, inclusive of the children who reside at the home.

DAY CARE HOME, SMALL FAMILY
Small family day care home means a home licensed as such by the State of California to provide day care for one to six children, inclusive of the children who reside at the home.

DENSITY
Density means the measure of the ratio of population to the area of land occupied by that population, which may be expressed as dwelling units per acre, families per acre, persons per acre, or conversely as acres per dwelling unit or square feet per dwelling unit.

DENSITY, GROSS
Gross density means the ratio of dwelling units per acre utilizing the full acreage of the parcel without subtracting areas dedicated to public or private roads, schools, parks,
or similar public use and open space areas or hazard areas.

**DENSITY, LOW RESIDENTIAL (LDR–C)**
Low density residential provides for primarily single-family detached dwellings with a minimum density of 7 dwelling units per acre and maximum density of 8 dwelling units per acre. *(Root: Castroville Community Plan)*

**DENSITY, MEDIUM RESIDENTIAL (MDR–C)**
Medium density residential provides for single-family attached and detached dwellings at a minimum density of 8 dwelling units per acre and a maximum density of 10 dwelling units per acre. *(Root: Castroville Community Plan)*

**DENSITY, HIGH RESIDENTIAL (HDR–C)**
High density residential provides for small lot single-family attached or detached homes, attached units such as duplexes triplexes, townhomes, flats and clustered development at a minimum density of 12 dwelling units per acre and a maximum density of 20 dwelling units per acre. *(Root: Castroville Community Plan)*

**DENSITY, MIXED RESIDENTIAL (MXDR–C)**
Mixed density residential provides for a mix of Medium Density and High Density Residential development within an integrated cohesive neighborhood. The types of residential units include detached small-lot single-family units and multi-family unit at a minimum density of 8 dwelling units per acre and a maximum of 20 dwelling units per acre. *(Root: Castroville Community Plan)*

**DESIGN GUIDELINES**
In addition to Development Standards, Design Guidelines are included to address more subjective factors of quality and character of development. Design Guidelines are contained in Appendix C. and deal with design elements such as architectural style and detail, landscape character, building materials, signage, lighting and the like. *(Root: Castroville Community Plan)*

**DEVELOPMENT**
Development means any activity which occurs on land or water that involves the placement of any structure, the discharge or disposal of any waste material, grading,
dredging or mineral extraction. This definition includes any change in density and/or intensity of use including the subdivision of land, construction of any structure, and the harvesting of major vegetation other than for agricultural purposes.

**DEVELOPMENT RIGHTS**
Development rights means the rights, along with others such as mineral rights and water rights, that are commonly associated with real property ownership. Development rights, subject to local, state, and federal regulations, provide the legal basis for property development.

**DEVELOPMENT STANDARD**
Development standard means the regulations contained within each zoning district or other sections of this Plan setting forth minimum requirements or specifications and maximum allowances for development which must be met by all applicants for zoning clearances.

**DILIGENT WORK**
Diligent work means work characterized by steady, earnest and energetic application of effort to complete any given project without lapse of necessary grading or building permits.

**DIRECTOR OF PLANNING AND BUILDING INSPECTION**
Director of Planning and Building Inspection means the Director of Planning and Building Inspection of the County of Monterey.

**DWELLING**
Dwelling means a structure or portion thereof designed for or occupied exclusively for non-transient residential purposes including one family and multiple family dwellings, but not including hotels, motels, boarding or lodging houses or other transient occupancy facilities.

**DWELLING UNIT**
Dwelling unit means a dwelling or portion thereof used by one family and containing only one kitchen.

**DWELLING UNIT, MANUFACTURED**
Manufactured dwelling unit means a dwelling structure, constructed in part or in whole off the building site, including a mobile home meeting the standards of the National Manufactured Housing and Construction Safety
Act of 1976, and subsequently transported to the site and installed on a permanent foundation. A manufactured dwelling unit does not include a mobile accessory building or structure, a recreational vehicle or a commercial coach.

**DWELLING, DUPLEX**
Duplex dwelling means a detached structure, under one roof, designed for or occupied exclusively by two families living independently of each other, and each dwelling unit having its own kitchen.

**DWELLING GROUP**
Dwelling group means a group of two or more attached or detached one-family, duplex, or multiple-family dwellings occupying a parcel of land under one ownership and having a yard in common.

**DWELLING, MULTIPLE FAMILY**
Multiple family (Multi-family) dwelling means a structure or portion thereof used to house three or more independent dwelling units, each unit having its own kitchen.

**DWELLING, SINGLE FAMILY**
Single family dwelling means a detached structure, including a mobilehome or manufactured dwelling unit, containing only one kitchen and used to house not more than one family.

**EMERGENCY**
Emergency means a situation arising from fire, explosion, act of God or act of public enemy which, if not corrected immediately, will potentially result in the loss of life, property or substantial environmental resources.

**ENFORCING OFFICER**
Enforcing officer means the person, office or department designated by state law or the Board of Supervisors to enforce any provision of this Plan. Enforcing officer includes any County officer, employee or agent to whom enforcement powers have been lawfully delegated by a designated enforcement officer.

**ENVIRONMENTALLY SENSITIVE HABITAT**
Environmentally sensitive habitat means an area known or believed, based on substantial evidence, to contain rare or endangered species.
FAMILY
Family means one or more persons occupying a dwelling unit or other premises and living as a single not-for-profit housekeeping unit, as distinguished from a group occupying a hotel, club, fraternity or sorority house. Family includes necessary servants.

FARM EMPLOYEE FAMILY HOUSING
Farm employee family housing means any place, area, or piece of land under one ownership where more than three farm employee families including the owner or operator of the farm are provided living quarters or housing accommodations.

FARM EMPLOYEE HOUSING FACILITY
Farm employee housing facility means any living quarters or accommodations of any type, including mobile homes, which meet the requirements of the Uniform Building Code and Uniform Housing Code, provided by any person for employees or families employed principally in farming or other agricultural activities on the land and contiguous land occupied by the farm employee housing facility.

FARM WORKER HOUSING FACILITY
Farm worker housing facility means any living quarters or accommodations of any type, including mobile homes, which meet the requirements of the Uniform Building Code and Uniform Housing Code, provided by any person for individuals or families employed principally in farming or other agricultural activities off the property on which the farm worker housing facility is to be located.

FARM SHOP
Farm shop means a structure used for the maintenance, repair and/or fabrication of farm equipment by the owner and/or operator of the farm.

FAULT
Fault means a fracture in the earth's crust along which there has been displacement of land masses relative to one another.

FAULT, ACTIVE
Active fault means a fault along which there has been displacement during the last 11,000 years.

FAULT, INACTIVE
Inactive fault means a fault along which there has been no major displacement for more than 3,000,000 years.

**FAULT, POTENTIALLY ACTIVE**
A potentially active fault means a fault along which the most recent major displacement occurred between 11,000 and 3,000,000 years ago.

**FAULT TRACE**
Fault trace means the intersection of a fault with the earth's surface.

**FAULT ZONE**
Fault zone means a zone consisting of interconnected, closely spaced faults and fault traces.

**FEASIBLE**
Feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technical factors.

**FRONT WALL**
Front wall means the wall of the structure nearest the street or streets upon which the structure faces, but excluding certain architectural features as specified in Chapter 21.62 (Height and Setback Exceptions) of this Plan.

**GARAGE, PRIVATE**
Private garage means an enclosed, attached or detached accessory structure intended primarily for the storage of private motor vehicles.

**GARAGE, PUBLIC**
Public garage means any structure and premises, except a private or storage garage, used for the storage, repair or storage and repair of motor vehicles for remuneration, hire, or sale.

**GARAGE, STORAGE**
Storage garage means any structure and premises, except a private garage, used exclusively for the storage of motor vehicles.

**GENERAL DEVELOPMENT PLANS**
General Development Plans are plans describing and illustrating lot patterns, circulation and the infrastructure needed to properly coordinate infrastructure and
development patterns in instances where multiple property
ownerships are involved and broader planning is needed
beyond an individual project. Development within these
areas must also comply with the Design Standards and
Design Guidelines contained within this Community Plan.
(Root: Castroville Community Plan)

GOAL
A general end towards which the community will direct its
efforts (Root: Castroville Community Plan).

GUESTHOUSE
Guesthouse means an attached or detached living quarters
of a permanent type of construction lacking internal
circulation with the main dwelling, without kitchen or
cooking facilities, clearly subordinate and incidental to the
main structure, on the same lot, and not to be rented, let,
or leased, whether compensation is direct or indirect.

HEIGHT OF STRUCTURE
Height of structure means the vertical distance from the
average level of the highest and lowest point of the natural
grade of that portion of the building site covered by the
structure, to the topmost point of the structure, but
excluding certain features, as specified in Chapter 21.62
(Height and Setback Exceptions) of this Community Plan.

HOME OCCUPATION
Home occupation means a business conducted in a
residential area conducted by the residents of the
property, the main product of which is a service rather
than goods.

HOTEL
Hotel means any structure or portion thereof containing
guestrooms used, designed, or intended to be used, let, or
hired out or to be occupied, whether the compensation for
hire is paid directly or indirectly, and occupied or intended
to be occupied by more than two persons.

HOTEL, RESORT
Resort hotel means a hotel and accessory recreational
components as well as service uses designed primarily for
the convenience of guests and containing guestrooms with
a maximum density of ten guestrooms per acre and with a
minimum of ten percent of the total area maintained for landscaping.

INTERNAL CIRCULATION
Internal circulation means a structural connection between two portions of a structure designed to provide for circulation between habitable portions of a structure without circulation out of doors or through non-habitable areas such as a garage, or through areas not normally utilized for interior circulation such as laundry rooms, bathrooms, and mechanical rooms.

JUNK YARD
Junk yard means the use of more than two hundred square feet of the area of any lot used for the storage of junk, including scrap metals or other scrap materials, or for the dismantling or wrecking of automobiles or other vehicles or machinery; but not including the dismantling, storage, wrecking and repair of vehicles or equipment accessory to on-site agricultural operations.

KENNEL, COMMERCIAL
Commercial kennel means any property or premises in which more than eight dogs, 6 months of age or older, or other household pets, are kept for commercial reasons which include, but are not limited to, letting for hire, training for fee, sale and any other commercial purpose; but not including a veterinary hospital, premises operated by the Society for the Prevention of Cruelty to Animals (SPCA), any public pound or the County animal shelter.

KITCHEN
Kitchen means an area capable of being used for the preparation or cooking of food containing both a stove or other device for cooking and a refrigerator or other device for the cool storage of food.

LABOR SUPPLY CAMP
Labor supply camp means place, area or piece of land where housing is provided for five or more employees or prospective employees of another by any individual, firm, partnership, association, or corporation, that for a fee, employs persons to render personal services for, or under the direction of, a third person, or that recruits, solicits, supplies, or hires persons on behalf of an employer, and
that, for a fee, provides in connection therewith one or more of the following services:
(a) Furnishes board, lodging, or transportation for such employees or prospective employees.
(b) Supervises, times, checks, counts, weights, or otherwise directs or measures the work of such employees.
(c) Disburses wage payments to such employees.

LIQUEFACTION
Liquefaction means the loss of soil strength due to seismic forces acting on water–saturated granular soil.

LOT
Lot means a unit of land which has been created under the provisions of the Subdivision Map Act or any prior law regulating the division of land or a local ordinance enacted pursuant thereto or was created prior to the time any local or state law regulated divisions of land or which were not subject to any local or state regulation of the time of its creation. In the Coastal Zone, an existing parcel means a separate legal parcel recorded as of December 31, 1976, or later if approved under a coastal development permit. Existing parcels do not include parcels recorded without benefit of coastal development permit where such permit was required by law prior to 1977. Parcels crossed by public road or highway rights–of–way will not be considered to have been "subdivided" by such a road or highway. Except where a legal determination by the County (or by the Coastal Commission on appeal of a permit application) concludes otherwise for a particular ownership, contiguous lots conveyed by U.S. patent or aggregated under a single ownership will be considered as a single parcel for Subdivision Map Act purposes.

LOT, KEY
Key lot means the first lot to the rear of a corner lot, the front line of which is a continuation of the side line of the corner lot exclusive of the width of any alley, and fronting on the street which intersects or intercepts the street upon which the corner lot fronts.
MIXED USE
Multiple land uses in the same structure or same general area of a community with a minimum density of 15 dwelling units per acre and a maximum density of 30 dwelling units per acre. (Root: Castroville Community Plan)

MOBILEHOME
Mobilehome means a vehicle designed and equipped for human habitation.

MOBILEHOME, FORMER
Former mobilehome means a mobilehome attached to a permanent foundation and modified to meet applicable building code and land use requirements as a residential structure.

MOBILEHOME PARK
Mobilehome park means a parcel of land under one ownership which has been planned and improved for the placement of two or more mobilehomes for rental purposes for non-transient use.

MOTEL
Motel means a building, structures, accessory facilities and premises with guestrooms or apartments with parking areas provided to serve such guestrooms or apartments and the use of which is designed and used primarily for the accommodation of transient travelers.

MULTI–PLEX HOME
Multi–plex homes are residential structures that provide multiple residential units under one roof. They are typically designed to resemble large single family homes but containing multiple residential units. (Root: Castroville Community Plan)

NUISANCE
Nuisance means and includes every public or private act or condition known or described in the common law as a public nuisance and any other public or private act or condition which is or may be declared to be a public nuisance under the laws of the State of California or by county ordinance.

OBJECTIVE
A description of an ideal future. *(Root: Castroville Community Plan)*

**ONE OWNERSHIP**

One ownership means ownership of property or possession thereof under a contract to purchase or under a lease, the term of which is not less than ten years, by a person or persons, firm, corporation, or partnership, individually, jointly, in common, or in any other manner whereby such property is under single or unified control. The term owner means the person, firm, corporation, or partnership exercising one ownership as defined in this Section.

**OPEN SPACE**

Open space means any open land or other spaces which are predominantly lacking in structural development. Open space includes natural areas, wetlands and open water, wildlife habitats, farmlands and grazing areas, and park recreation areas. The term "open space" does not imply public access or ownership.

**OUTDOOR ADVERTISING STRUCTURE**

Outdoor advertising structure means any structure of any kind or character, erected or maintained for outdoor advertising sign purposes.

**PERSON**

Person means any individual, corporation, partnership, firm, business, or similar entity, public or private agency, municipality, city, State or Federal agency.

**PETS**

Pets mean commonly domesticated household animals.

**PLANNED UNIT DEVELOPMENT**

Planned Unit Development means a common interest development (other than a community apartment project, a condominium project, or a stock cooperative) having either or both of the following features:

a. Any contiguous or noncontiguous lots, parcels, or areas in which owners of separately owned lots, parcels, or areas are owners in common, possessing appurtenant rights to the beneficial use and enjoyment of the commonly owned property.
b. A power exists in the association to enforce an obligation of an owner of a separately owned lot, parcel, or area with respect to the beneficial use and enjoyment by means of an assessment which may become a lien upon the separately owned lot, parcel, or area in accordance with Government Code Section 1367.

POLICY
A specific statement of guiding actions that imply a clear commitment. A direction of action that will lead to meeting adopted goals and objectives. *(Root: Castroville Community Plan)*

PROFESSIONAL OFFICE
Professional office means an establishment for professional, executive and administrative offices, including those of accountants, lawyers, doctors, dentists, architects, engineers, drafting offices, insurance agents, real estate agents, and other occupations which are of similar character to those enumerated, but not including barbers, beauty parlors, cosmetologists, or other service establishments and structure trades contractors.

PUBLIC UTILITY
Public utility means a company regulated by the California Public Utilities Commission or other regulatory body including the County of Monterey.

PUBLIC UTILITY FACILITIES
Public utility facilities mean facilities for the production, storage, transmission, distribution, and recovery of water, sewage, energy, and other similar utilities.

RARE AND ENDANGERED SPECIES
Rare and endangered species means a plant or animal species identified by the California Department of Fish and Game, or the United States Fish and Wildlife Service, as rare, endangered, or threatened.

RECREATIONAL VEHICLE
Recreational vehicle means a vehicle designed and used for temporary human habitation and with its wheels in place, and primarily used for recreational purposes.

REST HOME
Rest home means a place used for the rooming or boarding of any aged or convalescent persons, whether
ambulatory or non-ambulatory, for which a license is required by a county, state or federal agency.

RIGHT-OF-WAY
Right-of-way means a strip of land either public or private commonly allocated for transportation purposes, such as a public or private road, a railroad, or a utility transmission line.

RIPARIAN HABITAT
Riparian habitat means a natural plant community dependent upon a water body or water course.

RIPARIAN WOODLAND
Riparian woodland means a plant community with lush growths of trees and shrubs, supported by wet conditions along seasonally and permanently flowing fresh water streams and rivers.

ROOMINGHOUSE OR BOARDINGHOUSE
Roominghouse or boardinghouse means a facility other than a hotel where lodging with or without meals for three or more persons is provided for compensation.

SENIOR CITIZEN UNIT
Senior citizen unit means an independent, self contained living unit attached or detached from other residences for senior citizens and handicapped persons in addition to a residence on site. The senior citizen unit may be rented.

SERVICE CENTER
Service center means a facility which provides storage, fueling, parking, offices, equipment, materials and similar services for persons engaged in the construction, maintenance and repair trades, but not including facilities the chief business of which is the provision of on-site retail sales.

SERVICE CONNECTION
Service connection means a connection to any habitable structure, except a guesthouse, which uses potable water from a water system for domestic and not agricultural purposes.

SETBACK
Setback means a minimum distance required by this Plan to be maintained between structures or between structures and property lines.
SETBACK, FRONT
Front setback means a setback from the edge of a private or public road right-of-way or adopted Official Plan Line to the nearest point of a structure.

SETBACK LINE
Setback line means the line formed on a lot by the measurement of required front, side, or rear setback areas required by this Plan.

SETBACK, REAR
Rear setback means a setback measured between the rear property line of the lot and the nearest point of the structure.

SETBACK, SIDE
Side setback means a setback between the side property line of the lot and the nearest line of a structure and extending between the required front and rear setbacks.

SIGN
Sign means anything whatsoever placed, erected, constructed, posted, painted, printed, tacked, nailed, glued, stuck, carved, or otherwise fastened, affixed or made visible for out-of-door advertising purposes in any manner whatsoever, on the ground or on any tree, wall, bush, rock, post, fence, building, structure, or thing whatsoever.

SIGN, APPURTENANT
Appurtenant sign means a sign relating only to the sale of goods or rendering of services upon the building site on which said sign is erected or maintained.

SIGN, DIRECTIONAL AND INFORMATIONAL
Directional and informational sign means any sign which is confined to the giving of directions to a community or population center, or which, in addition to such directions, also gives general information as to the services, products, or facilities available therein, without, however, naming or otherwise identifying any particular establishment, purveyor of goods or services, or brand or manufacturer of products.
SIGN, DIRECTORY
Directory sign means an on-site sign providing a listing of and directions to the particular uses, structures, or occupants of a building or complex.

SIGN, OUTDOOR ADVERTISING
Outdoor advertising sign means any sign other than an appurtenant sign, a directional and informational sign or a directory sign.

SPHERE OF INFLUENCE
Sphere of influence means a plan for the probable 20-year physical boundaries and service areas for cities, special districts, or similar entities.

START OF CONSTRUCTION
Construction, start of.

STATE SCENIC HIGHWAY
State scenic highway means a segment of a state highway that has been officially designated by the Director of the California Department of Transportation as part of the State Scenic Highway System.

STORY
Story means that portion of a building or structure included between the surface of any floor and the surface of the next floor above it, or if there is no floor above it, then the space between the floor and the ceiling next above it.

STREET, PRIVATE
Private street means an avenue, place, way, drive, lane, boulevard, highway, or road not owned or maintained by a state, county or incorporated city, or other public agency.

STREET, PUBLIC
Public street means an avenue, place, way, drive lane, boulevard, highway or road, but not an alley, owned by or maintained by a state, county, or incorporated city, or other public agency.

STRUCTURAL CONNECTION
Structural connection means a connection between structures by means of structural members such as bearing walls, columns, beams, girders, or roof.

STRUCTURAL WALL
Structural wall means any bearing wall of a structure.
STRUCTURE
Structure means anything constructed or erected, except fences under six feet in height, the use of which requires location on the ground or attachment to something having location on the ground, but not including any trailer or tent.

STRUCTURE, ACCESSORY
Accessory structure means a subordinate structure, the use of which is incidental to that of a main structure on the same building site, including but not limited to caretaker quarters, guesthouses, farm employee family housing facilities, farm worker housing facilities, and employee housing accessory to an allowed use.

STRUCTURE, ATTACHED
Attached structure means any structure which is connected to any other structure by means of a structural connection, such as a roof, stairway, atrium, breezeway or other structural connection.

STRUCTURE, DETACHED
Detached structure means any structure not structurally attached to any other structure on the same lot.

STRUCTURE, LEGAL NONCONFORMING
Legal nonconforming structure means a structure or portion thereof, which does not conform to the height, setback or, coverage regulations of the district in which it is situated.

STRUCTURE, MAIN
Main structure means a structure in which is conducted the principal use of the building site on which it is situated.

SUBSTANTIAL ADVERSE VISUAL IMPACT
Substantial adverse visual impact means a visual impact which, considering the condition of the existing viewshed, the proximity and duration of view when observed with normal unaided vision, causes an existing visual experience to be materially degraded.

TIMESHARE PROJECT
Timeshare project means a development in which a purchaser receives the right in perpetuity, for life, or for term of years, to the recurrent, exclusive use or occupancy
of a lot, parcel, unit or segment of real property, annually or on some other periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the project has been divided. The definition of time share project includes a timeshare estate and a timeshare use.

**TIMESHARE ESTATE**
Timeshare estate means a right of occupancy in a timeshare project which is coupled with an estate in the real property.

**TIMESHARE USE**
Timeshare use means a license or contractual or membership right of occupancy in a timeshare project which is not coupled with an estate in the real property.

**TOWNHOUSE**
Townhouses are attached multi-family residential units that are typically constructed in a row. Plan to the individual unit and its lot is vested in the individual buyers with a fractional interest in the common areas, if any.

*(Root: Castroville Community Plan)*

**TRANSIENT OCCUPANCY**
Transient occupancy means occupying for consideration a structure designed, intended or used for temporary dwelling, lodging or sleeping purposes by non-family members; any commercial use of a structure or portion thereof which subjects the owner or occupant to the Uniform Transient Occupancy Tax Ordinance of Monterey County.

**USE**
Use means the purpose for which land or premises or a structure thereon is designed, arranged, or intended, or for which it is, or may be occupied or maintained.

**USE, ACCESSORY**
Accessory use means a use accessory to and customarily a part of the permitted use, clearly incidental and secondary to the permitted use and which does not change the character of the permitted use.

**USE, LEGAL NONCONFORMING**
Legal nonconforming use means the use of a structure or land which does not conform to the regulations including
density for the district in which it is situated, although the use lawfully existed at the time of the adoption of the ordinance creating the district.

**WETLANDS**
Wetlands means the area and the plant communities that include fresh and salt water marshes, generally found in areas of shallow, standing or sluggishly moving water.
APPENDIX A: DESIGN GUIDELINES

Table of Contents

1. Introduction
2. Design Objectives
3. Vision for Castroville
4. Architectural Themes
   4.1 Architectural Styles
      4.1.1 Victorian
      4.1.2 Italianate
      4.1.3 Craftsman
      4.1.4 Monterey
      4.1.5 Mediterranean/Spanish Eclectic
4.2 Architectural Themes
5. Historic Character
6. Residential Design Guidelines
   6.1 Site Design
      6.1.1 Compatibility
      6.1.2 Good Neighbor Considerations
   6.2 Architectural Elements
      6.2.1 Building Mass
      6.2.2 Front Porches
      6.2.3 Roof Lines, Angles & Projections
      6.2.4 Architectural Details
      6.2.5 Accessory Lighting
   6.3 Landscaping
      6.3.1 Landscape Characteristics
      6.3.2 Building Surfaces, Fences & Walls
7. Commercial and Mixed–use Design Guidelines
   7.1 Site Design
      7.1.1 Building Placement
      7.1.2 Outdoor Spaces
      7.1.3 Site Access
   7.2 Parking
   7.3 Architectural Design
      7.3.1 Form, Mass & Scale
      7.3.2 Façade Treatment
7.3.3 Storefronts
7.3.4 Window Treatments
7.3.5 Building Entrances
7.3.6 Awnings
7.3.7 Architectural Details
7.3.8 Building Materials, Colors & Finishes

7.4 Lighting
7.5 Landscaping
7.6 Signs
  7.6.1 Sign Type
  7.6.2 Sign Design

8. Industrial Design Guidelines
  8.1 Site Design
  8.2 Parking & Loading
  8.3 Landscaping
  8.4 Walls, Fences and Retaining Walls
  8.5 Screening
  8.6 Architectural Design
  8.7 Lighting
  8.8 Signs

Definitions
APPENDIX A: DESIGN GUIDELINES

1. INTRODUCTION
The architectural, planning, and landscape architectural guidelines for individual development projects, focus areas, and public improvements within Castroville are intended to reinforce the development standards in Appendix B, as well as provide detail regarding the character of development and overall physical appearance of the community.

The Design Guidelines apply to both private and public projects in the Community Plan area. Their intended use is to provide a framework to illustrate and define design standards for a unified setting with diverse land uses and activities. These guidelines have been created to be user-friendly. They are divided by land uses within the Community Plan area: Residential, Commercial/Mixed Use, Industrial, and Public/Quasi-Public. Within each land use category are guidelines for site planning, architectural, and landscape design. The Community Plan has also designated opportunity areas of special importance. Suggested design criteria for these areas have also been developed within a section addressing Distinctive Treatments.

2. DESIGN OBJECTIVES
The objectives with regard to community character and urban design are to:

- Provide for distinct architectural character and physical enhancement of future and existing development to foster revitalization and rehabilitation of the neighborhood.
- Preserve and enhance historical character of existing structures with architecturally compatible development.
- Create a pedestrian–oriented neighborhood and business environment with architectural and landscape architectural design that allows for active, healthy, and safe interaction of pedestrians and vehicles.
- Through the design of individual projects, promote connectivity to surrounding neighborhoods.
- Provide guidance to residents, architects/design professionals, and developers in the planning and design of development projects in the Community Plan area.
- Provide guidance to the County of Monterey in the review of proposed development projects in the Community Plan area.
3. VISION FOR CASTROVILLE

The physical image of Castroville reflects the community’s economic vitality and well being, as well as attracts visitors to the area. This image emphasizes the small town character and the value and contribution of agriculture, cultural diversity, tourism and history of the community.

The physical character of future residential development embodies well-designed housing with the integration of open space and recreational facilities, and, as appropriate, buffering between non-compatible uses such as agricultural fields and industry.

A revitalized downtown reflects Castroville’s California flavor with new architecturally compatible buildings and restoration and re-use of historic commercial structures that provide a comfortable pedestrian environment. New lively businesses that embrace the street with their building frontage and provide venues such as outdoor dining, farmer’s markets, and public art reinforce the pedestrian aesthetic that serves the community and draws visitors to California’s artichoke capital.

The Castroville Industrial Park maintains its position as an attractive location for industry. Landscaping and open space provide appropriate screening between these and noncompatible uses, as well as an attractive transition from industry to agriculture.

New streetscape improvements, as well as public/quasi-public uses such as recreational open space and a passenger rail station reinforce a pedestrian atmosphere.

4. ARCHITECTURAL THEMES

Architectural themes in the context of a small historic community such as Castroville are an important element to the overall aesthetic. Pre-existing architectural styles serve as a touchstone and visual reference to the community’s local history and agricultural culture.

Architectural styles such as Victorian, Italianate, Craftsman, Monterey, and Mediterranean/Spanish Eclectic are reminiscent of development in John Steinbeck’s Monterey and California’s rich history.
4.1 Architectural Styles

Recognizable and appropriate architectural styles create a sense of place and add visual interest to residential neighborhoods and commercial districts. The Community Plan identifies a harmonious blend of varied architectural styles that can be used throughout the community, and indicates which are most appropriate for each permitted land use. The following architectural styles are not mentioned to exclude or inhibit other architectural styles from being proposed for new projects. Nor is an architectural style required for proposal. This listing of styles is intended to encourage design that promotes an appreciation of traditional architectural elements. These styles include, but are not limited to:

4.1.1 Victorian – A regionally prevalent style of architecture for single-family dwellings, the Queen Anne, Stick, and Folk forms of Victorian style originated in England in the late 1800s. The style is typified by:

- Steeply pitched gabled roofs
- Decorative shingle patterns
- Ornate front porch details

This style of architecture is appropriate for detached single family and multi-family structures.

4.1.2 Italianate – The Italianate style was part of the picturesque movement imported from Europe, inspired by the breezy openness of Italian villas, circa 1840s through the 1890s. This style can be seen in many historic commercial and residential buildings in Castroville and in particular along Merritt Street. Italianate buildings are distinguished by:

- A boxy or square appearance
- Heavy use of ornamental brackets set under wide cornices and under door and window hoods

This style of architecture is appropriate for detached single-family and multi-family structures and commercial and mixed use structures.

4.1.3 Craftsman – This style of architecture originated in California during the Arts and Crafts Movement, starting from the late 1890s through the 1920s. Typical features include:

- Low-pitched gable roofs with wide, unenclosed eave overhangs and exposed rafters
• Decorative (false) beams or braces added under the gables
• Large front porches supported by tapered, square wood columns adorned with exposed brick or river rock, leading to an exposed foundation made of the same material
This style of architecture is encouraged for proposed structures in the residential categories.

4.1.4 Monterey – As its name suggests, the Monterey architectural style emerged in Monterey, California in the 1830s. Typical features include:

• Simple two-story masses
• Projecting second story balcony made of wood spanning all or most of the building façade, covered by the principal gabled roof of wood shake or clay tile and cantilevered or supported by wood posts from below
• Exterior treatments typically include plaster or stucco with occasional wood siding on the second story and wood shutters equal in width to the size of the multi-paned windows
Monterey is appropriate for Mixed Use and Commercial projects as well as residential uses.

4.1.5 Mediterranean/Spanish Eclectic – This broad category combines similar yet distinctive architectural styles, including Spanish Colonial Revival, Mission, and Italian Renaissance to provide for an eclectic harmony of architectural elements that can be defined as Mediterranean/Spanish Eclectic. The elements that typify this collaboration of styles include:

• Low–pitched, barrel clay tile roofs
• One or more prominent arches placed above doors, principal windows, and/or porch openings
• Walls with stucco surface
This style is encouraged for structures in areas designated for Commercial, Mixed–use, and Industrial, as well as for structures in all residential designations.
5. HISTORIC CHARACTER

Historic character is a significant part of Castroville's image. Historic character found in the Downtown along Merritt Street also provides a great opportunity to further define the community's image and attraction of new commercial and diverse housing opportunities.

The guidelines below have been provided to assist with preservation of all buildings representing the community’s historic past and to ensure that additions to these structures maintain this historic integrity. These guidelines will assist with development of new compatible structures adjacent to historic ones. These guidelines apply to all exterior modifications (as defined in the Definitions section) which are visible from a public right-of-way:

- Protect and maintain significant stylistic features. Historic features, including original materials, architectural details, window and door openings, contribute to the character of a structure and should be preserved when feasible. Continued maintenance is the best preservation method. Preventative measures should not harm the historic materials. Only those features that are deteriorated should be repaired and only those features that are beyond repair should be replaced.

- Design additions to historic resources in a manner that is consistent with the architectural style, including the scale, form, features, and finishes. Modifications should not obstruct significant historical features of the primary structure. Additions should also take into consideration the historic site design and building placement of the primary structure on the lot.

- Avoid removing or altering significant architectural features. To the extent feasible, preserve significant features in their original form and position.

- Preserve the size and shape of windows and doors. These features have a significant effect on the building character, giving scale and visual interest to individual façades. It is most important to maintain the proportions of the original windows and doors.

- Maintain a storefront and all of its character defining features. Most of the historic resources are commercial buildings with clearly defined primary entrances and large display windows. The repetition of these elements creates visual unity.

- Preserve the original form and scale of a roof. Roof pitch, materials, size, and orientation are all distinct features that contribute to the character of a roof. Flat roofs with extended parapets and low-pitch hip
roofs are predominant features of historic buildings. Repetition of similar roof forms contributes to a sense of visual continuity.

- Preserve primary historic building materials whenever feasible. Do not cover or conceal the original façade materials (e.g. wood siding or painting over brick or stone).
- Replace historic features in–kind when restoration is not an option. If replacement is necessary, the new material should match that being replaced in design, color, texture, and finish to convey the visual appearance of the original. When reconstruction of an element is impossible, develop a new design that is a simplified interpretation of it.
- Façade treatment of additions to historic structures must be architecturally consistent with the treatment of the existing structure.

6. RESIDENTIAL DESIGN GUIDELINES

The following guidelines apply to development of residential land uses in Castroville. These guidelines address site design, architectural elements and landscaping.

6.1 Site Design

6.1.1 Compatibility

Proposed structures in the front yard shall meet the minimum front yard setback specified in the Development Standards section and should be compatible with front yard setbacks of adjacent properties.

- Building additions to existing structures should be of the same architectural style and design as the primary structure.
- Accessory structures should be compatible in architectural style and design to that of the main structure.

6.1.2 Good Neighbor Considerations

- The privacy of adjacent properties should not be obstructed with the design and placement of proposed building height and second–floor windows, balconies, and decks that would have a direct view of those properties.
6.2 Architectural Elements

6.2.1 Building Mass
- New buildings should be compatible in mass, scale, height, and roof lines to surrounding buildings of a similar use.

6.2.2 Front Porches
- One-story roofs and overhangs that serve as porches, appropriate to the architectural style, are encouraged for all residential projects.

6.2.3 Roof Lines, Angles & Projections
- Roof lines, roof angles, and projections including porch roofs and awnings should be compatible with adjacent structures. Major roof slopes should not fall parallel to the street and should be broken up with front-facing hip and gable framing and pitched dormers to add visual interest.

6.2.4 Architectural Details
- Architectural details including porch columns, decorative door and window designs, roof overhangs with decorative brackets and rafter tails, exterior moldings, porch and balcony railings, exterior siding and lighting fixtures should be consistent with the project’s architectural style.

6.2.5 Accessory Lighting
- Exterior lighting must be positioned so that no direct light extends onto neighboring properties.
6.3 Landscaping

6.3.1 Landscape Characteristics

- The design of landscape elements pertaining to form, horizontal and vertical lines, hardscape and softscape, and ornate qualities of front yard and common areas visible from the public right-of-way should be compatible with the primary structure. Visual openness should be maintained in front yards and common areas for residential lots.
- Preserve, to the extent feasible, existing mature trees and shrubs that represent existing significant landscaping.
- Maximize vegetative ground cover that will absorb rainwater and reduce runoff. Use permeable surfaces whenever possible to reduce paving.
- Landscaping should incorporate the use of native planting or compatible species of drought-tolerant plants to reduce water demand.
- Mechanical equipment and trash enclosures should be placed out of view from the public right-of-way and should be screened with landscaping.
- Entrances to alleys should be landscaped. Walls in alleys abutting residential uses shall be screened with landscaping such as clinging vines.
6.3.2 Building Surfaces, Fences, & Walls

- Blank building surfaces, fences, and walls should incorporate landscaping to screen large masses of blank surface area, particularly where such features are visible from the public right-of-way.
- The design of fences and walls should be architecturally compatible with and of the same architectural style as the primary structure.
- The design of fences and walls should create a visual openness with a decreasing level of opaqueness as the height of the fence or wall increases.
- Landscaping should be included as part of the design for the fence or wall and should be used to soften and screen large masses of blank surface area.
- Walls forming a trash enclosure should be screened by landscaping. Blank wall-surface area is appropriately screened with clinging vines and additional ground landscaping.

7. COMMERCIAL AND MIXED USE DESIGN GUIDELINES

This section provides design guidelines that apply to the Commercial and Mixed Use areas of Castroville. Buildings within the commercial areas along Merritt Street exhibit the basic features of traditional "Main Street" structures. These traditional structures can promote a pedestrian-friendly environment that positions storefront display windows at the sidewalk edge, promotes high quality construction and materials, provides awning shade at the storefront level, articulated entries and pedestrian-oriented signs. These buildings define the pedestrian zone and provide a sense of human scale and visual interest. This pedestrian-oriented design character also provides a great opportunity to create high-quality sound development practices that re-establish the "village commercial" area accommodating a mix of land uses where residential and/or office uses are combined with service or retail commercial functions to create a mixed use context.

Design guidelines for commercial and mixed use development are as follows:
7.1 Site Design

7.1.1 Building Placement

- Building placement should be designed to minimize the visual separation between structures.
- Along the Merritt Street corridor maintain the zero setback alignment of façades along the sidewalk edge.
- Align a building’s front at the sidewalk edge to provide interest at the street level and enhance the pedestrian experience. A minimum of 75% of the front of a building shall have a zero front setback. Where portions of a building are set back from the sidewalk, the areas must be treated as a plaza or courtyard.
- Site development should give the visual impression of increased lot coverage from the street by placing the building toward the front of the lot, with parking and loading in the rear of the lot. Blank walls and a vacant lot appearance are inappropriate, as it discourages pedestrian movement.

7.1.2 Outdoor Spaces

- Outdoor spaces should be designed to enliven the sidewalk level and provide for private open space for employees and residents. These outdoor spaces include:
  - A courtyard at sidewalk level, set in line with the building front.
An interior courtyard with a major entrance clearly visible from the street.

Upper-level decks, balconies, and rooftop gardens are encouraged as private open space.

### 7.1.3 Site Access

- Develop the ground floor level of a building to encourage pedestrian activity. The linear frontage of the building should incorporate pedestrian-oriented elements such as storefronts with transparent display windows or display cases, outdoor dining areas, public art, awnings, trellises, window boxes, and other landscape elements, such as shade trees and benches.
- Buildings shall be designed with the primary entrance oriented toward the street. The primary entrance should convey a sense of human scale by framing the space through the use of architectural features.
- Direct access shall be provided from the sidewalk to the primary entrance of the building. Such pedestrian access should be enhanced with landscape and/or paving improvements. Recommended landscape improvements include potted plants and accent trees. Recommended paving treatments include concrete paving with surface finish and decorative scoring or tile or brick pavers.
- Service access areas including, loading areas and docks, service yards, and refuse/recycling enclosures should be located out of public view and must not front onto a primary street.

### 7.2 Parking

- On-site parking should be located to minimize visibility from the sidewalk.
- Parking should not be located so that it interrupts the storefront continuity along the sidewalk.
- On-site parking should be placed behind the building.
- Parking should be designed to be accessed from the rear of the property on parcels with alleys. For parcels without alley access, driveways should be minimized in width and provide for good visibility of pedestrians.
• Off-street parking should be designed and located to minimize conflicts with pedestrians and to minimize the physical and visual impact to the traditional streetscape appearance.
• Where practical, adjoining uses should share parking to minimize the number of parking lots, driveways, and surface hardscape area.
• Bike parking for commercial uses should be conveniently located within the sidewalk or front courtyard. Placement of bike racks should be carefully considered to minimize conflicts with pedestrian travel.
• When parking is located behind a building, attractive rear entrances should be provided for customer convenience.
• Parking areas between sidewalk and the front of the buildings should be avoided.
• Parking areas should be landscaped to provide visual amenities, shade and screening from adjacent streets, and should be designed with security in mind. Parking areas, trash enclosures, and loading areas should be attractively landscaped.
7.3 Architectural Design

7.3.1 Form, Mass, and Scale

- New buildings and additions should be designed with simple rectangular forms accented with strong rooflines.
- The heights of buildings should be within the range of heights found on the immediate block. Exceptions may be allowed where care is taken to complement adjacent building architecture and heights through the use of transitional architectural features such as towers or cupolas.
- Upper-floor windows shall be divided into individual units and not consist of a “ribbon” of glass. Primary upper-floor windows should have a taller vertical dimension.
- New buildings and additions should be delineated both vertically and horizontally to reflect traditional patterns and convey a human scale.
- A clear visual division between street level and upper-floors should be incorporated through the change of materials, colors and/or canopies and awnings.
- Roof forms should be compatible with existing development. Rooftop equipment should be screened from public view.
- To avoid inappropriate massing of buildings, articulation between the street-level and the second-floor is encouraged. For new two-story buildings to be developed adjacent to one-story buildings, the size (mass) of the second-floor should be reduced by stepping back the second-floor structure from the ground-floor. This design provides the opportunity for creative outdoor space while reducing the appearance of mass as compared to the adjacent one-story structure.
- Recessed entries and covered awnings which articulate human scale and are encouraged.
- Step back second-floor residential from the ground-floor retail creating balconies and reducing appearance of mass.
• New construction and remodeling should maintain the proportion and spacing of openings (doors and windows) along buildings in its block. Maintenance of such proportions and spacing is intended to provide human scale and interest and are oriented towards the pedestrian.
• Corner buildings are prominent locations and should be given special emphasis.
• Square cupolas or towers located at the front corner define a building’s form and scale while providing visual interest.
• Upper–story decks, balconies or rooftop gardens should be incorporated with residential uses. Balconies on the front façade should be located and designed to minimize potential conflicts with pedestrian traffic on sidewalks below. Balconies should be appropriately scaled and incorporated into the overall design of the building. Projecting balconies should not obscure visibility of signs or storefronts. Consider environmental conditions such as sun, shade, and prevailing winds when designing decks, balconies or rooftop garden spaces.
• Parapet walls should be used for screening flat roofs and articulating the building design. These walls should be detailed with architectural elements such as cornices and brackets should be used to define the building roofline. Low–pitched roofs with wide, overhanging eaves and decorative brackets can be used in conjunction with parapet walls.

7.3.2 Façade Treatment

Guidelines for façade treatment pertain to the exterior appearance of a commercial or mixed–use structure from the public right–of–way, typically emphasizing the storefront. Treatment of the façade includes design of storefronts, windows, building entrances, awnings, architectural details, and building materials, colors, and finishes typically consistent with an architectural style. This treatment of the façade compatible and consistent to a preferred architectural style is of great importance to
structures along Merritt Street. The following guidelines for treatment of façades apply:

- All visible building façades should be subject to significant architectural detailing. However, the front building façade commonly receives more attention with higher quality finish materials and more ornamentation than an interior side or rear façades. Corner lots are considered to have two fronts and each façade should receive significant architectural detailing.
- Incorporation of public art such as murals framed by landscaping is encouraged for large expanses of existing blank façades.
7.3.3 Storefronts

- Architectural elements seen on traditional storefronts in Castroville include recessed entries, recessed display and transom windows, and flush façades with covered awnings projecting over a walkway.
- Continuous storefronts should generally not span more than 25 feet. Wall planes that extend more than 25 feet should be articulated horizontally or the architectural treatment varied in a significant way so as to give the appearance of two or more individual storefronts rather than a single massive one.
- Storefronts should be articulated with reliefs, recesses, and/or pilasters and should incorporate a change of materials, colors and/or canopies and awnings to show a clear visual division between street level and upper floors.

7.3.4 Window Treatments

Fenestration refers to the design and placement of windows on the façade. The following guidelines for design of window treatments apply:

- The style of window treatments shall be consistent throughout the building. Upper floor windows should have a vertical orientation.
- For additions to existing
structures, the window treatment must be compatible with the primary structure.

• For storefront fenestration, a transom window should be placed above the display window and both windows should be architecturally consistent to each other. Windows with true divided lights and raised exterior mullions are preferred.

• Windows accented with architectural elements appropriate to the primary structure’s architectural style are encouraged.

### 7.3.5 Building Entrances

For issues of safety and visual recognition, primary entrances should be clearly identified and oriented toward the street. Entries should convey a sense of human scale and be welcoming as specified in the following guidelines:

• To create the desired overall pedestrian scale at the street level, storefronts shall be oriented toward the street. Primary entrances shall be articulated either with recessed entries and/or projecting overhangs above the entrance.

• For properties located on a corner, entries oriented toward the corner, at an angle, as opposed to the middle of the façade are strongly encouraged. If an entry cannot be provided at the corner, a display window should be oriented in this position.

• Entries should be designed to be inviting to the pedestrian with the use of colorful awnings, decorative paving, and/or landscape plantings.

### 7.3.6 Awnings

Awnings are both aesthetic and functional. They can bring visual interest and articulation to a building that is oriented to the pedestrian while providing shade and temporary shelter from various weather elements. The following design guidelines for awnings apply:

• Awnings intended to accent particular window or door openings should be shaped to match the size and shape of the particular opening (e.g., an arched transom window or doorway should have a rounded awning, a rectangular opening should have a rectangular awning).
• Awnings should not be the predominate feature of the façade. Where windows and entries are recessed individually, awnings should only cover the opening and not span across to adjacent openings on the same façade. Care should be taken so that awnings do not obstruct the view of adjacent businesses.
• Signs on awnings should be located on the flap (valance) or the end panels of an angled, curved or box awning.
• Awnings made of canvas or matte finish vinyl are preferred. Awning color should compliment the primary or accent color of the building.
• Covered awnings or porches that span the width of the front façade creating an arcade add visual interest while providing shade and temporary shelter for pedestrians. These types of projections should be architecturally compatible to the primary structure.

7.3.7 Architectural Details

For Historic details, reference the *Historic Character* guidelines beginning on page A–7. Architectural details include both functional and decorative building elements that can add great visual interest to a building design. Architectural details include cornice moldings, decorative brackets, ornate brickwork, ornate tiles, paneling or molding surrounding recessed windows and doors, and recessed wood paneling and wood-paneled kickplates. The following guidelines for architectural details apply:

• Architectural features appropriate to the primary structure’s architectural style add visual interest to a structure and should be incorporated into the project design.
• For new construction not located near or adjacent to a historic structure, the building design may incorporate contemporary and/or simplified interpretations of the architectural features noted above. These contemporary and/or simplified interpretations must keep in scale and character with the prevalent architectural elements of the adjacent historic structure.
• Mechanical equipment should be located behind or on top of the building, screened from public view with parapet walls, landscaping, etc.

7.3.8 Building Materials, Colors & Finishes

Building materials and color should help establish a human scale and provide visual interest. While some diversity in exterior building materials and color is a part of the tradition of Castroville’s downtown, the range should be limited in order to promote a sense of visual continuity for the area. The following guidelines for building materials, color, and finishes apply:

• Use the highest quality materials on exposed exterior surfaces such as brick, metal, stone, terra cotta, wood, tile and stucco.

• Contrasting colors should accent architectural details such as windows and doors, moldings, and shutters from the primary building color. For example, a building painted a lighter color should use darker colors to accent architectural details and vice-versa. Colors for new buildings should be compatible to adjacent existing structures.

• Innovative or "green" materials are encouraged provided they appear similar in quality, texture, finish and dimension to those used traditionally in the neighborhood.

• Building colors should evoke a sense of richness and liveliness to complement and support overall character.

• Simple, matte finishes are preferred. Highly reflective building materials and mirrored glass are inappropriate. Polished stone or ceramic tile, for example should be avoided or limited to accent elements.
Existing Downtown Castroville.

Downtown Castroville with building enhancements and streetscape improvements.
CASTROVILLE COMMUNITY PLAN

Design Guidelines
February 2010
7.4 Lighting

Exterior and accessory building lighting should provide adequate illumination that ensures pedestrian safety while being unobtrusive to adjacent buildings. Lighting should be designed with fixtures that provide visual interest but are appropriate to the architectural context of the primary structure. The following guidelines for exterior building lighting apply:

- Lighting fixtures shall be compatible with and complement the building’s design and architectural style. Fixtures shall be appropriately sized and in scale with the building façade.
- Exterior building lighting should be used to accentuate the building design and highlight architectural details and features integral to the building design.
- Building entrances and street numbers should be illuminated and visible from the street.
- Parking lot light sources should be designed, located and/or shielded to prevent light spill on abutting residential property.
- Street lighting along Merritt Street should reflect the architectural context of the existing historic resources and the pedestrian environment. Lighting such as street lamps reflects a human scale.

7.5 Landscaping

This section includes guidelines for landscape improvements. The primary objective of the landscape guidelines is to create a landscape aesthetic that is inviting to the pedestrian. In the interest of improving overall quality of life and encouraging pedestrian activity, all properties are encouraged to seek means of including trees and plants in the streetscape where space and safety considerations will allow. The following landscape guidelines apply:

- Driveways, small plazas, courtyards, outdoor seating areas, upper-story decks and balconies, and pedestrian corridors should be landscaped as extensively as possible. Accent planting beds and color pots with flowering annuals are encouraged. Canopy trees and landscape structures should be
used in these outdoor public areas to create “outdoor rooms” and to define spaces.

- Small window box type planting beds at entries to buildings are appropriate to the historic context and are encouraged. In addition to planter boxes, ground and hanging pots with colorful accent planting should be used to accent entries and add color and visual interest to buildings.

- Evergreen trees and shrubs should be used whenever a landscape screen or buffer is required.

- Landscaping should be used to soften the impact of large expanses of blank wall or fencing. These areas should be screened with upright shrubs and clinging or trellised vines.

- Trellises should be constructed of substantial, durable materials. Regionally appropriate plantings (e.g., ornamental and agricultural plant materials) are encouraged.

- Particularly with new commercial development, landscaping with trees and adequate lighting are important components to the attractiveness and safety of parking lots. The following parking lot landscape and lighting guidelines are as follows:
  - Perimeter planter – Perimeter planters and plantings should be designed and located for the purpose of creating a physical barrier, visual screen, and shading of the parking lot area. The parking lot and perimeter landscape should also be designed for safe and convenient pedestrian circulation throughout, including designated paths across perimeter planters.
- Additional parking lot plantings – Within the parking area, a minimum of one tree should be planted for every six parking stalls, throughout the lot. The cutout area for the tree island should be of adequate size to accommodate a mature tree (typically 5’ clear minimum island width)
- Landscaping in the form of street trees, planters, and pots in the public parkway is encouraged. The use of protective and decorative tree wells is encouraged for street trees.

7.6 Signs
This section includes specific guidelines for sign type, design, scale and location, and illumination of signs. These guidelines are intended to improve the continuity and historic integrity of signage throughout the Commercial and Mixed Use areas. Given the smaller size of the commercial and mixed use areas and desire to perpetuate the historic storefront and streetscape setting along Merritt Street, guidelines will place an emphasis on signs with a pedestrian scale.

7.6.1 Sign Type
- The following preferred building-attached signs include:
  - **Wall sign** – Wall signs are flush-mounted signs attached to the building façade, including sign panels, individual letters, and painted signs.
  - **Blade/Projecting sign** – Projecting signs are generally mounted on support brackets that extend at a 90-degree angle from the building façade so that the sign face is visible from two sides.
  - **Canopy sign** – Canopy signs are usually applied to an awning valance or canopy fascia for permanent business identification.
  - **Under canopy sign** – Under canopy signs hang from the underside of a canopy or awning over the sidewalk or building entrance.
The following preferred freestanding signs include:

- **Monument sign** – Monument signs are generally constructed upon a solid base or pedestal and are not attached to the building.
- **Pole sign** – Pole signs are attached to a single narrow support structure, such as a pole.
- **Portable sign** – Portable signs are freestanding signs that are not permanently affixed to the ground. These signs are used for temporary business identification during open hours. This type of sign is commonly referred to as an A-frame or sandwich board sign.
7.6.2 Sign Design

- Signs should be architecturally compatible with a building’s architectural style with regards to size, color, materials, and illumination.
- Building-attached signs should complement, rather than compete with, the architectural features and overall façade composition of the building. Such signs should be proportional to the building so as not to dominate the appearance. Lettering style should be appropriate to the building design.
- Signs should be located on parapets, towers, turrets, recessed wall areas, and/or other architectural features specifically designed for them.
- Awning and blade/projecting signs are encouraged for first floor façades of buildings located in areas designated commercial and mixed use.
- Signs should be creative and emphasize artistic expression, especially when located in the Merritt Street Corridor.
- Signs should be positioned on buildings to compliment the style and proportion of the entire building façade and should not extend above the roof fascia.
- Signs should relate in placement and size to other building elements and should not obscure architectural elements such as windows, cornices or decorative details. Individual storefront shop signs along a single building façade should relate to each other in design, size, color, placement, and lettering size.
- Blade/projecting signs, hanging signs, icon or graphic signs, and window signs should be encouraged for their pedestrian orientation.
- Signs should be illuminated, internally and/or externally, from a concealed light source.
- Internally Illuminated signs should not be used on historic buildings.
- Freestanding signs should be designed to complement the architectural style of the primary building(s) and
should be small in scale and incorporated into the landscape plan of the site, located in landscaped areas.
• Portable signs should be located on-site near the building entrance and shall not obstruct pedestrian walkways. Portable signs shall not be located in the public right-of-way.

8. INDUSTRIAL DESIGN GUIDELINES

The following guidelines apply to development of industrial land uses in Castroville. These guidelines address site design, parking and loading, landscaping, walls and fences, screening, lighting and signs.

Elements of quality industrial site design include the following:
• Controlled site access
• Service areas located at the sides and rear of buildings
• Convenient access, visitor parking and on-site circulation
• Screening of outdoor storage, work areas, and equipment
• Emphasis on the main building entry and landscaping
• Landscaped open space

8.1 Site Design

Guidelines for site design include:
• A variety of building and parking setbacks should be provided in order to avoid long monotonous building façades and to create diversity.
• A minimum 5-foot landscape strip should be provided between parking areas and any portion of the structure. This would not apply to those portions of the structure that require vehicular access such as loading areas.
• Placement of structures which create opportunities for plazas, courts, or gardens is encouraged. Setback areas can often be used to provide space for patio areas.
• Site access and internal circulation should be designed in a straightforward manner which emphasizes safety and efficiency. The project’s circulation system should be designed to reduce conflicts between vehicular and pedestrian traffic, combine circulation and access areas where possible, provide adequate maneuvering and stacking areas and consideration for emergency vehicle access. Circulation routes and parking areas should be separated. Vehicles should not be required to enter the public street in order to move from one area to another on the same site.
• Where industrial uses are adjacent to non–industrial uses, appropriate buffering techniques such as setbacks, screening, and landscaping should be provided.

8.2 Parking & Loading

• The parking lot and cars should not be the dominant visual elements of the site. Large expansive paved areas located between the street and the building are to be avoided in favor of smaller multiple lots separated by landscaping and buildings.
• Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.
• Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof whenever possible.
• The industrial site should be a self–contained development capable of accommodating its own parking needs. The use of the public street for parking and staging of trucks is not allowed.
• To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site where special screening may not be required.
• Design of parking lot site circulation should not depend upon backing from the public street onto the site for loading into front end docks.
8.3 Landscaping

- For industrial uses landscaping should be used to define areas by helping to focus on entrances to buildings, parking lots, loading areas, defining the edges of various land uses, providing transition between neighboring properties (buffering), and providing screening for outdoor storage, loading, and equipment areas.
- Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals.
- Use of vines on walls is appropriate in industrial areas because such walls often tend to be large and blank.
- Landscaping around the entire base of buildings (except loading and service areas) is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
- Trees should be located throughout the parking lot and not simply at the ends of parking aisles.
- Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

8.4 Walls, Fences and Retaining Walls

- Walls will serve a major function in the industrial landscape and will be used to screen automobiles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purpose they should not be utilized. The
intent is to keep the walls as low as possible while performing their screening and security functions.

- Where walls are used at property frontages, or screenwalls are used to conceal storage and equipment areas, they should be designed to blend with the site’s architecture. Both sides of all perimeter walls should be architecturally treated. Landscaping should be used in combination with such walls whenever possible.
- When security fencing is required, it should be a combination of solid pillars or short solid wall segments and wrought iron grill work.
- Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets should be provided.

8.5 Screening

- Screening for outdoor storage should be a minimum of 8 feet and a maximum of 12 feet high. The height should be determined by the height of the material being screened.
- Where screening is required, a combination of elements should be used including solid masonry walls, berms, and landscaping.
- Any equipment, whether on the roof, side of building, or ground, shall be screened. The method of screening shall be architecturally integrated in terms of materials, color, shape, and size. The screening design shall blend with the building design.
- The need to screen rooftop equipment should be taken into consideration during the initial design phase for the structure.

8.6 Architectural Design

The architectural design of industrial structures often presents unattractive and monotonous façades. However, there are design techniques which can be utilized to help overcome this situation and to direct development into a cohesive design statement.

- Employ variety in structure forms, to create visual character and interest.
- Avoid long, "unarticulated" façades. Façades with varied front setbacks are strongly encouraged. Wall and roof planes should not run in one continuous direction for more than 50 feet without an offset.
- Avoid blank front and side wall elevations on street frontages.
• Entries to industrial structures should portray a high quality appearance while being architecturally tied into the overall mass and building composition.

• Windows and doors are key elements of any structure’s form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety. Recessed openings help to provide depth and contrast on elevation planes.

• Sensitive alteration of colors and materials can produce diversity and enhance architectural forms.

• The staggering of planes along an exterior wall elevation creates pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall.

• Berming in conjunction with landscaping can be used at the building edge to reduce structure mass and height along façades.

• Rolling shutter doors located on the rear façade of the building are the preferred method for providing large loading doors while keeping a clean, uncluttered appearance from the exterior.

• The roof design should be considered as a component of the overall architectural design theme.

• Design elements which are undesirable and should be avoided include:
  - Highly reflective surfaces
  - Large blank, unarticulated wall surfaces
  - Exposed, untreated precision block walls
  - Chain link fence or barbed wire
  - Unarticulated building façades
  - Materials with high maintenance such as stained wood, or shingles.

• Monument signs are the preferred alternative for business identification. Where several tenants occupy the same site individual wall mounted signs are appropriate in combination with a monument sign identifying the development and address.

• The use of backlit individually cut letter signs is strongly encouraged.

• The industrial site should be appropriately signed to give directions to loading and receiving areas, visitor parking and other special areas.
8.7 Lighting

- Lighting should be used to provide illumination for the security and safety of onsite areas such as parking, loading, shipping, and receiving, pathways, and working areas.
- The design of light fixtures and their structural support shall be architecturally compatible with main buildings on-site. Site lighting and building lighting should be integrated within the architectural design for the buildings.
- As a security device, lighting should be adequate but not overly bright. All building entrances should be well lighted.
- All lighting should be shielded to confine light spread within the site boundaries.
- One foot candle evenly distributed across a parking lot is the required minimum. At entrances and loading areas, up to two foot candles may be appropriate.

8.8 Signs

Every structure should be designed with a precise concept for adequate signing. Provisions for sign placement, sign scale in relationship with building and the readability of the sign should be considered in developing the overall signing concept. All signs should be highly compatible with the structure and site design relative to color, material, and placement. Monument sign for industrial use is in character with the design of the primary building and is incorporated into the landscape.
### DEFINITIONS

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Addition</td>
<td>Any increase to the gross floor area of a structure.</td>
</tr>
<tr>
<td>Arcade</td>
<td>An arched roof or covered passageway.</td>
</tr>
<tr>
<td>Articulation</td>
<td>Clear and distinct separation between design elements such as materials, walls, and architectural details.</td>
</tr>
<tr>
<td>Awning/canopy</td>
<td>A structure projecting from the façade of a building for the purpose of ornamentation, sun protection for windows and/or protection for pedestrians. Awnings and canopies are located primarily on the front façade over the primary entrance and/or storefront windows.</td>
</tr>
<tr>
<td>Bracket</td>
<td>A supporting member for a projecting element or shelf, sometimes in the shape of an inverted L and sometimes a solid piece or a triangular truss.</td>
</tr>
<tr>
<td>Building–attached Signs</td>
<td>Signs that are permanently attached to the building façade, including wall signs, blade/projecting signs, canopy signs, and under canopy signs.</td>
</tr>
<tr>
<td>Buffer</td>
<td>A strip of land and/or wall established to physically and visually separate and establish a transition between one type of land use from another land use that has the potential of being incompatible. Required buffer areas are landscaped and kept free of structural improvements.</td>
</tr>
<tr>
<td>Character</td>
<td>Special physical features of a structure or area that set it apart from its surroundings and contribute to its individuality.</td>
</tr>
<tr>
<td>Compatible</td>
<td>Projects that give the appearance of existing together without conflict with respect to site design, architectural style, building massing, landscape, and signs.</td>
</tr>
<tr>
<td>Consistent</td>
<td>Free from variation or contradiction.</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Cornice</strong></td>
<td>A decorative horizontal member or top course that crowns a wall or architectural composition.</td>
</tr>
<tr>
<td><strong>Cupola</strong></td>
<td>A small decorative structure on top of a roof or building.</td>
</tr>
<tr>
<td><strong>Eave</strong></td>
<td>The lower border of a roof that overhangs the wall.</td>
</tr>
<tr>
<td><strong>Exterior Modifications</strong></td>
<td>The renovation, restoration or expansion of historic resources which alters the modification physical appearance of the structure(s) or architectural features thereof, visible from a public right-of-way. This definition does not include the repainting of a structure.</td>
</tr>
<tr>
<td><strong>Façade</strong></td>
<td>The exterior face of a building extending from grade to top of the parapet, wall or eave and the entire width of each building elevation.</td>
</tr>
<tr>
<td><strong>Fenestration</strong></td>
<td>The arrangement, proportioning and design of windows and doors in a building.</td>
</tr>
<tr>
<td><strong>Freestanding signs</strong></td>
<td>Signs supported permanently upon the ground by poles or braces and not attached to any building. Freestanding signs include monument, pole, and portable signs.</td>
</tr>
<tr>
<td><strong>Frontage</strong></td>
<td>The area on a piece of property that lies adjacent to the street; the area between the street and the main entrance to the building; the front façade of a building where the main entrance to the building is located.</td>
</tr>
<tr>
<td><strong>Gable Roof</strong></td>
<td>The generally triangular section of wall at the end of a pitched roof, occupying the space between the two slopes of the roof. <strong>Double</strong> sloping roof that creates a gable at each end.</td>
</tr>
<tr>
<td><strong>Guideline</strong></td>
<td>Signifies recommendations that are strongly encouraged. Guidelines are listed using the terms “should” and “may”.</td>
</tr>
<tr>
<td><strong>Hip Roof</strong></td>
<td>A roof having four uniformly pitched sides.</td>
</tr>
<tr>
<td><strong>Historic resource</strong></td>
<td>The physical links with a community’s historic past.</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------------</td>
</tr>
<tr>
<td><strong>Kickplate</strong></td>
<td>A feature that functions to protect the display window by raising the glass area to a safer and easily viewed height. Materials usually include wood panels, marble or ceramic tiles.</td>
</tr>
<tr>
<td><strong>Landscape Coverage</strong></td>
<td>The area of a lot covered with a pervious surface, listed as a percentage of the net lot area. A pervious surface is a surface that presents an opportunity for precipitation to infiltrate the ground. However, landscape coverage may include containerized plantings located on impervious surfaces. These plantings may be calculated into the landscape coverage area.</td>
</tr>
<tr>
<td><strong>Lot Coverage</strong></td>
<td>Any area covered by a structure, structures or structure protrusions including decks twenty-four inches or more above grade but not including building eaves of thirty inches or less and similar non–usable areas, paved driveways, sidewalks, paths, patios and decks less than twenty-four inches above grade.</td>
</tr>
<tr>
<td><strong>Mixed-use Development</strong></td>
<td>A single building containing more than one type of land use or a single development of more than one building and use, where the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.</td>
</tr>
<tr>
<td><strong>Mullion</strong></td>
<td>The divisional pieces in a multi–pane window.</td>
</tr>
<tr>
<td><strong>Parapet</strong></td>
<td>The part of a wall that rises above the edge of the roof.</td>
</tr>
<tr>
<td><strong>Pedestrian–oriented</strong></td>
<td>Development designed with an emphasis primarily on the street sidewalk and development on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building façades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.</td>
</tr>
<tr>
<td><strong>Pedestrian/Human</strong></td>
<td>The relating of the structures in the built environment to the size of a Scale person.</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Preservation</strong></td>
<td>The act or process of applying measures to sustain the existing form, integrity and materials of a building or structure, and the existing form.</td>
</tr>
<tr>
<td><strong>Proportion</strong></td>
<td>The relationship between elements taken as a whole or in comparison to each other. Often expressed as a ratio.</td>
</tr>
<tr>
<td><strong>Scale</strong></td>
<td>The measurement of the relationship between objects. Usually expressed in terms of a building or element possessing human or pedestrian proportions. Also refers to the relationship between different architectural elements of a building and their relationship to the building itself.</td>
</tr>
<tr>
<td><strong>Streetscape</strong></td>
<td>The visual image is defined by the development along its edges and the physical improvements within the boundaries of the street right-of-way (e.g. parking, lights, landscape, signs).</td>
</tr>
<tr>
<td><strong>Trellis</strong></td>
<td>A frame or latticework used as a screen or as a support for climbing plants to create a screen.</td>
</tr>
</tbody>
</table>
APPENDIX B: DEVELOPMENT STANDARDS

Table of Contents

1. Introduction & Procedures for Implementing the Community Plan
   Role of Planning Officials and Review Bodies
   Exceptions
   Relationship of the Community Plan to Monterey County Zoning Ordinance
   Permits, Development Standards, Conditions of Approval, Development Agreements and Other Development Policies
   Design Guidelines
   General Development Plans

2. Land Use Classification Designation System
   Table B-1 Land Use Designation Summary

3. Development Standards
   3.1 Allowed Land Use Standards
      Table B-2 Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary
   3.2 Residential Development Standards
      3.2.1 Low-density Residential Standards – Single-family Homes
         Table B-3 Single-family Development Standards
         a. Side and rear setback exceptions
         b. Accessory unit standards
         c. Setbacks for accessory units
         d. Minimum distance between structures
         e. Building height
         f. Entries to primary residence
         g. Parking
         h. Landscaping
      3.2.2 Medium-density Residential Standards – Attached Homes
         a. Multiplex home setback
         b. Multiplex home distance between structures
         c. Multiplex parking
      3.2.3 High-density Residential Standards – Multi-family Homes
         Table B-4 Multi-family Homes Development Standards
         a. Multi-family home setback
         b. Multi-family home distance between structures
c. Multi-family home parking

3.2.4 Clustered Residential Development Standards
   Table B-5 Clustered Residential Development Standards

3.2.5 Mixed-use Development Standards
   Table B-6 Mixed-use Development Standards

3.3 Industrial Development Standards
   Table B-7 Industrial Development Standards

3.4 Public/Quasi-public Standards
   Table B-8 Public/Quasi-public Development Standards

4. Additional Design Standards
   4.1 Parking Standards
      4.1.1 Shared Parking
      4.1.2 Supplementary Shared Parking Standards
   4.2 Loading Standards
   4.3 Signs

5. General Development Plans
   5.1 Requirements
1. Introduction & Procedures for Implementing the Community Plan

Development Standards are a major component of the regulatory framework of the Castroville Community Plan. Other components include Design Guidelines and General Development Plan requirements. Together, these components establish criteria for the planning, evaluation and granting of permits for new development projects. Development Standards are basic requirements that must be followed for any new development project. Development Standards address quantifiable measurements such as height, density, lot configuration, setback, parking requirements and signage.

Development Standards have been specifically tailored to implement goals and objectives of the Castroville Community Plan. Different land use categories within the Community Plan necessitate consideration of their nature and characteristics; and therefore, different Development Standards for each category are provided here. These standards establish different allowable land uses within each category and different standards for lot configuration, height, setback, rear yard, and accessory dwelling units. These Development Standards apply to both private and public projects within the Castroville Community Plan area.

Development Standards are included to both demonstrate the requirements for planning and design of proposed projects, and provide criteria in the review and evaluation of proposed development projects seeking County approval.

Design approval is required for most development projects in the Castroville Community Plan area. The purpose of design review is to ensure that Community Plan goals and objectives are realized and followed by new individual development projects. The design review procedures are in place to protect and enhance the neighborhood character and image of Castroville. New development projects can only be approved when they comply with the Development Standards and Design Guidelines of this plan. Applications for design approval may be submitted concurrently with other required permits for a development project, but design approval must be issued prior to the approval of building permits.
Role of Planning Officials and Review Bodies
Depending on the nature, size, and scope of the proposed project, either the Director of Planning, the Zoning Administrator, or the Planning Commission can issue the design approval for a proposed project. This authority is determined based on the requirements in Section 21.44.040 of the Monterey County Zoning Code. Design approval applications that are considered by either the Zoning Administrator or the Planning Commission will also be reviewed by the Castroville Citizen’s Advisory Committee.

In general, future residential and mixed-use development projects within Opportunity Areas and mixed-use projects in the Merritt Street Corridor area will require design approval from the Planning Commission. Infill projects in the existing developed areas of Castroville, will also require design approval; however, smaller projects and the construction of a single-family residential unit or accessory unit, will require design approval from either the Director of Planning or the Zoning Administrator, depending on the nature of the proposed construction.

Exceptions
Some development projects may be exempt from design approval. These projects include the repair and routine maintenance of existing buildings where there is no change from existing appearance, and interior remodels with no exterior changes. Also, minor additions to a home, or the construction of a deck or fence are exempt. The Director of Planning and Building Inspection has the discretion to classify a project as exempt from design approval.

Relationship of the Community Plan to Monterey County Zoning Ordinance
In cases where differences may exist between this Community Plan and the Monterey County Zoning Ordinance, these Community Plan Development Standards and Design Guidelines supersede the Zoning Ordinance. Items contained within the Zoning Ordinances but not addressed within this Community Plan will remain as requirements.
Permits, Development Standards, Conditions of Approval, Development Agreements, and Other Development Policies

- **Permit requirements**: Land use permits (Administrative Permits or Use Permits) shall be obtained before the proposed use is constructed, otherwise established, or put into operation.

- **Development standards**: Uses and/or structures shall comply with the applicable *Development Standards* within this document and other applicable County standards and policies related to the use and development of land in the Castroville Community Plan boundary.

- **Conditions of approval**: Uses and/or structures shall comply with all conditions imposed by an approved land use permit relating to the subject site (ie, subdivision, general development plan, use permit). Failure to comply with the imposed conditions shall be grounds for revocation of the subject permit.

- **Development agreements**: Uses and/or structures shall comply with applicable development agreements approved by the County.

- **Other development policies**: The County may adopt policies separate from this document that may affect the use and development of land within the Castroville Community Plan boundary. All applicable policies, standards, and procedures related to land development shall apply when appropriate as determined by the approving authority.

Design Guidelines
In addition to Development Standards, Design Guidelines are included to address more subjective factors of quality and character of development. Design Guidelines are contained in Appendix A and deal with design elements such as architectural style and detail, landscape character, building materials, signage and lighting. The Design Guidelines supersede the Zoning Ordinance building requirements within the Castroville Community Plan boundary.

General Development Plans
The Community Plan has identified areas with the potential for larger development projects. These are referred to as Opportunity Areas. Within Opportunity Areas, preparation of a General Development Plan will be required to obtain County approval (see Section 5 of this Appendix). Typically, General Development Plans are required in instances where multiple property ownerships are involved, and broader planning is needed to properly coordinate infrastructure and development patterns. Development within these areas must also comply with the *Design Standards* and *Design Guidelines* contained within this Community Plan.
2. Land Use Classification Designation System

The Land Use Classification Designation System provides an organized approach for defining land uses and the allowable density or intensity of development for each use. The term density is used for residential uses and refers to the population and development capacity of residential land. Density within this Community Plan is described in terms of dwelling units per net acre of land (DU/A), exclusive of existing and proposed streets and rights-of-way.

Development intensity, which generally applies to non-residential uses, refers to the extent of development on a parcel of land or lot. Intensity is often used to describe non-residential development levels; but in a broader sense, intensity is also used to describe overall levels of both residential and non-residential development types. In this Community Plan, Floor Area Ratio and building floor area square footage are used as measures of non-residential and development intensity.

Floor Area Ratio (FAR) expresses the intensity of use on the lot. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields a FAR of 0.5:1. A 0.5:1 FAR describes a single-story building that covers half of the lot, a two-story building covering approximately one-quarter of the lot, or a four-story building covering one-eighth of the lot.
## TABLE B-1
### LAND USE DESIGNATION SUMMARY

<table>
<thead>
<tr>
<th>Purpose of Land Use Designation</th>
<th>APPROPRIATE LOCATIONS</th>
<th>Appropriate Density (du/ac) or FAR</th>
</tr>
</thead>
</table>
| **Low-density Residential (LDR-C).** Intended for detached single-family units and duplex units. Accessory structures, churches, schools, parks and recreational facilities, and libraries are also permitted. | Portions of the Cypress Area and infill locations | Max du/ac: 8  
Min du/ac: 7 |
| **Medium-density Residential (MDR-C).** Intended for attached and detached single-family units on standard size residential lots, including clustered development and duplexes. Accessory structures, churches, schools, parks and recreational facilities, and libraries are also permitted. | Portions of the Cypress Residential Area, Northern portions of Commuter Train Station as well as Mixed Density Areas, Infill locations, and 10-acre western portion of North Entrance | Max du/ac: 12  
Min du/ac: 8 |
| **High-density Residential (HDR-C).** Intended for higher density, small lot single-family detached dwellings and duplexes, townhomes, attached multi-family units, and clustered development. Accessory structures, churches, schools, parks and recreational facilities, and libraries are also permitted. | Southern portion of the Cypress Residential Area, Southern portion of the Commuter Train Station property, particularly near the train station uses (e.g., platform, commuter parking lots) and selected infill locations. | Max du/ac: 20  
Min du/ac: 12 |
| **Mixed-density Residential (MXDR-C).** Mixed density residential provides for a mix of Medium Density and High Density Residential development within an integrated cohesive neighborhood. The types of residential units include detached small-lot single-family units and multi-family units at a minimum density of 8 dwelling units per acre and a maximum of 20 dwelling units per acre. | Commuter Train Station Opportunity Area near the new alignment of Castroville Boulevard at Highway 156. | Max du/ac: 20  
Min du/ac: 8 |
| **Mixed-use (MU-C).** The Mixed-use designation provides for residential development on the same site or in the same building as commercial uses. Residential uses will generally be high density multi-family product type including flats, condos, and townhomes. Appropriate non-residential uses include light commercial, retail, and office uses. | Merritt Street Corridor, the train station facility and the easternmost portion of the Commuter Train Station area. | Max du/ac: 30  
Min du/ac: 15  
Max FAR 1.5:1 |
<table>
<thead>
<tr>
<th><strong>Public/Quasi-public (PQP-C).</strong> For existing and proposed uses that are operated by a public agency or that serve a large segment of the public, such as the train station, schools, community centers, waste disposal, and parks and recreational facilities.</th>
<th>Throughout the community.</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial (IND-C).</strong> For light industrial, heavy industrial, and agricultural related industrial development. Chemical or primary metals manufacturing and uses that are intensive water users are not appropriate. A General Development Plan is required for any proposed development in excess of 1.0 acre.</td>
<td>New Industrial area located to the east of the railroad tracks and existing industrial area along Del Monte Avenue.</td>
<td>Max FAR: 0.5:1</td>
</tr>
<tr>
<td><strong>Resource Conservation (RC-C).</strong> Protects areas intended for enhancement that contain wetlands, riparian corridors, and flood prone areas. All significant impacts to the identified resources must be avoided for development to occur abutting these areas.</td>
<td>Area located to the west of the Tottino Property portion of the Commuter Train Station Opportunity Area along Castroville Slough and area along Tembladero Slough. Also abuts existing medium density residential areas.</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Agricultural Conservation/Buffer (AB-C).</strong> Areas to be provided between residential uses and existing agricultural operations. Pedestrian/bike trails, roadways, and landscaping are permitted.</td>
<td>The area at the north end of the North Entrance and Train Station Opportunity Areas.</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Future Study Area Overlay Designation.</strong> Established over a base land use designation in areas of the Community Plan with future redevelopment potential to convert underdeveloped industrial properties to residential and/or mixed-use. The underlying land use designations will remain in place until changes in ownership or use provide an opportunity to study alternative land use designations.</td>
<td>Existing industrial area along Del Monte Avenue</td>
<td>N/A</td>
</tr>
</tbody>
</table>
3. Development Standards

3.1 Allowed Land Use Standards

Table B-1 lists the allowed uses and type of permit required by each land use designation within the Community Plan. See land use descriptions and designations contained in Section 2 Land Use Classification Designation System.

Table B-2 provides general guidance for allowed uses within the Low-density, Medium-density, High-density and Mixed-density Residential and Mixed-use categories. Guidance is also provided within other categories including industrial and public/quasi-public use. More detailed requirements for each of the building types allowed in these categories, including lot coverage requirements, garage setbacks, porches/balconies, architectural projections, and fences are provided in Tables B-3 through B-8.

No use of land or structures shall be allowed, altered, constructed, established, expanded, reconstructed, or replaced within the Community Plan boundary of Castroville unless the use of land or structures complies with the following requirements:
Table B-2
Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary

Table Notes:
- Use is not allowed
- A  Principally Permitted Use
- AP Use is allowed with approval of an Administrative Permit
- UP Use is allowed with approval of a Use Permit

| Land Use                                                       | Permit Requirements by Land Use District
<table>
<thead>
<tr>
<th></th>
<th>LDR-C</th>
<th>MDR-C</th>
<th>HDR-C</th>
<th>MXDR-C</th>
<th>MU-C</th>
<th>PQP-C</th>
<th>IND-C</th>
</tr>
</thead>
<tbody>
<tr>
<td>First single-family residential dwelling unit per lot</td>
<td>A</td>
<td>A</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Single-family residential dwelling units not exceeding 8 units per acre</td>
<td>A</td>
<td>A</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Multi-family residential units not exceeding 20 units per acre</td>
<td>-</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Small-lot single-family residential homes</td>
<td>-</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cluster homes</td>
<td>-</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Duplex/ Triplex homes</td>
<td>A&lt;sup&gt;2&lt;/sup&gt;</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Multi-family Units (Condominiums, Townhomes, or Apartments)</td>
<td>-</td>
<td>UP</td>
<td>A</td>
<td>UP</td>
<td>UP</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Attached multi-family units within a mixed-use building</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Secondary dwelling units on single-family lots</td>
<td>A</td>
<td>AP</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Temporary residences, pursuant to Section 21.64.070 of the Municipal Code, used as living quarters during the construction of the first dwelling unit on the lot.</td>
<td>A</td>
<td>AP</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Small family day care homes</td>
<td>A</td>
<td>AP</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<sup>1</sup> All new development and redevelopment proposals, including infill development, shall be reviewed with the Design Guidelines (Appendix A) and Development Standards (Appendix B) to ensure quality of design and compatibility.

<sup>2</sup> Duplexes are allowed in low density residential
### Table B-2

**Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Permit Requirements by Land Use District</th>
<th>LDR-C</th>
<th>MDR-C</th>
<th>HDR-C</th>
<th>MXDR-C</th>
<th>MU-C</th>
<th>PQP-C</th>
<th>IND-C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>7-8 DU/A</td>
<td>8-12 DU/A</td>
<td>12-20 DU/A</td>
<td>8-20 DU/A</td>
<td>15-30 DU/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Licensed residential day care homes for aged persons or hospices</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Accessory structures and accessory uses to any permitted use</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Tract sales or rental offices</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Home Occupations, pursuant to Section 21.64.090 and Section 20.64.090 of the Monterey County Zoning Code</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>The keeping of pets, but not more than 2 dogs per single-family dwelling unit</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>The keeping of pets, but not more than 4 dogs per single-family dwelling unit</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Animal husbandry and small livestock farming, provided that not more than one horse, mule, cow, or similar livestock shall be kept for each 20,000 square feet of land area</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Crop farming, tree farming, viticulture, and horticulture</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Stands for the sale of agricultural products grown on the premise having no permanent electricity, plumbing, or paving and where adequate restroom facilities exist on the premises, subject to the approval of the Director of Environmental Health</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Wireless communication facilities</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>

Table Notes:
- Use is not allowed
- Principally Permitted Use
- Use is allowed with approval of an Administrative Permit
- Use is allowed with approval of a Use Permit

*Development Standards*

February 2010
## Table B-2
### Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary

**Table Notes:**
- Use is not allowed
- **A** Principally Permitted Use
- **AP** Use is allowed with approval of an Administrative Permit
- **UP** Use is allowed with approval of a Use Permit

<table>
<thead>
<tr>
<th>Land Use</th>
<th>LDR-C</th>
<th>MDR-C</th>
<th>HDR-C</th>
<th>MXDR-C</th>
<th>MU-C</th>
<th>PQP-C</th>
<th>IND-C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additions or modifications to an approved wireless communication facility</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
</tr>
<tr>
<td>Public and Quasi-public uses, including churches, cemeteries, parks, playgrounds, schools, public safety facilities, and public utility facilities, but not including uses of a non-residential nature such as jails, rehabilitation centers, detention facilities, or corporation yards</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
</tr>
<tr>
<td>Commercial kennel</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast facilities</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Large family day care facilities</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Change of commercial uses within a structure provided that the new use will not change the nature or intensity of the use of the structure</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>A</td>
<td>-</td>
<td>A</td>
</tr>
<tr>
<td>Professional offices</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
</tr>
<tr>
<td>Shops for trades workers, such as plumbers, electricians, furniture makers, repair workers, appliance repair workers, and similar uses provided that all work occurs within a structure</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>AP</td>
</tr>
<tr>
<td>Mini-warehouse storage facilities</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Photography Studio</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AP</td>
<td>-</td>
<td>AP</td>
</tr>
<tr>
<td>Picture framing business</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AP</td>
<td>-</td>
<td>AP</td>
</tr>
<tr>
<td>Shoe shop or store</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AP</td>
<td>-</td>
<td>AP</td>
</tr>
<tr>
<td>Shops of a light commercial character and conducted within a structure</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>UP</td>
<td>AP</td>
</tr>
<tr>
<td>Stationary and office supply store</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>AP</td>
<td>-</td>
<td>AP</td>
</tr>
</tbody>
</table>
### Table B-2
**Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary**

**Table Notes:**
- Use is not allowed
- A Principally Permitted Use
- AP Use is allowed with approval of an Administrative Permit
- UP Use is allowed with approval of a Use Permit

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Permit Requirements by Land Use District</th>
<th>LDR-C</th>
<th>MDR-C</th>
<th>HDR-C</th>
<th>MXDR-C</th>
<th>MU-C</th>
<th>PQP-C</th>
<th>IND-C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>7-8 DU/A</td>
<td>8-12 DU/A</td>
<td>12-20 DU/A</td>
<td>8-20 DU/A</td>
<td>15-30 DU/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Storage, rental, and sales of irrigation equipment</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>The manufacturing of clothing</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Auto Repair Facilities</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Service Stations</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Automobile and recreational vehicle storage yards</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Automobile and truck tow and storage operations</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Boat and auto sales</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Agricultural/food processing plant</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Trucking operations, including offices and facilities for the repair, servicing, fueling, storage, and dispatching of commercial trucks.</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Contractor’s equipment storage facilities</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Other non-specified retail sales</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bag cleaning or rag works</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Water well drilling businesses</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Public utility uses and accessory structures, including corporation yards or similar uses</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
</tr>
<tr>
<td>Wholesale and retail establishments distributing materials and products essential to agricultural and farming operations, except manure</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Furniture manufacturing</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>Any lot or establishment where alcoholic beverages are served, commercial place of amusement or recreation.</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>UP</td>
<td>UP</td>
</tr>
<tr>
<td>Land Use</td>
<td>LDR-C</td>
<td>MDR-C</td>
<td>HDR-C</td>
<td>MXDR-C</td>
<td>MU-C</td>
<td>PQP-C</td>
<td>IND-C</td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>--------</td>
<td>------</td>
<td>-------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>Warehouses for the collection, packaging, and distribution of products</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumberyards</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bottling works</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wholesale sales and storage</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open air retail and wholesale sales</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appliance store</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barber or beauty shop, salons</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bookstore</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clothing and apparel store</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drugstore</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Banks</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Convenience or neighborhood market</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Florist</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gift and card store</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delis</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locksmith, key, and lock shop</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle shop</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardware store, excluding lumber sales and outdoor storage areas</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pet shop</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Theaters</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotels, motels, hostels, inns, and similar visitor facilities</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurants</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cafes or coffee shops</td>
<td>UP</td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
<td>UP</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table B-2

**Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Permit Requirements by Land Use District</th>
<th>LDR-C</th>
<th>MDR-C</th>
<th>HDR-C</th>
<th>MXDR-C</th>
<th>MU-C</th>
<th>PQP-C</th>
<th>IND-C</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>7-8 DU/A</td>
<td>8-12 DU/A</td>
<td>12-20 DU/A</td>
<td>8-20 DU/A</td>
<td>15-30 DU/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assemblages of people, such as a farmers market or street fair, not exceeding three continuous days and not involving the construction of permanent facilities.</td>
<td></td>
<td>-</td>
<td>-</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
<td>AP</td>
</tr>
<tr>
<td>Other uses that are similar to the character, density, and intensity of a permitted use within the Mixed-use area</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Other uses that are similar to the character, density, and intensity of a permitted use within the Industrial area</td>
<td></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>UP</td>
</tr>
<tr>
<td>A legal non-conforming use that was established prior to the adoption of this Community Plan and has continued to operate continuously on the property since that time</td>
<td></td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
</tbody>
</table>
3.2 Residential Development Standards

Residential development is categorized within 5 land use classes:

- Low-density Residential (LDR-C – up to 8 units per acre)
- Medium-density Residential (MDR-C – up to 12 units per acre)
- High-density Residential (HDR-C – up to 20 units per acre)
- Mixed-density Residential (MXDR-C and HDR-C – up to 20 units per acre)
- Mixed-use (MU-C – up to 30 units per acre).

Mixed-use provides housing opportunities at densities generally ranging from 15–30 dwelling units per acre in combination with other uses. The density ranges associated with the mixed-use designation are intended to be flexible to address specific characteristics and components of individual projects.

As described in the Community Plan Concept section of the Community Plan, a variety of building types are allowed in these categories. Lower density, single family detached units are the primary allowed uses within the low density category. Single-family detached units and attached homes, including clustered development, townhomes, condominiums, and duplexes are allowed in the Medium-density residential category. Multi-family units (primarily apartments and townhomes) are allowed in the High-density, Mixed-density, and mixed-use categories.

Table B-2 provides general guidance for residential development in the Low-density, Medium-density, High-density, Mixed-density, and Mixed-use categories. More detailed requirements for each of the building types allowed in these categories, including lot coverage requirements, garage setbacks, porches/balconies, architectural projections, and fences are provided in Tables B-3 through B-6.

3.2.1 Low-density Residential Development Standards—Single-family Homes

Tables B-3 summarizes standards for Detached Single-family homes on standard lots and small lots. Single-family homes on standard lots are permitted within Low-density and Medium-density residential categories. Subsection a through h below, describe additional development standards. Alternative development standards for clustered developments are also
provided later in the *Clustered Residential Development* subsection 3.2.4 of these Development Standards.

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Min. Lot Size</th>
<th>Min. Lot Width</th>
<th>Max Lot Coverage</th>
<th>Max Height</th>
<th>Setbacks</th>
<th>Minimum Distance between Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>From Habitable Structure</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>From Non-Habitable Structure</td>
</tr>
<tr>
<td>Standard Lot Single-family</td>
<td>5,000 sq. ft</td>
<td>50'</td>
<td>40%</td>
<td>2-stories / 30'</td>
<td>20' 15' 5' 10' 10' 6'</td>
<td></td>
</tr>
<tr>
<td></td>
<td>See note 9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small Lot Single-family</td>
<td>2,500 sq. ft</td>
<td>30'</td>
<td>35%</td>
<td>2 stories /30'</td>
<td>15' 10' see note 3 10' 10' 6'</td>
<td></td>
</tr>
<tr>
<td></td>
<td>see note 10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Use (Habitable Structure)</td>
<td>na</td>
<td>na</td>
<td>see note 12</td>
<td>2 stories /30'</td>
<td>see note 5 5' 5' 10' 10' 6'</td>
<td></td>
</tr>
<tr>
<td></td>
<td>na</td>
<td>na</td>
<td>see note 12</td>
<td>2 stories /30'</td>
<td>see note 6 0' 0' 10' 6' 6'</td>
<td></td>
</tr>
</tbody>
</table>

1. Refer to subsections a through h for additional detailed development standards and minimum distances between buildings
2. Porches, awnings, and second-story balconies may encroach into the minimum front yard setback by up to 6’ bay windows may encroach into the minimum yard setback by up to 3’
3. A small lot single-family home may be constructed at the zero lot line provided it maintains the standards for minimum distance between buildings on adjacent properties
4. Includes minimum distance between structures on adjacent properties
5. Accessory units must be located behind the primary residence
6. The facade of the garage must be set back an additional 5’ from the front facade of the primary residence, and a minimum of 20’ from the front property line
7. Garages must be setback a minimum of five feet from the front façade
8. Cluster homes must be setback a minimum of five feet from a shared driveway
9. Existing residential lots may not be subdivided into parcels of less than 5,000 sq ft minimum lot size
10. New developments using small lot, single-family product type may have minimum 2,500 sq ft lot size
11. See definitions for lot coverage requirements
12. Accessory structures, garages, and non-habitable structures shall calculated as part of maximum coverage for single family use
**a. Side and rear setback exceptions**

Single-family homes on a small lot may be constructed at the side property line with a zero-foot setback provided that it maintains the standards for minimum distance between buildings on adjacent properties. Detached garages and non-habitable structures may also be constructed along the rear and side property line with a zero-foot setback provided that the structure maintains the minimum standards for distances between buildings on adjacent properties.
b. **Accessory unit standards**

Accessory units shall be a maximum size of 800 sq. ft in gross floor area. Accessory units shall be located behind the primary residence. Accessory units may be located above a detached garage or as a stand alone unit. In order to maintain the privacy of adjacent residences, clerestory windows shall be required in accessory unit walls that are adjacent to other parcels. Clerestory windows are short windows that are located near the ceiling. The requirements described here are to prevent direct views from the unit to adjacent properties.

c. **Setbacks for accessory units**

Accessory units offer an opportunity for property owners to establish a separate residence for family members or rental income. The minimum side and rear setbacks for accessory units shall be 5 feet. An accessory unit that is proposed to be located above an existing garage that is within the five foot setback is discouraged. However, under certain circumstances, it may be allowed with the approval of a use permit that is conditioned to reduce privacy and visual impacts on adjacent properties.
d. **Minimum distance between structures**

Non-habitable structure, such as garages and storage sheds, shall maintain a minimum distance of 10 feet from any habitable structure. Accessory units shall maintain a minimum distance of 10 feet from another habitable structure.
e. **Building height**

Primary residences and detached garages with a second story accessory unit shall have a maximum height of 2 stories and 30 feet. Detached garages and non-habitable structures shall have a maximum building height of one story and 15 feet. Building heights shall conform with Monterey County Zoning Ordinance methods for measuring building height.
f. Entries to primary residence
Entries to primary residences shall be located on the front façade of the building and shall be directly accessible from the street, sidewalk, or access easement.

g. Parking
A minimum of two off-street parking spaces shall be provided for each primary residence. These parking spaces shall not be located within the front setback. A minimum of one dedicated off-street parking space shall be provided for each accessory unit. On-street parallel parking may also be provided for guests. Parking will be in accordance with Monterey County Zoning Ordinance—Title 21, Section 21.58 and Monterey County Zoning Ordinance—Title 20, Section 20.58.040.

h. Landscaping
Front yards shall be landscaped and maintained so they are free from weeds, overgrown vegetation and trash. Fences that are within the front setback shall not exceed a minimum height of 36 inches and shall be constructed in a manner that makes them semi-transparent. Chain link fences within the front yard are not allowed.

3.2.2 Medium-density Residential Standards – Attached Homes
Attached units, such as duplexes, triplexes, and fourplexes are allowed in the Medium-density and High-density residential categories. Duplexes are also allowed in the Low-density Residential categories. Table B-4 identifies the development standards that apply to these uses. Alternative development standards for clustered developments are provided later in the Clustered Residential Development subsection of these Development Standards (see Section 3.2.4).
a. **Multiplex home setback**
Multiplex homes shall be setback a minimum of 15 feet and a maximum of 20 feet from a public or private street or community open space. Porches, second story balconies, awnings, and bay windows may not encroach into the minimum 15 foot setback.

b. **Multiplex home distance between structures**
Multiplex buildings shall be set back from each other a minimum distance of 20 feet. These spaces shall be landscaped and shall include walkways to facilitate pedestrian passage between buildings, service areas, public sidewalks, open space areas, and parking areas.
c. Multiplex parking

Parking for multiplex residents shall be provided based upon the following ratios:

- 1 parking space per studio unit
- 1.5 parking space per 1 bedroom unit
- 2 parking spaces per 2 to 4 bedroom units

Parking is to be placed behind structures. Guest parking may be provided by either on-street parallel parking or off-street parking spaces that are accessible from rear alleys. One guest parking space shall be provided for every 4 residential units. Parking will be in accordance with Monterey County Zoning Ordinance–Title 21, Section 21.58 and Monterey County Zoning Ordinance–Title 20, Section 20.58.040.

3.2.3 High-density Residential Standards–Multi-family Homes

Multi-family housing units, including condominiums, townhomes, and apartments, are allowed in the High-density, Mixed-density, and Mixed-use categories. A condominium may be a townhome or apartment building type that is under private ownership. Table B–4 identifies the development standards that apply to multi-family housing developments. A General Development Plan is required for any proposed development in excess of 20 units.
Table B-4
Multi-family Homes Development Standards

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Min Lot Size</th>
<th>Min Lot Width</th>
<th>Max Height</th>
<th>Max Lot Coverage</th>
<th>Setbacks</th>
<th>From Sidewalk to Community Open Space</th>
<th>From Non-Habitable Structure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front Min</td>
<td>Rear Min</td>
<td>Side Min</td>
</tr>
<tr>
<td>Townhomes</td>
<td>13,500 sq. ft</td>
<td>na</td>
<td>2-stories / 35' / 3 stories / 42' if parking provided on ground floor</td>
<td>60%</td>
<td>10'</td>
<td>5'</td>
<td>5'</td>
</tr>
<tr>
<td>Multiplex Homes</td>
<td>na</td>
<td>na</td>
<td>2-stories / 35'</td>
<td>60%</td>
<td>15'</td>
<td>10'</td>
<td>5'</td>
</tr>
<tr>
<td>Apartments</td>
<td>13,500 sq. ft</td>
<td>na</td>
<td>2-stories / 35' / 3 stories / 42' if parking provided on ground floor</td>
<td>60%</td>
<td>10'</td>
<td>10'</td>
<td>10'</td>
</tr>
</tbody>
</table>

1. Refer to subsections a through e below for detailed development standards and minimum distances between buildings
2. Includes minimum distances between structures on adjacent properties
a. Multi-family home setback
Multi-family homes shall be setback a minimum of 10 feet and a maximum of 15 feet from a public or private street or community open space. Porches, second story balconies, awnings, and bay windows may not encroach into the 10 foot setback.

b. Multi-family home distance between buildings
Multi-family home buildings shall be set back from each other a minimum distance of 20 feet. These spaces shall be landscaped and shall include walkways to facilitate safe pedestrian passage between structures, service areas, public sidewalks, open space areas, and parking areas.

c. Multi-family home parking
Parking for multi-family home residents shall be provided based upon the following ratios:

- 1 parking space per studio unit
- 1.5 parking space per 1 bedroom unit
- 2 parking spaces per 2 to 4 bedroom units

Parking is to be placed behind structures. Guest parking may be provided by either on-street parallel parking or off-street parking spaces that are accessible from rear alleys. One guest parking space shall be provided for every 4 residential units. Parking will be in accordance
with Monterey County Zoning Ordinance– Title 21, Section 21.58 and Monterey County Zoning Ordinance– Title 20, Section 20.58.040.

Multi-family parking
3.2.4 Clustered Residential Development Standards

This section describes alternative site development standards available for clustered housing developments in the medium-density and high-density residential categories. The purpose of clustered housing is to provide greater flexibility where needed to achieve a higher standard of design that minimizes disturbances to natural and aesthetic resources and maximizes shared open spaces. Clustered residential development is appropriate and recommended on properties that contain or abut natural resources, parkland and recreational facilities, and/or are clearly visible from major roadways in the community, such as Highway 1, 156, and 183. Clustered development must be approved through a General Development Plan.

A mix of product types is available in a clustered residential development, including single-family detached homes, duplexes, townhomes, and condominiums. The following identifies the development standards that apply to clustered housing developments:

1. Minimum size of a single development should be two acres.
2. All dwelling units shall be clustered into building groups, each of which will be adjacent to common open space. The common open space shall be equal to or exceed 1,500 square feet per unit. The common open space shall have pedestrian accessibility from a street or have street frontage.
3. Building groups shall be defined and separated by common open space in order to provide direct access to common open space and privacy to individual lots or yards.
4. No building group shall contain more than 10 detached units, 30 townhomes, or 20 duplexes. Product types may be mixed within a courtyard or cluster development.
5. Interior vehicular courtyards are recommended for access to all lots within a cluster development.
6. All lots in a cluster development shall abut common open space to the front or rear. Common open space across a street shall qualify for this requirement. Open space between the sides of units is not considered common open space.

7. Garages that directly access a public street are discouraged. No more than 50 percent of the homes within a cluster development shall have garages that directly access a public street.

Common open space within clustered developments shall meet the following standards:

1. Most of the common open space areas shall be part of a larger contiguous and integrated common open space system within the parcel being developed.

2. The provision and maintenance of passive outdoor recreation facilities, such as amphitheaters, public art, fountains, and benches is encouraged.

3. Common open space shall maximize common boundaries with existing or future open space.

4. Trails in common open space areas shall be identified by plantings or other landscape features.

5. Street trees shall be planted along vehicular courtyards within cluster groups. Informal arrangement of trees is encouraged.
### Table B-5
Clustered Residential Development Standards

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Min Lot Size</th>
<th>Min Lot Width</th>
<th>Max Height</th>
<th>Max Lot Coverage</th>
<th>Setbacks</th>
<th>Minimum Distance Between Buildings²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clustered Homes</td>
<td>na</td>
<td>na</td>
<td>2 stories/35'</td>
<td>60%</td>
<td>Front Min², Rear Min, Side Min</td>
<td>From Sidewalk to Community Open Space, From Habitable Structure</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>10' see note 3, 5', 5' see note 4</td>
<td>10', 20', 15'</td>
</tr>
</tbody>
</table>

1. Refer to text below for detailed development standards
2. Includes minimum distances between structures on adjacent properties
3. Garages must be setback a minimum of five feet from the front façade
4. Cluster homes must be setback a minimum of five feet from a shared driveway

![Cluster Home Setback](image)
3.2.5 Mixed-use Development Standards

Providing mixed-use opportunities is an integral part of the Community Plan objectives. Mixed-use development is characterized by a combination of non-residential and residential uses in the same building or on a single building site. Both medium density and high density residential units at densities ranging generally between 15 to 30 dwelling units per acre are appropriate in areas. Lower densities may be acceptable given specific site and project characteristics. Appropriate non-residential development will consist primarily of commercial retail and professional office uses. Uses consistent with the Public/Quasi-public category may also be permitted.

Where non-residential and residential developments are mixed in the same building, the non-residential component of mixed-use development is usually located on the ground floor or two lower floors in a three-story building. Residential uses typically...
occur on the second or third floors. Mixed-use development is encouraged in the Community Plan, particularly along Merritt Street, where multiple activities and pedestrian orientation are considered desirable objectives. Please see the Opportunity Areas subsection of the Community Plan for a more detailed description of the desired uses and urban design within the Merritt Street Corridor.

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Min. Lot Size</th>
<th>Min. Lot Width</th>
<th>Height Limits</th>
<th>Max Lot Coverage</th>
<th>Setbacks</th>
<th>Minimum Distance between Buildings</th>
<th>Parking/ Garages</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Mixed-use Structures</td>
<td>10,000 sq. ft</td>
<td>50'</td>
<td>2-stories encouraged on Merritt Street Maximum: 3 stories / 42'</td>
<td>50%</td>
<td>0'</td>
<td>0'</td>
<td>0'</td>
</tr>
</tbody>
</table>

Off street and loading requirements are to be per Monterey County Coastal Zone Implementation Zoning Ordinance regulations for parking and supplemented as described below in Section 4.2 of these Development Standards

1 Refer to text below for further detailed development standards
2 Setbacks are from property line to main structure
To avoid incompatibilities between the residential and non-residential uses, the following commercial activities are not permitted in buildings where both residential and non-residential uses are proposed:

- Processes that use toxic or hazardous products, such as film processing or dry cleaning
- Uses that include amplified music
- Uses that include noxious fumes or objectionable odors
- Uses that include protracted noise or vibration from equipment or other on-site activities

In addition to the development standards identified in Table B-6, the following general standards also apply to Mixed-use development in the Community Plan area:

1. The massing, setbacks, and orientation of buildings are to reinforce a safe pedestrian experience.
2. Most residential units are anticipated to be located above the ground floor; however, if properly designed to avoid conflicts concerning livability and privacy, ground floor or partial ground floor units may be considered, particularly to accommodate Americans with Disabilities Act (ADA) units.
3. Direct pedestrian access shall be provided at the fronting street to each individual business.
4. Residential units may be accessed from the fronting street, rear, or side of the building; the entrance must be separate and distinctive from the non-residential use.
5. Common open space and outdoor use areas should be encouraged by the site design.
6. Site planning and building design shall be compatible with and enhance the adjacent and surrounding uses.
7. Exterior spaces, such as courtyards, arcades, plazas, and walkways should be linked to adjacent buildings and properties.
8. At least 100 cubic feet per unit of enclosed storage area shall be provided.
To ensure high quality development is provided and operational aspects of the project are properly addressed, a General Development Plan is required for any proposed Mixed-use development that involves the construction of new structures.
3.3 Industrial Development Standards

Industrial uses consist of light and heavy industrial, as well as agricultural industrial activities. Uses that have the potential for severe environmental contamination, such as chemical or primary metals manufacturing are not appropriate. Uses that are intensive water users are also not appropriate. Additionally, uses that are land intensive, but do not have the potential for significant job creation or revenue potential is also discouraged to avoid losing valuable agricultural land without gaining substantial benefits for the community. A General Development Plan is required for any proposed industrial development.

Table B–7 identifies the Industrial development standards for the Community Plan area. The Opportunity Areas subsection of the Community Plan describes the expected uses in the New Industrial Opportunity Area in more detail.

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Min. Lot Size</th>
<th>Min. Lot Width</th>
<th>Heig ht Limits</th>
<th>Max Lot Cover age</th>
<th>Front Min (from sidewalk on public or private street)</th>
<th>Rear Min</th>
<th>Side Min</th>
<th>Max Floor Area Ratio</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Industrial use structures</td>
<td>1 acre</td>
<td>50’</td>
<td>3-stories / 50’</td>
<td>50%</td>
<td>25’</td>
<td>20’</td>
<td>10’</td>
<td>0.5:1</td>
<td>Off street parking as follows:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• 0 to 10,000 sq. ft of ground floor area (GFA): 1 space per 500 sq.ft</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Greater than 10,000 sq. ft to 50,000 GFA: 1 space per 1000 sq.ft</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Greater than 50,000 sq ft GFA: 1 space per 1,250 sq. ft.</td>
<td></td>
</tr>
</tbody>
</table>

1 Setbacks are from property line to main structure
2 Parking and loading requirements are to be in conformance with Monterey County Coastal Zone Implementation Plan Zoning Ordinance regulations for parking and supplemented with Section 4.1 of these Design Standards
3.4 Public/Quasi-public Standards

Public/Quasi-public uses include: public utilities; community facilities, such as schools, and community centers; parks and recreational areas; and transit/transportation facilities. Table B-8 identifies the Public/Quasi-public development standards for the Community Plan area.

<table>
<thead>
<tr>
<th>Building Types</th>
<th>Min. Lot Size</th>
<th>Min. Lot Width</th>
<th>Height Limits</th>
<th>Max Lot Coverage</th>
<th>Front Min (from sidewalk on public or private street)</th>
<th>Rear Min</th>
<th>Side Min</th>
<th>Maximum Lot Coverage</th>
<th>Maximum Floor Area Ratio</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Public/Quasi-public use structures</td>
<td>n/a</td>
<td>n/a</td>
<td>42'</td>
<td>n/a</td>
<td>0'</td>
<td>5'</td>
<td>5'</td>
<td>n/a</td>
<td></td>
<td>Off street and loading requirements are to be per Monterey County Coastal Zone Implementation Zoning Ordinance regulations for parking and supplemented as described below in Section 4.2 of these Development Standards</td>
</tr>
</tbody>
</table>

1. Unless part of a Mixed-use development, than Mixed-use standards apply
2. Setbacks are from property line for main structure
3. See following section for Parking and Loading Standards
4. Additional Design Standards

4.1 Parking Standards

Off-street parking in the Castroville Community Plan area shall be in accordance with the Monterey County Zoning Ordinance – Regulations for Parking, subject to the following supplemental requirements:

1. Off-street parking for all residential units, permitted in any land use designation, may be met by either covered or uncovered spaces, unless otherwise indicated in the Design Guidelines of this Community Plan.

2. Off-street parking for mixed-use and industrial uses shall be constructed in the form of landscaped parking lots as conceptually illustrated in the Design Guidelines.

3. Shared parking standards may be used to meet the parking requirements for developments, as described below.

4. Parking will be in accordance with Monterey County Zoning Ordinance – Title 21, Section 21.58 and Monterey County Zoning Ordinance – Title 20, Section 20.58.040.

4.1.1 Shared Parking

Mixed-use developments facilitate opportunities for shared parking because the mixture of uses often have significantly different parking characteristics that vary by time of day and day of the week. The result of mixed-use developments is that, generally, peak parking demands of the various uses do not occur simultaneously. This situation allows for shared parking strategies, where fewer total parking spaces are needed than would be needed for each land use or business separately.

The closer shared parking spaces are to the land uses they serve, the more likely the arrangement will be successful. For purposes of Mixed-use development, a maximum 400-foot walking distance from a parking space and its associated residential unit is appropriate. In addition to acceptable walking distances to parking, the pedestrian links between parking facilities and destinations must be carefully planned. Consideration in providing desirable pedestrian links for shared parking facilities include; signage, security, an attractive environment, and lighting.
The following provides shared parking standards and guidelines for Mixed-use developments:

**Shared Parking Guidelines**

1. Provide vehicle links between adjacent properties where appropriate; use joint driveway configurations where feasible.
2. Designated offsite parking may be considered for employees of commercial and office uses. The proposed number of parking spaces shall satisfy the intent of the County’s offsite parking goals.
3. Site access drives shall incorporate distinctive architectural elements and landscape features that help to differentiate access to commercial parking areas from residential parking areas, while promoting and enhancing safe access to and from the adjacent properties.
4. A Shared Parking Plan (as described below) shall be submitted and approved as an integral component of the General Development Plan for the property.
5. These parking standards may be modified by a use permit from the Zoning Administrator, Planning Commission, or Board of Supervisors, where appropriate, in cases, which due to the unusual characteristics of the blend or mixture of uses within the property do not necessitate the number of parking spaces, type of design, or improvements required by these parking standards.

### 4.1.2 Supplementary Shared Parking Standards

**Ancillary Uses**

For uses that are considered ancillary to a larger business, typically no additional parking would be required. Parking requirements for similar ancillary uses may be reduced to account for cross patronage among the adjacent uses located within 800 feet. These ancillary parking requirements may be reduced by up to 90 percent as appropriate.
Agreement Between Sharing Property Owners
If a privately owned parking facility is to serve two or more separate properties, a shared parking agreement between property owners is required to be entered into and maintained as part of the project’s land use approval that guarantees access to, use of, and management of designated spaces.

Shared Parking Plan
To ensure that parking is shared between the uses, it is recommended that a Shared Parking Agreement and Shared Parking Plan be submitted for County approval as part of the development review process. The Shared Parking Plan shall identify the number of parking stalls that may be credited against the requirements of the structures or uses involved, which shall not be less than the number of stalls reasonably anticipated to be available during the different hours of operation. In addition, the Shared Parking Plan must also include the following:

1. A site plan of parking intended to serve the uses with the proximity to the uses identified based on the anticipated pedestrian routes (i.e., walking patterns) between uses.
2. A signing plan that directs drivers to the available parking.
3. Details regarding ADA accessibility, safety, and security, including lighting and maintenance.
4. A written agreement prepared to the satisfaction of the County Counsel and executed by all affected parties assuring continued availability of the number of stalls designated for shared use. The agreement shall be recorded against the affected parties.

4.2 Loading Standards
Loading spaces for commercial and industrial uses will be provided in accordance with the standards found in the Coastal Implementation Plan Zoning Ordinance – Regulations for Parking. Also:

1. Each building having a ground floor area (GFA) in excess of 5,000 square feet shall have one off-street loading space for each 40,000 square feet of GFA
2. No loading is permitted in the public right-of-way
3. No loading or unloading may interfere with parking or vehicular access

4.3 Signs

Signs and other graphics are an essential element of the community’s visual character. The location, number, size, and design of signs have an effect on the community’s visual environment and an effect on a viewer’s perception of the community. To protect and enhance the community’s character, signs of all types within Castroville must be:

1. Legible
2. Compatible with their surroundings and aesthetically attractive
3. Appropriate to the land use or activity to which they pertain
4. In conformance with the provisions of the Monterey County Zoning Ordinance—Title 21, Section 21.60 and Monterey County Zoning Ordinance—Title 20, Section 20.60.

As illustrated and discussed in more detail in the Design Guidelines, the following general guidelines apply to signs in Castroville:

1. Signs should be architecturally compatible with a building’s architectural style with regards to size, color, materials, and illumination.
2. Signs should be located on parapets, towers, turrets, recessed wall areas, and/or other architectural features specifically designed for them.
3. Signs should be creative and emphasize artistic expression, especially when located in the Merritt Street Corridor.
4. Freestanding business oriented signs should be pedestrian-oriented in nature (size and location).
5. General Development Plans

A General Development Plan (GDP) is a tool that is used to coordinate the comprehensive planning of all properties in Opportunity Areas. The intent of the General Development Plan is to ensure that major development efforts within the community are comprehensively planned in compliance with the vision of this Community Plan. The GDP essentially serves as a master plan for the Opportunity Areas.

When required, a General Development Plan shall be prepared by the property owner or developer, and submitted to the County for review and approval. A General Development Plan may be submitted for review and approval prior to or concurrent with the approval of any other required permits for the development of the property. General Development Plans and amendments thereto must be approved by the Planning Commission prior to the approval of permits for individual development projects. No new development, change or expansion of use, or physical improvements may be approved unless such development, use, or expansion is found to be in conformance with an approved General Development Plan.

5.1 Requirements

The General Development Plan application for projects within Opportunity Areas shall include, when applicable, the following:

1. Drawings and documentation that illustrates compliance with the applicable development standards within this document, including (but not limited to):
   a. Setbacks and minimum distance between buildings
   b. Density
   c. Lot coverage
   d. Building heights (stories and feet)
   e. Parking (number of spaces and ratios)
   f. Landscape areas, common open space, private open space, pedestrian connections and amenities, and public open space. Where landscaping is to serve a particular function, such as a screen or buffer, the particular function and landscape concept shall be identified. Where landscaping is proposed in the public right-of-way, the maintenance responsibility shall be specified
   g. Minimum lot size and dimensions, if applicable
h. Building entries

i. All public and private streets adjacent to the proposed development, labeled “public” or “private” and showing dimension from street centerline to ultimate right-of-way edge

j. All public and private easements, including parking, access, utility, and pedestrian easements showing purpose and beneficiary of each easement

k. Proposed location and size of all utility lines, including water, wastewater, storm drainage, electrical, gas, cable, and telephone/communication lines

l. The location of the closest buildings and uses, both existing and approved, on adjacent properties

m. All existing structures that are to be removed and retained

n. Significant trees (18” diameter or larger) and any smaller trees that are significant by virtue of their species, location and/or significance to the site, due to the limited amount of existing vegetation. The plan should indicate if the tree is proposed to remain or be removed.

o. Clear descriptions of any required off-site work, including street improvements, infrastructure improvements, and flood control and reclamation ditch improvements.

p. Proposed grading if any cut or fill slope exceeds eighteen (18) inches.

q. Landscape areas, common open space, private open space, pedestrian connections and amenities, and public open space.

r. All public streets, private streets and driveways, labeled “public street,” “private street,” or “driveway,” with total right-of-way width dimensioned.

s. All public and private use areas appropriately mapped, clearly identified, and shaded.

t. All permitted land uses, including types of uses, intensity, density, number of units, and square footage

2. Exterior building elevations that generally illustrate the intended height, size, shape, architectural style, and character of the building. Building materials and details should also be illustrated and labeled.
3. The location of environmental resources on and within 250 feet of the General Development Plan boundary, including floodplains, wetlands, drainages, and riparian plant species.

4. Infrastructure phasing and funding.

5. Plan for providing and financing services.

Nothing herein shall preclude the County Board of Supervisors, the County Planning Commission, or staff from the Department of Planning, Building and Inspection from requiring any additional information to be shown on the General Development Plan.
Appendix C
Implementation Matrix
## APPENDIX C: IMPLEMENTATION MATRIX

<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMMUNITY-WIDE</strong></td>
<td></td>
</tr>
<tr>
<td>General Development (Community Plan Boundary)</td>
<td></td>
</tr>
<tr>
<td>□ Design development in accordance with the Design Guidelines and Development Standards in Appendices A &amp; B.</td>
<td>CP 1.2, 1.5, 2.2</td>
</tr>
<tr>
<td>□ Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the Monterey County Historic Resources Review Board to ensure that historic resources are protected.</td>
<td>CP 3.4</td>
</tr>
<tr>
<td>□ Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.</td>
<td></td>
</tr>
<tr>
<td>□ Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td></td>
</tr>
<tr>
<td>General Development Plans (Cypress Residential, North Entrance, New Industrial, and Commuter Train Station Opportunity Areas)</td>
<td></td>
</tr>
<tr>
<td>□ Comprehensive site plan showing proposed parcelization pattern, circulation system, specific land uses and building/housing type if</td>
<td></td>
</tr>
</tbody>
</table>

### Implementation Matrix
April 2007

**Policy:**
- C Community Plan
- P General Plan
- (1982)

**Sections:**
- CPC Community Plan Concept
- OA Opportunity Area
- RP Resource Protection
- CP Circulation Plan
- IPS Infrastructure & Public Services Plan
- EDS Economic Development Strategy
- IP Implementation Plan

**Agencies:**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- CWD Castroville Water District
- MBUAPC D Monterey Bay Unified Air Pollution Control District

**Agencies:**
- NC RPD North County Parks and Recreation District
- CCWQCB Central Coast Regional Water Quality Control Board
- Caltrans California Department of Transportation
- SHPO State Office of Historic Preservation
- NAHC California Native American Heritage Commission
- MCEH Monterey County Environmental Health
<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>POLICY</strong></td>
</tr>
<tr>
<td></td>
<td>IPS, IP</td>
</tr>
<tr>
<td>INFRASTRUCTURE IMPROVEMENT CONCEPT PLAN SHOWING THE WATER, SEWER, AND STORM DRAINAGE SYSTEM AND CONNECTION POINTS</td>
<td>IPS, IP</td>
</tr>
<tr>
<td>PHASING PLAN SHOWING THE SUBAREAS THAT MAY BE DEVELOPED SEPARATELY AND, IF RELEVANT, THE ORDER IN WHICH THE DEVELOPMENT MUST PROCEED. THE PHASING PLAN NEEDS TO ALSO ADDRESS THE INFRASTRUCTURE REQUIRED TO BE INSTALLED FOR EACH SUBAREA TO PROCEED</td>
<td>IP</td>
</tr>
<tr>
<td>CONCEPTUAL BUILDING ELEVATIONS AND FLOOR PLANS, IF RELEVANT, (SEPARATE DESIGN APPROVALS MAY BE REQUIRED FOR PHASED DEVELOPMENT)</td>
<td>IP</td>
</tr>
<tr>
<td>CONCEPTUAL LANDSCAPE PLAN</td>
<td>IP</td>
</tr>
<tr>
<td>SUBSEQUENT AND/OR RELATED APPROVALS, ANNEXATIONS TO SPECIAL DISTRICTS AND PERMITS REQUIRED. IN RECOGNITION THAT IN SOME CASES AGREEMENTS BETWEEN THE VARIOUS PROPERTY OWNERS WILL NOT BE ACHIEVABLE, A REQUEST CAN BE MADE BY ONE OR MORE OF THE PROPERTY OWNERS THAT AN ALTERNATIVE APPROACH BE ALLOWED</td>
<td>IP</td>
</tr>
<tr>
<td>FISCAL IMPACT ANALYSIS WHICH CONFIRMS THAT THE PROJECT WILL RESULT IN REVENUE NEUTRALITY TO THE COUNTY AND OTHER GOVERNMENTAL ENTITIES</td>
<td>CP 10.7</td>
</tr>
<tr>
<td>IMPLEMENT APPLICABLE MITIGATION MEASURES INCLUDED IN THE MITIGATION MONITORING AND REPORTING PROGRAM (APPENDIX D) FOR THE CASTROVILLE COMMUNITY PLAN</td>
<td>IP</td>
</tr>
</tbody>
</table>

**Policy:**
- Community Plan
- General Plan (1982)

**Sections:**
- CPC Community Plan Concept
- OA Opportunity Area
- RP Resource Protection
- CP Circulation Plan
- IPS Infrastructure & Public Services Plan
- EDS Economic Development Strategy
- IP Implementation Plan

**Agencies:**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- CWD Castroville Water District
- MBUAPC D Monterey Bay Unified Air Pollution Control District

**Agencies (Additional):**
- NC RPD North County Parks and Recreation District
- CCWQCB Central Coast Regional Water Quality Control Board
- Caltrans California Department of Transportation
- SHPO State Office of Historic Preservation
- NAHC California Native American Heritage Commission
- MCEH Monterey County Environmental Health

**Implementation Matrix**
April 2007
### Merritt Street Corridor Opportunity Area

**Merritt Street Corridor:** In addition to the general requirements for General Development Plans and the community-wide mitigation measures summarized in the Opportunity Area section and provided in the MMRP, specific requirements for the development of the area are described in the Opportunity Area section and summarized below:

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Standards &amp; Requirements Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td>IP</td>
</tr>
<tr>
<td>□ Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td>IP</td>
</tr>
<tr>
<td>□ Property owners/developers are encouraged to plan for the ultimate development of entire blocks, whenever possible, to result in more effective development. Where this collaboration is feasible, a General Development Plan shall be prepared and approved to guide the future development.</td>
<td>CP 1.6 IP</td>
</tr>
<tr>
<td>□ A fair-share contribution shall be determined for Phase One of the Artichoke Avenue improvement project if the Community Plan Impact Fee Program is not in place at the time that the development is approved.</td>
<td>CP 7.1 IP, CP PW</td>
</tr>
<tr>
<td>□ Properties backing up to Tembladero Slough shall be designed to</td>
<td>CP 5.1 IP</td>
</tr>
</tbody>
</table>
accommodate the future Artichoke Avenue Improvement Project including filling of properties, dedication of right of way, and fair share participation in the Slough enhancement/restoration efforts.

- Development applications (Use Permit and Subdivision applications) shall be reviewed by the CAC to determine compliance with the Community Plan requirements, including the Design Guidelines and Development Standards.

  - CP 1.2, 1.5, 2.2
  - G P, IP
  - A,B
  - CAC

- Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the Monterey County Historic Resources Review Board to ensure that historic resources are protected.

  - CP 3.4
  - RMA-PD
  - Mo. Co. Parks

- Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.

  - IP

- Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.

  - IP

CYPRESS RESIDENTIAL OPPORTUNITY AREA

**Cypress Residential:** In addition to the general requirements for General Development Plans and the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), specific requirements for the development of the area are described in the Opportunity Area section and summarized below:
<table>
<thead>
<tr>
<th>Requirements</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>POLICY</strong></td>
</tr>
<tr>
<td>If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane channelization improvements and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construct Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) prior to full occupancy of the Cypress Residential Opportunity Area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the Cypress Residential Opportunity Area.</td>
<td>CP 7.2</td>
</tr>
<tr>
<td>Install infrastructure improvements as described in the Infrastructure section relating to this opportunity area, including extending Walsh Street and installing a signal, installing sewer improvements (interceptor, lift station, and trunk line), extending water service, and installing drainage system and water treatment facilities.</td>
<td>IPS</td>
</tr>
<tr>
<td>Dedicate park and open space areas as per adopted GDP, install slough enhancement facilities and put into place appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance of the park and open space facilities.</td>
<td>RP</td>
</tr>
<tr>
<td>Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County</td>
<td>IPS</td>
</tr>
</tbody>
</table>

**Agencies:**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- CWD Castroville Water District
- MBUAPC D Monterey Bay Unified Air Pollution Control District

**Implementation Matrix**
April 2007
<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
</table>
| □ Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities. | IPS  MCR
| □ Development applications (Use Permit and Subdivision applications) for each Subarea shall be reviewed by the CAC to determine compliance with the adopted GDP and Community Plan requirements, including the Design Guidelines and Development Standards. | CP 1.2, 1.5, 2.2  G, P, IP  A, B  CAC
| □ Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan. | IP
| □ Implement mitigation measures required per subsequent or supplemental project-level EIR, negative declaration, or mitigated negative declaration prepared for the proposed development. | IP
| □ Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development. | IP

<table>
<thead>
<tr>
<th>COMMUTER TRAIN STATION OPPORTUNITY AREA</th>
</tr>
</thead>
</table>

**Commuter Train Station:** In addition to the general requirements for General Development Plans and the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), specific requirements for the

<table>
<thead>
<tr>
<th>Policy</th>
<th>Sections</th>
<th>Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>CPC</td>
<td>CAC</td>
</tr>
<tr>
<td>G</td>
<td>OA</td>
<td>RMA-PD</td>
</tr>
<tr>
<td>(1982)</td>
<td>RP</td>
<td>PW</td>
</tr>
<tr>
<td></td>
<td>CP</td>
<td>MCWRA</td>
</tr>
<tr>
<td></td>
<td>IPS</td>
<td>MRWPCA</td>
</tr>
<tr>
<td></td>
<td>EDS</td>
<td>CWD</td>
</tr>
<tr>
<td></td>
<td>IP</td>
<td>MBBAPCD</td>
</tr>
</tbody>
</table>

NC RPD North County Parks and Recreation District
CCWQCB Central Coast Regional Water Quality Control Board
Caltrans California Department of Transportation
SHPO State Office of Historic Preservation
NAHC California Native American Heritage Commission
MCEH Monterey County Environmental Health

Implementation Matrix
April 2007
## Requirements:

### Implementation Matrix

<table>
<thead>
<tr>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.</td>
</tr>
<tr>
<td>Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
</tr>
</tbody>
</table>

### Commuter Train Station - Subarea A (Totino):

In addition to the general requirements for General Development Plans, the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), and the Commuter Train Station Opportunity Area mitigation measures discussed above, specific requirements for the development of the subarea are summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 improvements as described in the Lane Channelization and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the Tottino Subarea of the Commuter Train Station Opportunity Area. Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke

### Standards & Requirements Reference

<table>
<thead>
<tr>
<th>Policy</th>
<th>Section</th>
<th>Appendix</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>IP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CP 7.1, 72</td>
<td>CP, IP</td>
<td>PW, CALTRANS</td>
<td></td>
</tr>
</tbody>
</table>
### Requirements:

<table>
<thead>
<tr>
<th>Avenue Improvement Project</th>
<th>Construction of northbound Merritt Street right-turn lane at Highway 156</th>
<th>RP, IP</th>
<th>MCWRA, DFG, RMA-PD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install slough enhancement/open space facilities on Castroville Slough, consistent with the adopted GDP and the Resource Protection Program section of this Plan and put into place appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance. Enter reimbursement agreement for improvement costs exceeding the project’s fair-share contribution.</td>
<td></td>
<td>CP, IPS</td>
<td></td>
</tr>
<tr>
<td>Install infrastructure improvements as described in the Infrastructure and Circulation sections including extending Preston Street (or alternatively Crane Street), installing sewer improvements (force main, trunk line, and lift station), extending water service, and installing drainage system and water treatment facilities.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.</td>
<td>IP</td>
<td>CWD, NCPRD</td>
<td></td>
</tr>
<tr>
<td>Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and</td>
<td>IP, IPS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Standards & Requirements Reference

<table>
<thead>
<tr>
<th>Policy</th>
<th>Section</th>
<th>Appendix</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>CCP</td>
<td>CPC</td>
<td></td>
<td>CAC</td>
</tr>
<tr>
<td>CCGP</td>
<td>OA</td>
<td></td>
<td>RMA-PD</td>
</tr>
<tr>
<td>CPGP</td>
<td>RP</td>
<td></td>
<td>PW</td>
</tr>
<tr>
<td>CP</td>
<td>CP</td>
<td></td>
<td>MRWPC</td>
</tr>
<tr>
<td>IPS</td>
<td>IPS</td>
<td></td>
<td>CWD</td>
</tr>
<tr>
<td>EDS</td>
<td>IP</td>
<td></td>
<td>MBUAPC</td>
</tr>
</tbody>
</table>

### Implementation Matrix

April 2007
### Commuter Train Station - Subarea B (Train Station)

In addition to the general requirements for General Development Plans, the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), and the Commuter Train Station Opportunity Area mitigation measures discussed above, specific requirements for the development of the subarea are summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 improvements as described in the Infrastructure and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Sections</th>
<th>Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>CP 7.2</td>
<td>CP, IPS</td>
<td>PW, CALTRANS</td>
</tr>
</tbody>
</table>

**Agencies:**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- CWD Castroville Water District
- MBUAPC D Monterey Bay Unified Air Pollution Control District
- NC RPD North County Parks and Recreation District
- CCWQCB Central Coast Regional Water Quality Control Board
- Caltrans California Department of Transportation
- SHPO State Office of Historic Preservation
- NAHC California Native American Heritage Commission
- MCEH Monterey County Environmental Health
<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>and full occupancy of the Commuter Train Station Opportunity Area.</td>
<td></td>
</tr>
<tr>
<td>If not in place at the time of development install the Highway 156 interchange/intersection improvement as described in the Infrastructure and Circulation sections of this Plan and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area.</td>
<td>IPS, CP, IP, PW, CALTRANS</td>
</tr>
<tr>
<td>If not in place at the time of development, install the Castroville slough enhancement/open space facilities consistent with the adopted GDP the Resource Protection section of this Plan and enter into appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance. Enter reimbursement agreement for improvement costs exceeding the project's fair-share contribution.</td>
<td>RR, NCPRD</td>
</tr>
<tr>
<td>Realign and install Castroville Boulevard consistent with the Circulation section of this Plan.</td>
<td>CP, IP, PW, CALTRANS</td>
</tr>
<tr>
<td>Install infrastructure improvements as described in the Infrastructure and Circulation sections of this Plan including connecting to the existing sewer main in Castroville Boulevard, installing a sewer lift station, extending water service, and installing drainage system and water treatment facilities.</td>
<td>IPS, CP, PW, CWD</td>
</tr>
<tr>
<td>Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.</td>
<td>IP, IPS, CWD, NCPRD</td>
</tr>
</tbody>
</table>

**Policy:** Community Plan (1982) General Plan

**Sections:** Community Plan Concept Opportunity Area Resource Protection Circulation Plan Infrastructure & Public Services Plan Economic Development Strategy Implementation Plan

**Agencies:**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- CWD Castroville Water District
- MBUAPC Monterey Bay Unified Air Pollution Control District

**Agencies:**
- NC RPD North County Parks and Recreation District
- CCWQCB Central Coast Regional Water Quality Control Board
- Caltrans California Department of Transportation
- SHPO State Office of Historic Preservation
- NAHC California Native American Heritage Commission
- MCEH Monterey County Environmental Health

Implementation Matrix
April 2007
# CASTROVILLE COMMUNITY PLAN

## REQUIREMENTS

<table>
<thead>
<tr>
<th>Policy</th>
<th>Sections</th>
<th>Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities. The GDP shall address the detachment and replacement property.</td>
<td>IP, IPS</td>
<td>MCWRA, C WD</td>
</tr>
<tr>
<td>The GDP shall be consistent with the train station site plan including the planned pedestrian underpass (station and underpass design and installation are the responsibility of others). The development of the train station may proceed in advance and independently from the private development. However, the train station design, including access, shall be coordinated as much as possible with the private development property owner to ensure that this development is well-designed and consistent with the Community Plan.</td>
<td></td>
<td>TAMC</td>
</tr>
<tr>
<td>Development applications (Use Permit and Subdivision applications) for this subarea shall be reviewed to determine compliance with the GDP and Community Plan requirements, including the Design Guidelines and Development Standards.</td>
<td>IP</td>
<td>A, B</td>
</tr>
<tr>
<td>Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.</td>
<td>IP</td>
<td></td>
</tr>
<tr>
<td>Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td>IP</td>
<td></td>
</tr>
</tbody>
</table>

---

**Policy:** Community Plan CP, General Plan GP (1982)

**Sections:** CPC Community Plan Concept OA Opportunity Area RP Resource Protection CP Circulation Plan IPS Infrastructure & Public Services Plan EDS Economic Development Strategy IP Implementation Plan

**Agencies:**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- C WD Castroville Water District
- MBUAPC D Monterey Bay Unified Air Pollution Control District

**Agencies:**
- NC RPD North County Parks and Recreation District
- CCWQCB Central Coast Regional Water Quality Control Board
- Caltrans California Department of Transportation
- SHPO State Office of Historic Preservation
- NAHC California Native American Heritage Commission
- MCEH Monterey County Environmental Heath
Commuter Train Station - Subarea C (CHISPA): In addition to the general requirements for General Development Plans, the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), and the Commuter Train Station Opportunity Area mitigation measures discussed above, specific requirements for the development of the subarea are summarized below:

- The required GDP for this subarea is encouraged to be combined with Subarea B.
  - OA, IP, CPC

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 improvements described in the Infrastructure and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the Commuter Train Station Opportunity Area.
  - CP 7.1, 7.2
  - IPS, CP
  - PW, CALTRANS

- If not in place at the time of development, install the highway 156 interchange/intersection improvement as described in the Infrastructure and Circulation sections of this Plan and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area.
  - IP, C P
  - PW, CALTRANS

- Realign and install Castroville Boulevard consistent with the Circulation section of this Plan.
  - CP, IP
  - PW, CALTRANS

- Install infrastructure improvements as described in the Infrastructure and Circulation sections including connecting to the existing sewer.
  - IPS, CP
  - MCWRA
<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>main in Castroville Boulevard, installing a sewer lift station, extending</td>
<td></td>
</tr>
<tr>
<td>water service, and installing drainage system and water treatment facilities.</td>
<td></td>
</tr>
<tr>
<td>☐ Annex to applicable special districts as necessary including the</td>
<td>IPS</td>
</tr>
<tr>
<td>Castroville Water District Service Area, CSA 14, and the North County</td>
<td>CWD, NCPRD</td>
</tr>
<tr>
<td>Recreation District.</td>
<td></td>
</tr>
<tr>
<td>☐ Detach from the CSIP service area and mitigate impacts to the system</td>
<td>IPS, IP</td>
</tr>
<tr>
<td>through facilitating the annexation of replacement property and extension</td>
<td>MCWRA</td>
</tr>
<tr>
<td>and/or relocation of service facilities. The GDP shall address the</td>
<td></td>
</tr>
<tr>
<td>detachment and replacement property.</td>
<td></td>
</tr>
<tr>
<td>☐ The required GDP shall be consistent with the train station site plan</td>
<td>CP</td>
</tr>
<tr>
<td>being planned by TAMC including the planned pedestrian underpass (station</td>
<td>TAMC</td>
</tr>
<tr>
<td>and underpass design and installation are the responsibility of others).</td>
<td></td>
</tr>
<tr>
<td>☐ Development applications (Use Permit and Subdivision applications) for</td>
<td>CP 1.2, 1.5, 5.5</td>
</tr>
<tr>
<td>this Subarea shall be reviewed by the CAC to determine compliance with the</td>
<td>IP, GP</td>
</tr>
<tr>
<td>GDP and Community Plan requirements, including the Design Guidelines and</td>
<td>A, B</td>
</tr>
<tr>
<td>Development Standards.</td>
<td>CAC</td>
</tr>
<tr>
<td>☐ Implement applicable mitigation measures included in the mitigation</td>
<td>IP</td>
</tr>
<tr>
<td>monitoring and reporting program (Appendix D) for the Castroville</td>
<td></td>
</tr>
<tr>
<td>Community Plan.</td>
<td></td>
</tr>
</tbody>
</table>

**Objects:**
- CPC: Community Plan Concept
- OA: Opportunity Area
- CP: Circulation Plan
- RP: Resource Protection
- IPS: Infrastructure & Public Services Plan
- EDS: Economic Development Strategy
- IP: Implementation Plan
- CAC: Castroville Advisory Committee
- RMA-PD: Planning Department
- PW: Public Works
- MCWRA: Monterey County Water Resources Agency
- MRWPCA: Monterey Regional Water Pollution Control Agency
- CWD: Castroville Water District
- MBUAPCD: Monterey Bay Unified Air Pollution Control District
- NCPRD: North County Parks and Recreation District
- CCWQCB: Central Coast Regional Water Quality Control Board
- Caltrans: California Department of Transportation
- SHPO: State Office of Historic Preservation
- NAHC: California Native American Heritage Commission
- MCEH: Monterey County Environmental Health

Implementation Matrix

April 2007
## North Entrance Opportunity Area Considerations and Requirements for GDPs

**North Entrance:** In addition to the general requirements for General Development Plans and the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), specific requirements for the development of the area are described in the Opportunity Area section and summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane channelization improvements as described in the Infrastructure and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the North Entrance Opportunity Area. Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) shall be completed prior to occupancy of any development within the North Entrance Opportunity Area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the North Entrance Opportunity Area.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Policy</th>
<th>Section</th>
<th>Appendix</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td></td>
<td>IP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane channelization improvements as described in the Infrastructure and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the North Entrance Opportunity Area. Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) shall be completed prior to occupancy of any development within the North Entrance Opportunity Area. Construction of northbound Merritt Street right-turn lane at Highway 156 shall be completed prior to buildout and full occupancy of the North Entrance Opportunity Area.</td>
<td>CP 7.1, 7.2</td>
<td>OA, IP, CP</td>
<td>PW, CALTRANS</td>
<td></td>
</tr>
<tr>
<td>Requirements</td>
<td>Standards &amp; Requirements Reference</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Install roadway frontage improvements on Washington Street, consistent with County standards.</td>
<td>IP, CP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Install a drainage line to replace the existing open drainage ditch on Washington Street and water treatment facilities at the discharge into Castroville Slough as described in the Infrastructure section.</td>
<td>IPS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Connect in-tract service lines to the existing water and sewer facilities located in Washington Street.</td>
<td>IPS, OA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- The required GDP shall include the design of the agricultural buffer area and the community entrance area along Merritt Street. As described in the Opportunity Area section, a community entrance sign and landscaping shall be part of the requirements.</td>
<td>OA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.</td>
<td>IPS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Development applications (Use Permit and Subdivision applications) for each subarea shall be reviewed the CAC to determine compliance with the Community Plan requirements, including the Design Guidelines and Development Standards.</td>
<td>CP 1.2, 1.5, 5.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.</td>
<td>IP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Agencies**
- CAC Castroville Advisory Committee
- RMA-PD Planning Department
- PW Public Works
- MCWRA Monterey County Water Resources Agency
- MRWPCA Monterey Regional Water Pollution Control Agency
- CWD Castroville Water District
- MBUAPC D Monterey Bay Unified Air Pollution Control District
- NC RPD North County Parks and Recreation District
- CCWQCB Central Coast Regional Water Quality Control Board
- Caltrans California Department of Transportation
- SHPO State Office of Historic Preservation
- NAHC California Native American Heritage Commission
- MCEH Monterey County Environmental Health
### Requirements

- Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.

### Standards & Requirements Reference

<table>
<thead>
<tr>
<th>Policy</th>
<th>Section</th>
<th>Appendix</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>IP</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### New Industrial Opportunity Area

**New Industrial:** In addition to the general requirements for General Development Plans and the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), specific requirements for the development of the area are described in the Opportunity Area section and summarized below:

- If not in place at the time of development, install the Highway 1/Merritt (Artichoke Avenue) Phase One improvements and the Highway 156/183 lane channelization improvements as described in the Infrastructure and Circulation sections and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area. Construct Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) prior to occupancy of any development within the New Industrial Opportunity Area. Construct the northbound Merritt Street through-lane concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Area. Construct the northbound Merritt Street right-turn lane at Highway 156 prior to buildout and full occupancy of the New Industrial Opportunity Area.

- If not in place at the time of development, install the Highway 156.


<table>
<thead>
<tr>
<th>REQUIREMENTS:</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>interch age/intersection improvement as described in the Infrastructure and Circulation sections of this Plan and get reimbursed with future impact fees for the portion of the improvement costs exceeding the amount of the impact fees for this area.</td>
<td></td>
</tr>
<tr>
<td>Install the Castroville Boulevard extension to Blackie Road and related improvements as described in the Circulation section. Construct the southerly extension of Castroville Boulevard as a two lane divided arterial roadway shall be completed prior to occupancy of any new development in the New Industrial Opportunity Area. Left-turn channelization and frontage improvements, including left-turn lanes, sidewalks, and bicycle lanes shall be installed along the southerly extension of Castroville Boulevard concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Area. Realignment of the existing Castroville Boulevard north of Highway 156 and relocation of the intersection with revised traffic control configuration and lane configurations shall be completed prior to occupancy of any new development in the New Industrial Opportunity Area.</td>
<td>CP, IP</td>
</tr>
<tr>
<td>If not in place at the time of development, install the Castroville Slough enhancement/open space facilities to the west of the Tottino subarea (A) consistent with the adopted GDP and the Resource Protection Program section of this Plan and enter into appropriate agreements with the North County Recreation District or other entity for ownership, operation, and maintenance. Enter reimbursement agreement for</td>
<td>RP</td>
</tr>
</tbody>
</table>

**Policy:**
- CP: Community Plan
- IP: Infrastructure & Public Services Plan
- PW: Public Works
- RP: Resource Protection
- OA: Opportunity Area
- OA: Opportunity Area
- CPC: Community Plan Concept
- CP: Community Plan
- RMA-PD: Planning Department
- CAC: Castroville Advisory Committee
- CCWQCB: Central Coast Regional Water Quality Control Board
- MCEH: Monterey County Environmental Health
- NC RPD: North County Parks and Recreation District
- Caltrans: California Department of Transportation
- SHPO: State Office of Historic Preservation
- NAHC: California Native American Heritage Commission

**Agencies:**
- CWD: Castroville Water District
- MBUAPC: Monterey Bay Unified Air Pollution Control District
<table>
<thead>
<tr>
<th>REQUIREMENTS</th>
<th>STANDARDS &amp; REQUIREMENTS REFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>improvement costs exceeding the project’s fair-share contribution from this opportunity area.</td>
<td></td>
</tr>
<tr>
<td>Connect to the existing water and sewer systems in the existing industrial park to the south as described in the Infrastructure section.</td>
<td>IPS CWD</td>
</tr>
<tr>
<td>Install a storm drain system, enlarge the existing retention pond, and install a drainage line from the pond under Highway 156 to the enhancement area as described in the Infrastructure section.</td>
<td>IPS MCWRA</td>
</tr>
<tr>
<td>Annex to applicable special districts as necessary including the Castroville Water District Service Area, CSA 14, and the North County Recreation District.</td>
<td>IPS CWD, NCPRD</td>
</tr>
<tr>
<td>Detach from the CSIP service area and mitigate impacts to the system through facilitating the annexation of replacement property and extension and/or relocation of service facilities. The GDP shall address the detachment and replacement property.</td>
<td>IPS MCWRA</td>
</tr>
<tr>
<td>Development applications (Use Permit and Subdivision applications) for this Opportunity Area shall be reviewed by the CAC to determine compliance with the Community Plan requirements, including the Design Guidelines and Development Standards.</td>
<td>A, B CAC</td>
</tr>
<tr>
<td>Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.</td>
<td>IP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Policy</th>
<th>Sections</th>
<th>Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>CPC</td>
<td>CAC</td>
</tr>
<tr>
<td></td>
<td>OA</td>
<td>RMA-PD</td>
</tr>
<tr>
<td></td>
<td>RP</td>
<td>PW</td>
</tr>
<tr>
<td></td>
<td>CP</td>
<td>MCWRA</td>
</tr>
<tr>
<td></td>
<td>IPS</td>
<td>MRWPCA</td>
</tr>
<tr>
<td></td>
<td>EDS</td>
<td>CWD</td>
</tr>
<tr>
<td></td>
<td>IP</td>
<td>MBUAPC</td>
</tr>
</tbody>
</table>

**Implementation Matrix**  
April 2007
### In All Sites

**In All Sites:** In addition to the general requirements for General Development Plans and the community-wide mitigation measures summarized in the Opportunity Areas section and provided in the MMRP (Appendix D), specific requirements for the development of the area are described in the Opportunity Areas section and summarized below:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Policy</th>
<th>Section</th>
<th>Appendix</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td></td>
<td></td>
<td></td>
<td>IP</td>
</tr>
<tr>
<td>Any proposed demolition or renovation of a historic structure shall be subject to review and approval by the Monterey County Historic Resources Review Board to ensure that historic resources are protected.</td>
<td>CP 3.4</td>
<td></td>
<td>RMA-PD</td>
<td></td>
</tr>
<tr>
<td>A fair-share contribution shall be determined for Phase One of the Artichoke Avenue improvement project if the Community Plan Impact Fee Program is not in place at the time that the development is approved.</td>
<td>CP 7.1</td>
<td>IP, CP</td>
<td>PW</td>
<td></td>
</tr>
<tr>
<td>Implement applicable mitigation measures included in the mitigation monitoring and reporting program (Appendix D) for the Castroville Community Plan.</td>
<td></td>
<td></td>
<td>IP</td>
<td></td>
</tr>
<tr>
<td>Implement any mitigation measures required per subsequent environmental review (project-level EIR, negative declaration, or mitigated negative declaration) prepared for the proposed development.</td>
<td></td>
<td></td>
<td>IP</td>
<td></td>
</tr>
</tbody>
</table>
1 These mitigation measures are reference from the Mitigation Monitoring and Report Program (MMRP). The MMRP shall supersede these requirements.
Appendix D
Mitigation Monitoring and Reporting Program
APPENDIX D: MITIGATION MONITORING AND REPORT PLAN

<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>MM-3.1-3a</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals associated with the proposed Community Plan prepare a detailed exterior lighting plan that indicates the location and type of lighting that will be used and ensure that all exterior lighting is consistent with Policy 26.1.20 of the Monterey County General Plan. All exterior lighting shall be indicated on final improvement plans, subject to review and approval by the County of Monterey.</td>
<td>Future development within the planning area shall submit a detailed exterior lighting plan and shall note all exterior lighting details on final improvement plans subject to review by County of Monterey.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Prior to recording final improvement plans for all General Development Plans or other discretionary approvals.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>MM-3.1-3b</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans and other development approvals associated with the proposed Community Plan restrict the use of reflective materials to minimize daytime glare</td>
<td>Future development within the planning area shall restrict the use of reflective materials into the program</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Prior to approval of building permits.</td>
<td></td>
</tr>
</tbody>
</table>

*Monitoring or Reporting refers to projects with an EIR or adopted Mitigated Negative Declaration per Section 21081.6 of the Public Resources Code.*
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.</td>
<td>MM 3.2-2</td>
<td>The County of Monterey shall require that the project applicant(s), as a condition of approvals for General Development Plans and other discretionary approvals for the North Entrance Opportunity Area, Commuter Train Station Opportunity Area, Cypress Residential Opportunity Area, and New Industrial Opportunity Area, record permanent conservation easements on farmland adjacent to the proposed developments or within the required agricultural buffer areas in order to ensure a permanent limit to urban development. The conservation easements shall be generally located as depicted on Figure 3.2-2, Proposed Locations of Agricultural Easements and shall be dedicated to an appropriate non-profit land or resource conservation organization. Roadways, trails, and drainage facilities may be located within the easements that are to be located within the buffer areas as determined appropriate during the approval process for the General Development Plans and/or other discretionary permits for the above referenced Opportunity Areas. Within the Cypress Residential Opportunity Area, the County of Monterey shall require the project applicant(s) a 200-foot agricultural buffer along the boundary with adjacent farmland, as a condition of Future development within the North Entrance, Commuter Train Station, Cypress Residential, and New Industrial Opportunity Areas shall record permanent conservation easements on farmland adjacent to the proposed developments or within the required agricultural buffer areas. Permanent conservation easements shall be noted on final improvement plans, subject to review and approval by County of Monterey.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>As a condition of approval for General Development Plans or other discretionary approvals within the North Entrance, Commuter Train station, Cypress Residential, and New Industrial Opportunity Areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>MM 3.3-1a</td>
<td></td>
<td>Future development within the planning area shall implement best-available control measures (BACM) to reduce emissions of particulate matter during construction activities.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>During construction activities associated with all General Development Plans or other discretionary approvals.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals associated with the proposed Community Plan, implement best-available control measures (BACM) to reduce emissions of particulate matter, as recommended by the MBUAPCD and in accordance with Policy 20.2.5 of the Monterey County General Plan during construction activities. BACM typically recommended by the MBUAPCD include, but are not limited to, the following:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil and wind exposure;
- Prohibit all grading activities during periods of high wind (over 15 mph);
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days);
- Apply non-toxic binders (e.g., latex acrylic

The extent of this buffer can be partially fulfilled by incorporating the width of the Tembladero Slough, the planned 100-foot wetlands restoration area along the banks of the slough, and planned roadways. The exact width of the buffer will be determined through the General Development Plan process when final site design features are established, subject to review and approval by the County of Monterey.
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.</td>
<td>MM 3.3-1b</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals associated</td>
<td>Future development within the planning area shall</td>
<td>Monterey County Housing and Redevelopment</td>
<td>During construction activities associated with all General</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>--------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>6. MM 3.3-2</td>
<td>The County of Monterey shall require that project applicant(s), for General Development Plan and other discretionary approvals associated with the proposed Community Plan, implement best-available control measures to reduce criteria air pollutants of ROG, NOx, CO and PM&lt;sub&gt;10&lt;/sub&gt; as recommended by the MBUAPCD and in</td>
<td>Future development within the planning area shall implement best-available control measures to reduce criteria air</td>
<td>Monterey County Housing and Redevelopment Department; Monterey County Planning and Building Inspection Department; and</td>
<td>During operations associated with all General Development Plans or other discretionary approvals.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>accordance with Policy 20.2.5 of the Monterey County General Plan (1982), during operations. Best available control measures typically recommended by the MBUAPCD include, but are not limited to, the following:</td>
<td>pollutants of ROG, NO\textsubscript{x}, CO and PM\textsubscript{10} into final improvement plans subject to review and approval by the County of Monterey Planning and Building Inspection Department.</td>
<td>Monterey Bay Unified Air Pollution Control District (MBUAPCD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Commercial and Industrial Uses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide preferential carpool/vanpool parking spaces;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide facilities that encourage the use of alternative transportation sources (e.g., public transportation, bicycle and pedestrian access), such as transit bus pullouts shelters, and onsite showers, lockers and bicycle storage/parking;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide onsite child care centers;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Develop park-and-ride lots;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Employ a transportation/rideshare coordinator;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Implement a rideshare program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide incentives to employees to rideshare or take public transportation;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Implement compressed work schedules; and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Implement telecommuting program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Residential Uses</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Use gas-fired fireplaces;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide pedestrian sidewalks and bicycle paths that link to adjacent land uses and external networks; and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Incorporate energy-efficient appliance into</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>--------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>residential uses. All Uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Orient buildings to minimize heating and cooling needs;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provide shade trees to reduce cooling needs;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Include energy-efficient lighting systems;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Include solar water heaters or centralized water heating systems; and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Increase insulation beyond Title 24 requirements to minimize heating and cooling needs.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>MM 3.3-3</td>
<td>The County of Monterey shall require that project applicant(s), for General Development Plans or other discretionary approvals associated with the proposed Community Plan that consists of non-residential uses, coordinate with the MBUAPCD to assess the potential for the proposed non-residential use(s) to generate airborne emissions that may affect nearby receptors, in accordance with Monterey County General Plan Policy 20.2.1. New facilities in which sensitive receptors are located (e.g., residential subdivisions, schools, childcare centers, playgrounds, retirement homes, and hospitals) shall be sited away from significant sources of air pollution.</td>
<td>Future non-residential development within the planning area shall coordinate with the MBUAPCD to assess the potential for the proposed non-residential use(s) to generate airborne emissions that may affect nearby receptors as during preparation of site plans.</td>
<td>Monterey County Housing and Redevelopment Department; Monterey County Planning and Building Inspection Department, and Monterey Bay Unified Air Pollution Control District (MBUAPCD)</td>
<td>Prior to approval of all General Development Plans or other discretionary approvals.</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>MM 3.4-1</td>
<td>The County of Monterey shall require that the project applicant(s), as a condition of approval for General Development Plans and other discretionary</td>
<td>Future development within the planning area shall contract</td>
<td>Monterey County Housing and Redevelopment</td>
<td>Biological assessment shall be required as a</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>9. MM 3.4-3</td>
<td>The County of Monterey shall require that the project applicant(s), as a condition of approval for General Development Plans and other discretionary approvals, contract with a qualified biologist to prepare a biological assessment for the area proposed for development, as required by mitigation measure MM 3.4-1. If the biological assessment identifies the potential for Steelhead trout to exist in the Tembladero Slough at the time development is proposed, the County of Monterey shall require the project applicant(s) within the Cypress Residential and Merritt Street Corridor.</td>
<td>If the biological assessment (MM 3.4-1) determines the potential for steelhead trout to exist in the Tembladero Slough within the Cypress Residential and Merritt Street Corridor.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Surveys for Steelhead trout shall be performed on the Tembladero Slough within the Cypress Residential and Merritt Street Corridor Opportunity Areas during spawning season (December)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>10. MM 3.4-4</td>
<td></td>
<td>The County of Monterey shall require that the project applicant(s), as a condition of approval for General Development Plans and other discretionary approvals associated with the proposed Community</td>
<td>If the biological assessment (MM 3.4-1) determines that listed migratory species are present, the project applicant(s) shall contract with a qualified biologist to perform surveys on the Tembladero Slough during spawning season (December to April) if identified as part of the biological assessment (MM 3.4-1) prior to approval of General Development Plans and other discretionary approvals.</td>
<td>Monterey County Housing and Redevelopment Department and/or the United States Fish and Wildlife Service</td>
<td>Surveys shall be conducted no more than 30 days prior to ground disturbance</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plan, retain a qualified biologist to prepare a detailed biological assessment for the area to be developed, as required by mitigation measure MM 3.4-1. If listed migratory bird species or suitable breeding habitats is identified in the biological assessment, the project applicant(s) shall hire a qualified biologist to conduct a focused survey for active nests of raptors and migratory birds within and in the vicinity (i.e., any suitable breeding habitat in accessible parcels adjacent to the project area that the biologist deems could be disturbed by construction activities) of the construction area. Surveys shall be conducted no more than 30 days prior to ground disturbance during the nesting seasons for local avian species (typically February 1st through August 31st). If active nests are located during preconstruction surveys, USFWS and/or DFG (as appropriate) shall be notified regarding the status of the nests and agency recommendations regarding nest avoidance measures implemented. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 100-feet around the nest) or alteration of the construction schedule. No action is necessary if construction will occur during the non-breeding season (generally September 1st through February 28th).</td>
<td>bird species or suitable breeding habitats exists, then a qualified biologist shall conduct a focused survey for active nests of raptors and migratory birds within and in the vicinity of proposed construction area and notify the USFWS and/or DFG accordingly.</td>
<td>Monterey County Planning and Building Inspection Department</td>
<td>during the nesting seasons for local avian species (typically February 1st through August 31st) if identified as part of the biological assessment (MM 3.4-1) prior to approval of future development.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>11.</td>
<td>MM 3.4-5</td>
<td>The County of Monterey shall require that the project applicant(s), as a condition of approval for General Development Plans and other discretionary approvals associated with the proposed Community Plan, retain a qualified biologist to prepare a detailed biological assessment for the area to be developed, as required by mitigation measure MM 3.4-1. If the biological assessment identifies the potential for California red-legged frog species and/or California Tiger Salamander or their associated habitat exists within the area proposed for development, the County of Monterey shall require the project applicant(s) to contract with a qualified biologist to conduct pre-construction surveys no more than 30-days prior to grading or construction in or within 100 feet of potential habitat areas to determine if California red-legged frogs occur within the Cypress Residential Opportunity Area and at various sites within the Merritt Street Corridor Opportunity Area and/or if California Tiger Salamanders are located within the Commuter Train Station Opportunity Area. If California red-legged frog species and/or California Tiger Salamanders are present during the pre-construction surveys, any improvements proposed in or adjacent to the aquatic and riparian habitats shall be done in consultation with the USFWS and the DFG to determine whether incidental take authorization is required. The following avoidance measures shall be implemented including, but not be limited to the following: If the biological assessment identifies the potential for California red-legged frog species and/or California Tiger Salamander or their associated habitat to exist within the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas, the project applicant(s) shall hire a qualified biologist to conduct pre-construction surveys for California red-legged frog species and/or California Tiger Salamander or their associated habitat exists. If California red-legged frog species and/or California Tiger Salamanders</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Pre-construction surveys for California red-legged frog species and/or California Tiger Salamander within the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas shall occur no more than 30-days prior to grading or construction in or within 100 feet of potential habitat areas if identified as part of the biological assessment (MM 3.4-1) prior to approval of future development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Heavy equipment operators shall be instructed to identify and avoid aquatic and riparian habitats;</td>
<td>are present during the pre-construction surveys, the USFWS and the DFG shall be consulted to determine whether incidental take authorization is required.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Temporary sediment settling basins and structures such as sediment fencing, straw bales, or other appropriate erosion control measures shall be used to delineate the project area boundaries and prevent sediment-laden runoff from entering the drainage channels and riparian corridors;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Construction activities occurring adjacent to the aquatic and riparian habitat shall occur during the summer months when the drainage corridors are dry or nearly dry and rain is unlikely;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Before construction begins, a qualified biologist shall inform grading equipment operators of the potential presence of the California red legged frog and California Tiger Salamander, its protected status, work boundaries, and measures to be implemented to avoid the incidental take;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- A qualified biologist shall monitor grading activities occurring within 100 feet of the aquatic and riparian habitats;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Food and food related trash items associated with construction workers shall be enclosed in sealed containers and regularly removed from the project site to deter potential predators;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Pets shall not be permitted on the construction site;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- All staging areas and all refueling and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>--------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>12.</td>
<td>MM 3.4-6</td>
<td>Maintenance of vehicles and other equipment shall occur at least 20 meters (60 feet) from any riparian habitat, pond, stream, creek, or other water body to ensure that habitat contamination does not occur from such activities.</td>
<td>If the biological assessment identifies the potential for Least Bell’s Vireo (<em>Vireo bellii pusillus</em>) or associated habitat to exist within the Cypress Residential Opportunity Area, then the County of Monterey shall require the project applicant(s) to contract with a qualified biologist to perform protocol level surveys for the Least Bell’s Vireo between April 10th and July 31st to determine presence or absence of the species, and if present, the size and distribution of the population(s). If Least Bell’s Vireo is identified during the pre-construction surveys, the habitat occupied shall be avoided to the maximum extent feasible to ensure that there is no net loss of habitat. If impacts cannot be avoided, the County of Monterey shall require the project applicant(s) to contact USFWS and DFG to discuss project permitting options and to implement appropriate mitigation measures such as avoidance, project</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Protocol level surveys for Least Bell’s Vireo within the Cypress Residential Opportunity Area shall occur between April 10th and July 31st if identified as part of the biological assessment (MM 3.4-1) prior to approval of future development within the planning area.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>design, construction timing, and compensatory mitigation. The following requirements shall apply if Least Bell’s Vireo are present within the planning area:</td>
<td>to discuss project permitting options and to implement appropriate mitigation measures.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Occupied habitat shall not be removed during the breeding season (April 10th and July 31st). If Least Bell’s Vireo are not present, then no additional mitigation is required.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• If construction activities are proposed during the Least Bell’s Vireo breeding season and they are found within 500 feet of the grading limits based on the survey to determine presence/absence an acoustical technician shall be consulted to identify appropriate measures for reducing construction noise levels to 60 dBA hourly Leq during the part of the breeding season when active nests are most likely. If ambient noise levels currently exceed this level, then noise attenuation measures shall be implemented to prevent construction noise from exceeding ambient levels during this period. If noise reduction measures are determined to be necessary, the acoustical technician shall confirm through noise measurements, that noise attenuation measures are effective at maintaining the noise below the specified threshold.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>MM 3.4-7</td>
<td>The County of Monterey shall require that the project applicant(s), as a condition of approval for General Development Plans and other discretionary approvals associated with the proposed Community</td>
<td>If the biological assessment identifies the potential for</td>
<td>Monterey County Housing and Redevelopment Department and</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Pre-construction surveys of Burrowing owl shall occur no more than</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>----------------------------------------</td>
</tr>
</tbody>
</table>
|                     |                  | Plan, retain a qualified biologist to prepare a detailed biological assessment for the area to be developed, as required by mitigation measure MM 3.4-1. If the biological assessment identifies the potential for burrowing owl habitat within the Commuter Train Station Opportunity Area, the project applicant(s) shall contract a qualified biologist to complete a pre-construction survey for burrowing owl. The pre-construction surveys shall occur no more than 30-days prior to grading and construction within the Commuter Train Opportunity Area and surrounding areas (up to 150 feet outside the project area). If no burrowing owls are detected during the pre-construction surveys, no action is necessary. However, if burrowing owls are detected within the planning area, the following shall apply (as outlined in DFG guidance):  
- During the nonbreeding season (September 1st through January 31st), no disturbance should occur within approximately 160-foot radius of an occupied burrow. During the nesting season (February 1st through August 31st), occupied burrows should not be disturbed within a 250-foot radius unless a qualified biologist approved by the DFG verifies through noninvasive methods that either: (1) the birds have not begun egg-laying and incubation or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival;  
- The project applicant shall acquire and permanently protect, either through conservation, burrowing owl habitat within the Commuter Train Station Opportunity Area, the project applicant(s) shall contract a qualified biologist to complete a pre-construction survey for burrowing owl and implement appropriate mitigation measures based on findings of pre-construction survey. | Monterey County Planning and Building Inspection Department | 30-days prior to grading and construction within the Commuter Train Station Opportunity Area and surrounding areas (up to 150 feet outside the project area) if identified as part of the biological assessment (MM 3.4-1) prior to approval of future development within the planning area. |
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MM 3.4-8a</td>
<td>14.</td>
<td>The County of Monterey shall require that the Future development Monterey County prior to any Castroville Community Plan Mitigation Monitoring and Reporting Program</td>
<td>easement or through an approved mitigation bank, a minimum of 6.5 acres (amount established by the DFG) of foraging habitat (calculated on an approximate 300-foot foraging radius around the burrow) per pair or unpaired resident bird to offset the loss of foraging and burrow habitat on the project site. The protected lands should be adjacent to occupied burrowing owl habitat and at a location acceptable to the DFG. Protection of additional habitat acreage per pair or unpaired resident bird may be applicable based on DFG guidance; • When destruction of occupied burrows is unavoidable, existing unsuitable burrows should be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows per DFG design specifications) at a ratio of 2:1 on the protected lands site; • If owls must be moved away from the disturbance area, passive relocation techniques (as outlined by the DFG [i.e., use of one-way doors]) should be used rather than trapping. At least one or more weeks will be necessary to accomplish this and allow the owls to acclimate to alternate burrows; • The project applicant(s) shall provide funding for long-term management and monitoring of the protected lands. The monitoring plan should include success criteria, remedial measures, and an annual report to the DFG.</td>
<td>Monterey County</td>
<td>Prior to any</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>project applicant(s), for General Development Plans and other discretionary approvals within the Cypress Residential and Commuter Train Station Opportunity Areas, contract with a registered Civil Engineer and certified biologist to prepare a slough enhancement plan for the Tembladero and Castroville sloughs prior to any disturbance of land that would affect the riparian habitat along the sloughs. The project applicant(s) shall implement slough enhancement plans concurrent with flood improvement projects along the sloughs and adjacent to the area proposed for development. Slough enhancement plans shall include details regarding slough modification and enhancement, as well as habitat restoration and management in accordance with the Resource Management component of the proposed Community Plan. The slough enhancement plan shall identify grading and realignment proposed within the floodway, the exact amount and location of impacted riparian and wetland habitat that would be disturbed, and identify the proposed locations for replacement or restoration of this habitat along the respective slough within each Opportunity Area at an overall ratio of 3:1; of which at least 1:1 must be comprised of wetland creation. A lower overall ratio may be undertaken with the concurrence of the DFG. The slough enhancement plans shall specify an appropriate plant palette and provide specifications for installation and maintenance of the habitat subject to review and approval by the County of Monterey. The plan shall specify the use</td>
<td>within the Cypress Residential and Commuter Train Station Opportunity Areas shall contract with a registered Civil Engineer and Qualified Biologist to prepare a slough enhancement plan for the Tembladero and Castroville sloughs, subject to review and approval by the County of Monterey.</td>
<td>Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>disturbance of land that would affect the riparian habitat along the sloughs within the Cypress Residential, and Commuter Train Station Opportunity Areas.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of locally-obtained native species, including arroyo willow, as appropriate.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. MM 3.4-8b</td>
<td>The County of Monterey shall prepare and implement a slough enhancement plan for the portion of the Tembladero Slough within the Merritt Street Corridor Opportunity Area prior to approval of development within this Opportunity Area. Project applicant(s) within the Merritt Street Corridor Opportunity Area shall contribute all adopted development impact fees towards the preparation and implementation of the slough enhancement plan. The slough enhancement plan shall include details regarding slough modification and enhancement, as well as habitat restoration and management in accordance with the Resource Management component of the proposed Community Plan. The slough enhancement plan shall identify grading and realignment proposed within the floodway, the exact amount and location of impacted riparian and wetland habitat that would be disturbed, and identify the proposed locations for replacement or restoration of this habitat along the respective slough within each Opportunity Area at an overall ratio of 3:1; of which at least 1:1 must be comprised of wetland creation. A lower overall ratio may be undertaken with the concurrence of the DFG. The slough enhancement plans shall specify an appropriate plant palette and provide specifications for installation and maintenance of the habitat. The plan shall specify the use of locally-obtained native species, including arroyo willow, as appropriate.</td>
<td>The County of Monterey shall prepare and implement a slough enhancement plan for the portion of the Tembladero Slough within the Merritt Street Corridor Opportunity Area. Future development shall contribute all adopted development impact fees towards the preparation and implementation of the slough enhancement plan. The County of Monterey shall consult with DFG if wetlands are to be replaced at an overall ratio of less than 3:1.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Prior to approval of General Development Plans or other discretionary approvals within the Merritt Street Corridor Opportunity Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>willow, as appropriate.</td>
<td>Future development within the the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas shall require installation of orange plastic and/or other temporary demarcation within 100-feet of riparian habitat prior to initiation of grading.</td>
<td>Monterey County Planning and Building Inspection Department</td>
<td>The initiation of grading activities within the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>MM 3.4-8c</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plan and other discretionary approvals within the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas, install orange plastic and/or other temporary demarcation within 100-feet of riparian habitat prior to initiation of grading. The fencing shall be in place until all construction activities within 100-feet of riparian habitat are complete. Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials shall not be allowed within the Tembladero and Castroville sloughs.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>MM 3.4-9</td>
<td>As a condition of approval for General Development Plans and other discretionary approvals, the County of Monterey shall require that the project applicant(s) contract with a qualified biologist to perform a jurisdictional wetland delineation within the Commuter Train Station, Cypress Residential, and Merritt Street Corridor Opportunity Areas if development is proposed in the vicinity of vegetation that is mapped as a potential wetland or the project site contains or is located immediately adjacent to a natural drainage course. Wetland delineations may be required at: Collins Road and across Castroville</td>
<td>Future development within the Commuter Train Station, Cypress Residential, and Merritt Street Corridor Opportunity Areas shall require project applicant(s) to contract with a qualified biologist to perform a</td>
<td>Monterey County Planning and Building Inspection Department</td>
<td>As a condition of approval for General Development Plans or other discretionary approvals within the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>---------------------------------</td>
</tr>
</tbody>
</table>
| Boulevard in the Commuter Train Opportunity Area; between Haro Street and the Tembladero Slough, and between the railroad and Highway 183 within the Cypress Residential Opportunity Area; near the end of Speegle Street in the Merritt Street Corridor Opportunity Area. The wetland delineation shall identify the presence of any federally protected wetlands, if any, and the potential for development to adversely effect wetlands. If no wetland determination is made, no further action is required; however, if a jurisdictional wetland determination is made within the planning area the following shall apply:  
• Upon obtaining a USACE jurisdictional wetland delineation for areas within the Commuter Train Station, Merritt Street Corridor, and Cypress Residential Opportunity Areas, the County of Monterey shall require that the project applicant establish a ‘no net loss of wetlands’ policy and develop a Wetlands Mitigation Plan (to be reviewed by the County of Monterey) in association with obtaining the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act), and develop a Wetlands Mitigation Plan in consultation with the San Francisco District of the USACE and subject to review and approval by the County of Monterey.  
• Baseline site information,  
• Goals and objectives of mitigation,  
• Considerations for site selection, jurisdictional wetland delineation. The project applicant shall establish a ‘no net loss of wetlands’ policy, obtain the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act), and develop a Wetlands Mitigation Plan in association with obtaining the appropriate regulatory permits (i.e., Sections 401 and 404 of the Clean Water Act). A wetland restoration plan shall be prepared to ensure there is no loss of wetland habitat. This plan shall include but not be limited to the following:  
• Baseline site information,  
• Goals and objectives of mitigation,  
• Considerations for site selection, | | |

Castroville Community Plan Mitigation Monitoring and Reporting Program 20
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>18. MM 3.4-10</td>
<td>As a condition of approval for General Development Plans and other discretionary approvals within the Cypress Residential and Merritt Street Corridor Opportunity Areas, the County of Monterey shall require that the project applicant(s) obtain the appropriate permits (e.g. Individual permit or Nationwide 404 Permit from the U.S. Army Corps of Engineers; Streambed Alteration Agreement from the CDF; and/or obtain Section 401 Water Quality Certification from the Central Coast Regional Water Resources Control Board) prior to any disturbance and/or realignment of the Castroville and Tembladero Sloughs that would impact jurisdictional waters of the U.S. and/or wetlands. Permits will be required prior to the Cypress Residential Opportunity Area General Development Plan approval and prior to the approval of either phase of the proposed Artichoke...</td>
<td>Future development within the Cypress Residential and Merritt Street Corridor Opportunity Areas shall obtain the appropriate permits (e.g. Individual permit or Nationwide 404 Permit from the U.S. Army Corps of Engineers; Streambed Alteration Agreement from the CDF; and/or obtain Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>As a condition of approval for General Development Plans or other discretionary approvals within the Cypress Residential, and Merritt Street Corridor Opportunity Areas.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Avenue project within the Merritt Street Corridor Opportunity Area.</td>
<td>Section 401 Water Quality Certification from the Central Coast Regional Water Resources Control Board)</td>
<td>Future development within the Community Plan area shall contract with a certified archaeologist to perform an archaeological evaluation.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Prior to approval of all General Development Plans or other discretionary approvals.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19. MM 3.5-1a</td>
<td>The County of Monterey prior shall require the project applicant(s), for General Development Plan and other discretionary approvals associated with the proposed Community Plan, contract with a certified archaeologist to perform an archaeological evaluation in accordance with Monterey County General Plan Policy 12.1.3. If no archaeological resources are identified no further action is required. However, if archaeological resources are discovered, the project applicant shall be subject to goals, objectives, and policies identified in Monterey County General Plan and Section 15064.5(b), (c), and (f) of the CEQA Guidelines for the identification and protection of cultural resources and human remains. If construction on archaeological or other types of cultural sites is unavoidable, adequate preservation measures shall be required. Site specific mitigation shall be designed in accordance with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20. MM 3.5-1b</td>
<td>In the event of discovery or recognition of any human remains in any location other than a</td>
<td>During development within the planning</td>
<td>Monterey County Housing and</td>
<td>During construction activities.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>-------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>MM 3.6-1</td>
<td></td>
<td>dedicated cemetery during future development activities, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of Monterey County has determined whether the remains are subject to the coroner’s authority. This is in accordance with Section 7050.5 of the California Health and Safety Code. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of identification. Pursuant to Section 5097.98 of the Public Resource Code, the Native American Heritage Commission will identify a “Native American Most Likely Descendant” to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods.</td>
<td>area, if discovery or recognition of any human remains in any location other than a dedicated cemetery the coroner of Monterey County shall be consulted. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission.</td>
<td>Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Future development within the Community Plan area shall contract with a registered geologist to prepare a preliminary seismic and geologic hazard report subject to review and approval by the County of Monterey.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------</td>
<td>-------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>22. MM 3.7-1</td>
<td></td>
<td>The County of Monterey shall require the project applicant(s), for General Development Plan and other discretionary approvals associated with the proposed Community Plan, contract with a qualified professional to conduct a site-specific Phase I Environmental Site Assessment (Phase I ESA) to assess whether soils have been contaminated by the storage of hazardous materials or use of pesticides. To the extent that soil contamination is detected during the initial assessment or during subsequent investigations, the project applicant(s) shall develop a remediation program to ensure that the hazardous materials contamination is remediated to the standards of the Monterey County Environmental Health Department; Regional Water Quality Control Board and DTSC prior to grading activities.</td>
<td>Future development within the Community Plan area shall contract with a qualified professional to conduct a site-specific Phase I Environmental Site Assessment (Phase I ESA). Based on findings of the Phase I ESA, a Phase II ESA and subsequent remediation program may be required to be submitted for review and approval by the Monterey County Environmental Health Department; Regional Water Quality Control Board and DTSC if contamination is detected during the initial assessment or during subsequent assessments, remediation would be required to the standards of the Monterey County Environmental Health Department; Regional Water Quality Control Board and DTSC prior to grading activities.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Phase I ESA shall be required prior to approval of all General Development Plans or other discretionary approvals. If contamination is detected during the initial assessment or during subsequent assessments, remediation would be required to the standards of the Monterey County Environmental Health Department; Regional Water Quality Control Board and DTSC prior to issuance of a grading permit.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans within the Cypress Residential, North Entrance, Commuter Train Station, and New Industrial Opportunity Areas, submit a water use analysis that demonstrates the associated water use is within the maximum allowable water budget for the proposed Community Plan upon completion of the Salinas Valley Water Project’s diversion project. The sum of groundwater demand sources shall be subtracted from the maximum allowable consumption within the planning area, using the water consumption estimates in the proposed Community Plan, to determine the amount of supply available for development within the proposed Community Plan. The water use analysis shall be submitted to the Castroville Water District and Monterey County Water Resources Agency for review and shall identify the agricultural land currently in production that would be annexed into Zone 2B in order to meet the CSIP replacement acreage requirement, which may be phased. The CSIP replacement requirement is as follows: For every acre of existing farmland currently using recycled water for irrigation within Zone 2B that is converted to urban uses, two acres of farmland shall be annexed into Zone 2B in accordance with current CSIP construction standards. The farmland to be annexed into Zone 2B must be currently and hazardous materials are found. Future development within the Cypress Residential, North Entrance, Commuter Train Station, and New Industrial Opportunity Areas, shall submit a water use analysis to the Castroville Water District and Monterey County Water Resources Agency for review and approval. Castroville Water District; Monterey County Housing and Redevelopment Department; Monterey County Planning and Building Inspection Department; and Monterey County Water Resources Agency</td>
<td>Castroville Water District; Monterey County Housing and Redevelopment Department; Monterey County Planning and Building Inspection Department; and Monterey County Water Resources Agency</td>
<td>Prior to approval of General Development Plans or other discretionary approvals within the Cypress Residential, North Entrance, Commuter Train Station, and New Industrial Opportunity Areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>historically in production, and currently using groundwater, not recycled water, to irrigate. Upon annexation into Zone 2B, farmland shall receive recycled water through turnouts to be constructed by the project applicant(s). Project applicant(s) shall provide any required right-of-way to ensure that at least one turnout is provided for every 100 acres annexed into Zone 2B. The project applicant(s) for new development shall be responsible for engineering and installing the new CSIP transmission lines and associated equipment (i.e. piping, booster pumps, and connections), to serve the replacement acreage, in accordance with current CSIP standards and removing the existing CSIP transmission lines to be abandoned. The acreage to be annexed into Zone 2B and the CSIP transmission lines to be removed and installed shall be noted on the General Development Plan prior to recordation of the Final Maps for each Opportunity Area. All plans and specifications shall be submitted to the Water Resources Agency for review and approval. The project applicant(s) for new development shall demonstrate, through an agreement with MCWRA, the ability to annex two acres of farmland for every one acre of existing farmland to be removed from Zone 2B; however, the annexation of new farmland to Zone 2B can be phased. Prior to approval of development for the Cypress Residential, North Entrance, Commuter Train Station, and New Industrial Opportunity Areas, the project applicant(s) shall annex into Zone 2B half of the total required</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>MM 3.8-1b</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans within the Commuter Train Station and New Industrial Opportunity Areas, consult with Castroville Water District regarding installation of a new production well within the eastern portion of either of the Opportunity Areas. This additional production well will help to broaden the concentration of groundwater pumping over a wider area and move groundwater pumping further away from the path of seawater intrusion. The project applicant for the Opportunity Area selected to provide the additional well site shall be required Future development within the Commuter Train Station and New Industrial Opportunity Areas shall consult with Castroville Water District regarding a new production well site. The project applicant for the Opportunity Area Monterey County Housing and Redevelopment Office and Castroville Water District Prior to approval of General Development Plans or other discretionary approvals within the Commuter Train Station and New Industrial Opportunity Areas. Install new production well during annexation</td>
<td>Monterey County Housing and Redevelopment Office and Castroville Water District</td>
<td>Prior to approval of General Development Plans or other discretionary approvals within the Commuter Train Station and New Industrial Opportunity Areas. Install new production well during annexation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>MM 3.8-2</td>
<td>Prior to the completion of the Salinas Valley Water Project diversion project in 2008, the County of Monterey shall require that the project applicant(s), for discretionary approvals within the Merritt Street Corridor Opportunity Areas and in-fill development areas, submit a water use analysis to Castroville Water District that demonstrates the associated water use is within the maximum allowable water budget for near-term development. The sum of groundwater demand sources shall be subtracted from the maximum allowable consumption of 108 AFY for near-term development to ensure there is adequate supply. If development exceeds the maximum allowable consumption for near-term development shall be postponed until the Salinas Valley Water Project diversion project is complete.</td>
<td>Future development within the Merritt Street Corridor Opportunity Area and in-fill development areas shall submit a water use analysis to Castroville Water District.</td>
<td>Monterey County Housing and Redevelopment Department; Castroville Water District; and Monterey County Water Resources Agency</td>
<td>Prior to approval of General Development Plans or other discretionary approvals within the Merritt Street Corridor Opportunity Area and in-fill development areas</td>
<td>of selected Opportunity Area into CWD’s service area.</td>
<td></td>
</tr>
</tbody>
</table>

Note: The cost associated with the installation of the new well shall be reimbursed to the project applicant upon collection of development impact fees from other project applicants. The new production well shall be perforated in the 400-foot aquifer, and possibly the deep aquifer. The location, design, and installation of the well shall be subject to approval by Castroville Water District. Upon installation, the project applicant shall deed the well and associated infrastructure over to Castroville Water District.
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>26.</td>
<td>MM 3.9-1</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals associated with the proposed Community Plan in the Cypress Residential, Merritt Street Corridor, New Industrial, Commuter Train Station, and North Entrance Opportunity Areas contract with a registered Civil Engineer to prepare a detailed comprehensive drainage study and drainage control plan that is generally consistent with the drainage concepts developed for the proposed Community Plan and the Environmental Protection Agency’s Low Impact Development (LID) design techniques or equivalent methods. The drainage control plans for the New Industrial, Commuter Train Station, and North Entrance Opportunity Areas shall incorporate detention basins, which limit stormwater discharge to the 10-year and the 2-year pre-development flow rates in order to ensure that the Castroville Pump Station does not run longer than estimated increased duration of 182 hours per year. Drainage plans shall identify the direction of flow of runoff towards proposed detention areas within each Opportunity Area. Stormwater runoff control measure that use natural and engineered infiltration and storage techniques to provide detention areas, increase infiltration, allow for pollutant removal, and control the release of stormwater into adjacent waters are recommended. The drainage study and drainage control plan shall be submitted for review and approval by the Monterey County Housing and Redevelopment Department; Monterey County Public Works Department; Monterey County Water Resources Agency; Castroville Water District; and Monterey County Environmental Health Division.</td>
<td>Monterey County Housing and Redevelopment Department; Monterey County Public Works Department; Monterey County Water Resources Agency; Castroville Water District; and Monterey County Environmental Health Division</td>
<td>Detailed comprehensive drainage study and drainage control plan shall be required prior to recording the final map. Submit certification prior to final inspection.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>-------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Monterey County Public Works Department; Monterey County Water Resources Agency; Castroville Water District, and the Environmental Health Division prior to recording the final map. Prior to final inspection, the project applicant(s) shall submit to Monterey County Water Resources Agency a certification prepared by a registered civil engineer or licensed contractor that stormwater detention facilities have been constructed in accordance with approved plans.</td>
<td>Agency a certification prepared by a registered civil engineer or licensed contractor.</td>
<td>Monterey County Housing and Redevelopment Department and Monterey County Planning and Building Inspection Department</td>
<td>Future development with the Community Plan area that will result in grading or excavation that disturbs an area greater than or equal to one acre, shall obtain coverage under the NPDES General Permit and prepare a Stormwater Pollution Prevention Plan (SWPPP).</td>
<td>Prior to issuance of grading permits for all General Development Plans or other discretionary approvals that will result in grading or excavation that will disturb an area greater than or equal to one acre within the Community Plan planning area</td>
</tr>
</tbody>
</table>

27. MM 3.9-2 The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals associated with the proposed Community Plan that will result in grading or excavation that disturb an area greater than or equal to one acre, obtain coverage under the NPDES General Permit, in accordance with current State regulations. Concurrent with preparation of drainage plan and prior to issuance of a grading permit, the project applicant(s) shall prepare a Stormwater Pollution Prevention Plan (SWPPP) that documents best management practices (filters, traps, bio-filtration swales, etc.) to ensure that urban runoff contaminants and sediment are minimized. The erosion and sediment control plan shall specify which erosion control measures necessary to control runoff shall be in place during the rainy season (November 1 through April 15) and which measures shall be in place year round. The SWPPP shall be consistent with CCWQCB standards.
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28.</td>
<td>MM 3.9-4a</td>
<td>The County of Monterey shall require the project applicant(s), for General Development Plans and other discretionary approvals associated with the proposed Community Plan which propose future development within a Special Flood Hazard Area (e.g. Flood Zones A, AO, AH, AE, and AL through AL30 as delineated on the FIRM), to construct structures in accordance with Flood Insurance Rate Map building guidelines (e.g. lowest floor is at or above the Base Flood Elevation level), and Monterey County Code Chapter 16.16, subject to review and approval by the Monterey County Water Resources Agency. Structures within the Special Flood Hazard Area in a community participating in the National Flood Insurance Program are subject to floodplain management regulations that affect building standards and are designed to minimize flood risk. These building requirements include but are not limited to Title 44 CFR 60.3(c)(2) which requires that the lowest floor of a residential structure, including basement, built within the Special Flood Hazard Area be at or above the base flood elevation.</td>
<td>Future development with the Community Plan area within a Special Flood Hazard Area shall construct structures in accordance with Flood Insurance Rate Map building guidelines and Monterey County Code Chapter 16.16, subject to review and approval by the Monterey County Water Resources Agency.</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Water Resources Agency; and Monterey County Planning and Building Inspection Department</td>
<td>Prior to issuance of building permit.</td>
<td></td>
</tr>
<tr>
<td>29.</td>
<td>MM 3.9-4b</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals associated with the proposed Community Plan and within Special Flood Hazard Area, submit two copies of the FEMA Conditional Letter of Map Revision (CLOMR) application including all supporting documentation to the Monterey County Water Resources Agency and Monterey County Planning and Building Inspection Department.</td>
<td>Submit copies of FEMA CLOMR application with discretionary permit applications (or sooner). Submit copies of FEMA LOMR.</td>
<td>Monterey County Planning and Building Inspection Department</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Castroville Community Plan Mitigation Monitoring and Reporting Program**

31
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Resources Agency with discretionary permit subdivision applications or sooner. All flood studies, site plans, topography, and other elevation data should reference the datum on the effective FEMA Flood Insurance Rate Maps. Prior to final inspection of the project’s grading permit the applicant shall submit two copies of the FEMA Letter of Map Revision (LOMR) application including all supporting documentation to the Monterey County Water Resources Agency. Any changes to the floodway will require the project applicant to submit a Letter of Map Revision (LOMR) application including all supporting documentation to the Monterey County Water Resources Agency. The hydrologic and hydraulic analysis and other application materials must be provided to the Monterey County Water Resources Agency with CLOMR and LOMR submittals.</td>
<td>Revision (CLOMR) application including all supporting documentation to Monterey County Water Resources Agency with discretionary permit. Submit copies of FEMA Letter of Map Revision (LOMR) and supporting documentation to Monterey County Water Resources Agency prior to final grading inspection.</td>
<td>Montgomery County Planning Department deeming applications complete for General Development Plans and other discretionary approvals within the Merritt Street Corridor, Cypress Residential and Commuter Train Station Opportunity Areas, the County of Monterey shall require that the project applicant(s) contract with a professional civil engineer or licensed land surveyor to determine the top of bank of the Castroville and Tembladero Sloughs in accordance with Chapter 16 of the Monterey County Housing and Redevelopment Office and Monterey County Water Resources Agency</td>
<td>Prior to Monterey County Planning Department deeming applications complete for General Development Plans or other discretionary approvals within the Merritt Street Corridor, Cypress Residential and Commuter Train Station Opportunity Areas, the County of Monterey shall require that the project applicant(s) contract with a professional civil engineer or licensed land surveyor to determine the top of bank of the Castroville and Tembladero Sloughs in accordance with Chapter 16 of the Monterey County Housing and Redevelopment Office and Monterey County Water Resources Agency</td>
<td>Prior to deeming application complete for General Development Plans or other discretionary approvals within the Merritt Street Corridor, Cypress</td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Monterey County code. Cross sections shall be submitted to Monterey County Water Resources Agency for review and approval by Monterey County Water Resources Agency and the &quot;top of bank&quot; shall be noted on the site plans. Any development proposed within the required 50-foot setback shall provide supporting evidence satisfactory to Monterey County Water Resources Agency that: (1) the proposed development will not significantly reduce the capacity of the existing watercourse or otherwise adversely affect any other properties by increasing stream velocities or depths, or diverting the flow; and/or (2) the proposed new development will be safe from flow-related erosion hazards and will not cause flow-related erosion hazards or otherwise aggravate flow-related erosion hazards.</td>
<td>Land surveyor to determine the top of bank of the Castroville and Tembladero Sloughs. Cross sections shall be submitted for review and approval by Monterey County Water Resources Agency.</td>
<td>Monterey County Housing and Redevelopment Office and Monterey County Water Resources Agency</td>
<td>Residential and Commuter Train Station Opportunity Areas</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------------</td>
<td>--------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>developer homeowners or other maintenance entity created and funded by the homeowners, and may be funded through establishment of a new benefit assessment zone. Vegetation maintenance of any proposed levees shall be the responsibility of the project applicant(s) and may be funded through establishment of a new benefit assessment zone. Adequate access shall be provided within the 100-year channel. The developer shall construct channel improvements capable of conveying 100-year flows identified in the FEMA Flood Insurance Study, with maintenance and access roads. The levee side slopes shall be a minimum of 2:1. The proposed channel alignment and maintenance easement shall be shown on the General Development Plan. All necessary improvements shall be constructed in accordance with plans approved by the Water Resources Agency.</td>
<td>channel improvements capable of conveying 100-year flows in accordance with plans approved by the Monterey County Water Resources Agency.</td>
<td>Monterey County Housing and Redevelopment Office and Monterey County Planning and Building Inspection Department</td>
<td>Prior to approval of all General Development Plans or other discretionary approvals.</td>
<td>32. MM 3.11-1</td>
<td>Prior to approval of any General Development Plan or other discretionary approvals, the County of Monterey shall review and assess the potential noise impacts to nearby noise-sensitive land uses and project specific mitigation measures shall be implemented to reduce significant noise impacts to noise-sensitive land uses during future construction activities associated with general development plan and other development approvals within the proposed Community Plan planning area. Measures for attenuating noise during construction shall include, but not be limited to, the following: • Limit noise-generating construction operations to Future development within the Community Plan area shall be reviewed and assessed by the County of Monterey for the potential noise impacts to nearby noise-sensitive land uses and project specific mitigation measures shall be</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td>33. MM 3.11-2</td>
<td>The County of Monterey shall require that project applicant(s), for any General Development Plan or other discretionary approvals associated with the proposed Community Plan, prepare site-specific acoustical analyses for future development within the Community Plan. Future development shall be required to comply with the Monterey County’s noise criteria for land use compatibility. The acoustical analyses prepared for future development shall evaluate resultant noise impacts in comparison to established noise standards, including, but not limited to, the land use compatibility noise criteria identified in the Monterey County General Plan. Feasible project specific mitigation measures shall be implemented.</td>
<td>Future development within the Community Plan area shall prepare site-specific acoustical analyses and shall incorporate feasible measures into site design and operations.</td>
<td>Monterey County Housing and Redevelopment Office and Monterey County Planning and Building Inspection Department</td>
<td>Prior to approval of all General Development Plans or other discretionary approvals and issuance of building permits.</td>
<td></td>
</tr>
</tbody>
</table>
be required to reduce significant noise impacts at noise-sensitive land uses. Noise-related mitigation measures shall include, but are not limited to, the following:

- **Site Design**: Locate noise/vibration sensitive land uses at the furthest distance from noise sources;
- **Operational Restrictions**: Limit noise-generating operational activities associated with the proposed commercial and industrial land uses, including truck deliveries, landscape maintenance, and waste collection activities to the least noise-sensitive hours of the day;
- **Barriers**: Include noise/vibration-reduction features (e.g., sound walls, berms, or combinations of) in the design to shield sensitive land uses;
- **Setbacks**: Increase setback distances from noise/vibration sources (i.e., roads, commercial/industrial uses, recreational uses) for sensitive land uses;
- **Insulation**: Incorporate noise/vibration-reduction features for noise sources (e.g., rubberized asphalt paving, dock seals, equipment enclosures, vibration insulation pads). Use of increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; mechanical air systems; exterior wall insulation, etc.).
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of Monterey shall require environmental review of all proposed new development that could result in a potential increase in ground-borne vibration levels at nearby land uses. Feasible project specific measures shall be identified and incorporated to reduce significant impacts to within acceptable levels at nearby land uses.</td>
<td>within the Community Plan area that could result in a potential increase in ground-borne vibration levels at nearby land uses shall be subject to subsequent environmental review.</td>
<td>Housing and Redevelopment Office and Monterey County Planning and Building Inspection Department</td>
<td>all General Development Plans or other discretionary approvals.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35. MM 3.14-1a</td>
<td>Prior to approval of any General Development Plan or discretionary approval for new development, the County of Monterey shall require that a traffic impact analysis be prepared for future development within each Opportunity Area. The traffic impact analysis shall refine the roadway or intersection improvements associated with each Opportunity Area and shall define the proportionate “fair share” traffic impact fees on a per trip basis that would be applicable for subsequent development within the proposed Community Plan.</td>
<td>Future development within the Community Plan area shall prepare a traffic impact analysis.</td>
<td>Monterey County Housing and Redevelopment Office and Monterey County Planning and Building Inspection Department</td>
<td>Prior to approval of all General Development Plans or other discretionary approvals.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36. MM 3.14-1b</td>
<td>Construct Artichoke Avenue between Highway 1 and Poole Street, and add improved right-turn lanes/ramps at the existing Highway 1/Merritt Street (Highway 183) intersection. Prior to commencement of development within any Opportunity Area in the proposed Community Plan, the project applicant(s) of the first Opportunity Area shall execute an agreement with the County of Monterey, which provides for the Construction of Artichoke Avenue between Highway 1 and Mead Street.</td>
<td>The first Opportunity Area to be developed shall execute an agreement with the County of Monterey, which provides for the Construction of Artichoke Avenue between Highway 1 and Mead Street.</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department and Monterey County Public Works</td>
<td>Construction of Artichoke Avenue between Highway 1 and Mead Street shall be completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Monterey, which provides for the funding of the portion of the construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I) attributable to the future developments impact and phased reimbursement by subsequent development within the planning area for contribution in excess of the development’s fair-share. Reimbursement may be obtained from future adopted traffic impact fees paid by new development within the planning area benefiting from the improvement and/or other funding sources. Artichoke Avenue between Highway 1 and Mead Street. Construction of Artichoke Avenue between Highway 1 and Mead Street (Phase I of the proposed Artichoke Avenue Improvement Project) shall be completed prior to occupancy of any development within the North Entrance, New Industrial, and Commuter Train Station Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and full occupancy of the Cypress Residential Opportunity Area, Merritt Street Corridor Opportunity Area and/or the Infill Sites. Artichoke Avenue between Mead Street and Poole Street. Construction of Artichoke Avenue between Mead Street and Poole Street (Phase II of the proposed Artichoke Avenue Improvement Project) shall be constructed when project conditions warrant construction of this improvement as buildout of the Community Plan occurs. The subsequent traffic impact analysis, required under the mitigation monitoring and reporting program, shall be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Department</td>
<td>prior to occupancy of any development within the North Entrance, New Industrial, and Commuter Train Station Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and full occupancy of the Cypress Residential Opportunity Area, Merritt Street Corridor Opportunity Area and/or the Infill Sites. Artichoke Avenue between Mead Street and Poole Street. Construction of Artichoke Avenue between Mead Street and Poole Street shall be constructed when project conditions warrant construction</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>mitigation measure MM 3.14-1a for each Opportunity Area, would determine the timing of this improvement under project conditions for a particular Opportunity Area. <strong>Highway 1/Merritt Street (Highway 183) Intersection Improvements.</strong> The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the Tottino Subarea of the Commuter Train Station Opportunity Area, the Merritt Street Corridor Opportunity Area, the North Entrance Opportunity Areas, and the Infill Sites.</td>
<td>of this improvement as buildout of the Community Plan occurs. The subsequent traffic impact analysis, required under mitigation measure MM 3.14-1a for each Opportunity Area, would determine the timing of this improvement under project conditions for a particular Opportunity Area. <strong>Highway 1/Merritt Street (Highway 183) Intersection Improvements.</strong> The Highway 1/Merritt Street (Highway 183) intersection improvements shall be constructed concurrent with development and completed prior to full occupancy of the Tottino Subarea.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>37.</td>
<td>MM 3.14-1c</td>
<td>Construct a northbound Merritt Street right-turn lane at Highway 156. To fund these new improvements (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all adopted traffic impact fees. Anticipated adopted traffic impact fees include: the regional traffic impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for regional improvements as adopted and shown to have nexus. The northbound right-turn lane on Merritt Street shall be constructed concurrent with development and completed prior to buildout and full occupancy of the Cypress Residential, Merritt Street Corridor, North Entrance, New Industrial, or Commuter Train Station Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites.</td>
<td>Future development within the Community Plan shall contribute to all adopted traffic impact fees for construction of proposed improvements.</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County Public Works Department</td>
<td>MM 2023</td>
<td>of the Commuter Train Station Opportunity Area, the Merritt Street Corridor Opportunity Area, the North Entrance Opportunity Areas, and the Infill Sites.</td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>38.</td>
<td>MM 3.14-1d</td>
<td>Construct a second northbound Merritt Street through-lane at the intersection of Merritt Street and Oak Street/Blackie Road. To fund these new improvements (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all adopted traffic impact fees. Anticipated adopted traffic impact fees include: the regional traffic impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for regional improvements as adopted and shown to have nexus. Construction of the northbound Merritt Street through-lane shall be constructed concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Areas.</td>
<td>Future development within the Community Plan shall contribute to all adopted traffic impact fees for construction of proposed improvements</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County Public Works Department</td>
<td>Contribute to all adopted traffic impact fees prior to approval of all General Development Plans or other discretionary approvals. Construction of the northbound Merritt Street through-lane shall be constructed concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Areas.</td>
<td>Commuter Train Station Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites.</td>
</tr>
<tr>
<td>39.</td>
<td>MM 3.14-2</td>
<td>Construct the southerly extension of Castroville Boulevard, realign the existing Castroville</td>
<td>Future development within the</td>
<td>Monterey County Housing and</td>
<td>Contribute to all adopted traffic</td>
<td></td>
</tr>
</tbody>
</table>

Commuter Train Station Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites.
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
</table>
|                     |                   | Boulevard north of Highway 156, and relocate the at-grade intersection just east of the existing Castroville Boulevard/Highway 156 intersection to connect with southerly extension with the following signal and lane operations as an interim improvement until the proposed interchange is constructed:  
• Signalized intersection, with protected signal phasing on eastbound and westbound Highway 156, Permitted signal phasing on northbound and southbound Castroville Boulevard, and a southbound right-turn overlap signal phase.  
• Northbound: one left-, one through-, and one right-turn lane.  
• Southbound: one left-, one through-, and one right-turn lane.  
• Eastbound: two left-turn lanes, two through-lanes, and one right-turn lane.  
• Westbound: one left-turn lane, two through-lanes, and one right-turn lane.  
To fund these new improvements (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all adopted traffic impact fees. Anticipated adopted traffic impact fees include: the regional traffic impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for | Community Plan shall contribute to all adopted traffic impact fees for construction of proposed improvements. | Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County Public Works Department | impact fees prior to approval of all General Development Plans or other discretionary approvals.  
Construction of the southerly extension of Castroville Boulevard as a two lane divided arterial roadway shall be completed prior to occupancy of any new development in the New Industrial Opportunity Area.  
**Left-turn channelization and frontage improvements**, including left-turn lanes, sidewalks, and bicycle lanes, shall be installed along the southerly extension of Castroville Boulevard concurrent with Castroville Community Plan Mitigation Monitoring and Reporting Program | 42 |
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40.</td>
<td>MM 3.14-3</td>
<td>Regional improvements as adopted and shown to have nexus. Construction of this improvement could require a Caltrans Project Study Report, which shall be determined during the design phase of the improvement. Castroville Boulevard Two Lane Roadway. Construction of the southerly extension of Castroville Boulevard as a two lane divided arterial roadway shall be completed prior to occupancy of any new development in the New Industrial Opportunity Area. Castroville Boulevard Left-turn Channelization and Frontage Improvements. Left-turn channelization and frontage improvements, including left-turn lanes, sidewalks, and bicycle lanes, shall be installed along the southerly extension of Castroville Boulevard concurrent with development and completed prior to buildout and full occupancy of the New Industrial Opportunity Area. Realignment of Castroville Boulevard/Highway 156 Intersection. Realignment of the existing Castroville Boulevard north of Highway 156 and relocation of the intersection with revised traffic control configuration and lane configurations shall be completed prior to occupancy of any new development in the New Industrial or Commuter Train Station Opportunity Areas.</td>
<td>Future development within the Community Plan</td>
<td>Monterey County Housing and Redevelopment Office; Contribute to all adopted traffic impact fees prior to development and completed prior to buildout and full occupancy of the New Industrial Opportunity Area. Realignment of the existing Castroville Boulevard north of Highway 156 and relocation of the intersection with revised traffic control configuration and lane configurations shall be completed prior to occupancy of any new development in the New Industrial or Commuter Train Station Opportunity Areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Opportunity Area. To fund these new improvements (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all adopted traffic impact fees. Anticipated adopted traffic impact fees include: the regional traffic impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for regional improvements as adopted and shown to have nexus. Widening the realigned Castroville Boulevard to four lanes, between Highway 156 and the entrance to the Commuter Train Opportunity Area, shall be constructed concurrent with development and prior to buildout and full occupancy of development within the Commuter Train Station Opportunity Area.</td>
<td>shall contribute to all adopted traffic impact fees for construction of proposed improvements.</td>
<td>Monterey County Planning and Building Inspection Department; and Monterey County Public Works Department</td>
<td>appointment of all General Development Plans or other discretionary approvals. Widening the realigned Castroville Boulevard to four lanes, between Highway 156 and the entrance to the Commuter Train Opportunity Area, shall be constructed concurrent with development and prior to buildout and full occupancy of development within the Commuter Train Station Opportunity Area.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41. MM 3.14-4a</td>
<td>Widen Merritt Street (Highway 183) to four lanes with left turn channelization between Highway 156 and Blackie Road; add left turn channelization where feasible between Highway 1 and Crane Street, and Blackie Road and Del Monte Avenue; extend the second northbound and southbound though lanes on Merritt Street (Highway 183)</td>
<td>Future development within the Community Plan shall contribute to all adopted traffic impact fees for construction of</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County</td>
<td>Contribute to all adopted traffic impact fees prior to approval of all General Development Plans or other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>between Union and Poole Street; and add a second northbound through lane on Merritt Street (Highway 183) just south of Blackie Road. To fund these new improvements (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all adopted traffic impact fees. Anticipated adopted traffic impact fees include: the regional traffic impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for regional improvements as adopted and shown to have nexus. Construction of this improvement could require a Caltrans Project Study Report, which shall be determined during the design phase of the improvement. Widen Merritt Street to Four Lanes between Highway 156 and Blackie Road and Install Northbound Through-Lane with Left-turn Channelization Between Blackie Road &amp; Del Monte Avenue. Widen Merritt Street (Highway 183) to four lanes with left-turn channelization between Highway 156 and Blackie Road, and installation of a second northbound through-lane with left-turn channelization between Blackie Road and Del Monte Avenue (where feasible) shall be completed prior to occupancy of any new development within the New Industrial, Cypress Residential, North Entrance, Commuter Train Station, or Merritt Street Corridor Opportunity Areas; the Tottino Subarea of the Commuter...</td>
<td>proposed improvements.</td>
<td>Public Works Department</td>
<td>discretionary approvals.</td>
<td></td>
</tr>
</tbody>
</table>

*Castroville Community Plan Mitigation Monitoring and Reporting Program*
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Station, or Merritt Street Corridor Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites. Second Northbound and Southbound Through-Lanes between Union Street and Poole Street. Extension of the second northbound and southbound through lanes on Merritt Street (Highway 183) between Union Street and Poole Street shall be constructed when project conditions warrant construction of this improvement as buildout of the Community Plan occurs. The subsequent traffic impact analysis, as required under mitigation measure MM 3.14-1a for each Opportunity Area, would determine the timing of this improvement under project conditions for a particular Opportunity Area. Left-turn Channelization between Highway 1 and Crane Street. Left-turn channelization between Highway 1 and Crane Street (where feasible) shall be completed prior to buildout and full occupancy of the New Industrial, Cypress Residential, Commuter Train Station, North Entrance or Merritt Street Corridor Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites.</td>
<td>Train Station Opportunity Area; and/or the Infill Sites. Extension of the second northbound and southbound through lanes on Merritt Street (Highway 183) between Union Street and Poole Street shall be constructed when project conditions warrant construction of this improvement as buildout of the Community Plan occurs. Left-turn channelization between Highway 1 and Crane Street shall be completed prior to buildout and full occupancy of the New Industrial, Cypress Residential, Commuter Train Station, North Entrance or Merritt Street Corridor Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>-------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Entrance or Merritt Street Corridor Opportunity Areas; the Tottino Subarea of the Commuter Train Station Opportunity Area; and/or the Infill Sites.</td>
</tr>
<tr>
<td>42.</td>
<td>MM 3.14-4b</td>
<td>Prior to approval of a General Development Plan within the Cypress Residential Opportunity Area, the County of Monterey shall require that the project applicant(s) preserve the necessary right-of-way to eventually extend Artichoke Avenue southward across Highway 156 to Merritt Street (Highway 183) near Del Monte Boulevard. Construction of this improvement would not occur within the 20-year horizon of the proposed Community Plan.</td>
<td>Future development within the Cypress Residential Opportunity Area shall preserve the necessary right-of-way to eventually extend Artichoke Avenue southward across Highway 156 to Merritt Street (Highway 183) near Del Monte Boulevard.</td>
<td>Monterey County Housing and Redevelopment Office</td>
<td>Prior to approval of a General Development Plan within the Cypress Residential Opportunity Area.</td>
<td></td>
</tr>
<tr>
<td>43.</td>
<td>MM 3.14-5</td>
<td>Construct the Castroville Boulevard/Highway 156 Interchange Ramps in conjunction with the upgrade of Highway 156 to a four-lane freeway. The Castroville Boulevard/Highway 156 Interchange Ramps shall be constructed as a bridge over Highway 156, with two northbound through lanes, one left-turn lane, and one southbound lane. The</td>
<td>Future development within the Community Plan shall contribute to all adopted traffic impact fees for construction of</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County</td>
<td>Contribute to all adopted traffic impact fees prior to approval of all General Development Plans and other</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>-------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>following traffic controls and lane configurations shall be implemented:</td>
<td>proposed improvements.</td>
<td>Public Works</td>
<td></td>
<td>discretionary approvals.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Castroville Boulevard/Westbound Highway 156 Ramps:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Stop control on only the Westbound Highway 156 Ramp approach</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Northbound: one left and two through lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Southbound: one through and one right turn lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Eastbound: none (this leg would be the westbound on-ramp)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Westbound: one left-through lane and one right turn lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Castroville/Eastbound Highway 156 Ramps:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Signalized intersection, with Protected signal phasing on northbound and southbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Castroville Boulevard, and Split phasing on the eastbound Highway 156 off-ramp</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Northbound: one through and one right turn lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Southbound: one left and one through lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Eastbound: one left turn lane, one left-through lane, and one right turn lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Westbound: none (this leg would be the eastbound on-ramp)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>To fund this improvement, the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>--------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>adopted traffic impact fees for this improvement. Anticipated adopted traffic impact fees include: the TAMC regional impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for regional improvements as adopted and shown to have nexus as determined in project specific traffic impact reports prepared for subsequent development within the proposed Community Plan.</td>
<td>Future development within the Community Plan shall contribute to all pedestrian and bicycle improvements and install improvements within each Opportunity Area.</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County Public Works Department</td>
<td>Construct pedestrian and bicycle improvements concurrent with development with each Opportunity Area and completed prior to buildout of each Opportunity Area.</td>
<td></td>
</tr>
<tr>
<td>44.</td>
<td>MM 3.14-7</td>
<td>Repair and replace missing sections of curb, gutter, sidewalk and street lighting missing along Merritt Street (west side north of Sanchez Street and south of Highway 156 to Walsh Street); construct sidewalk improvements; provide crosswalks and pedestrian signal phases; and provide bicycle lanes and/or bicycle paths along all primary streets within each Opportunity Area. The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary improvement contribute their fair share towards pedestrian and bicycle improvements and install improvements within each Opportunity Area. All pedestrian and bicycle improvements shall be constructed concurrent with development with each opportunity area and completed prior to build out of each Opportunity Area.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>45.</td>
<td>MM 3.14-8</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals contribute their proportionate fair share towards providing additional bus shelters along northbound Merritt</td>
<td>Future development within the Community Plan shall contribute their proportionate fair</td>
<td>Monterey County Housing and Redevelopment Office</td>
<td>Prior to approval of all General Development Plans and other discretionary</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>46. MM 3.14-9</td>
<td></td>
<td>Street at the intersections of Mead and Union Streets and along southbound Merritt Street at the intersection with Pajaro Street in accordance with the development standards and guidelines cited in the latest version of Monterey-Salinas Transit Designing for Transit Manual.</td>
<td>share towards providing additional bus shelters along northbound Merritt Street at the intersections of Mead and Union Streets and along southbound Merritt Street at the intersection with Pajaro Street.</td>
<td>Monterey County Housing and Redevelopment Office</td>
<td>Prior to issuance of building permit associated with General Development Plans and other discretionary approval within the Merritt Street Corridor Opportunity Area. Provide adequate parking prior to approval of General Development Plans and other discretionary approvals within the Merritt Street Corridor Opportunity Area.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>space. This would include grading, paving, drainage, parking lot lighting, frontage improvements, driveways and landscaping. Each parking space requires about 350 square feet of land area including aisles and landscaping. Contribution shall be collection prior to issuance of building permit. The County of Monterey shall install and/or coordinate with Caltrans the installation of no truck parking signs in areas where truck parking is occurs along Merritt Street and within residential areas.</td>
<td>facilities.</td>
<td>Merritt Street Corridor Opportunity Area. Contribute towards capital costs prior to issuance of building permit.</td>
<td>Merritt Street Corridor Opportunity Area. Contribute towards capital costs prior to issuance of building permit.</td>
<td>Monterey County Housing and Redevelopment Office</td>
</tr>
<tr>
<td>47. MM 3.14-10</td>
<td></td>
<td>Install emergency vehicle detection at the existing Highway 156 interchange and other traffic signals along Merritt Street (Highway 183), and mount emitters on fire trucks and ambulances to allow preemption of normal signal operations by emergency vehicles. To fund installation of preemption system, the County of Monterey shall require that the project applicant(s), for General Development Plans and other discretionary approvals, contribute their fair share towards installation of emergency vehicle preemptive system.</td>
<td>Future development within the Community Plan area shall contribute their fair share towards installation of emergency vehicle preemptive system.</td>
<td>Monterey County Housing and Redevelopment Office</td>
<td>Prior to approval of all General Development Plans and other discretionary approvals.</td>
<td>Monterey County Housing and Redevelopment Office</td>
</tr>
<tr>
<td>48. MM-3.14-11</td>
<td></td>
<td>Construct a second southbound lane at the realigned Castroville Boulevard/Highway 156 intersection. To fund this improvement, the County of Monterey shall require that the project applicant(s), for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, contribute to all</td>
<td>Future development within the Community Plan area shall contribute to all adopted traffic impact fees.</td>
<td>Monterey County Housing and Redevelopment Office</td>
<td>Prior to approval of all General Development Plans and other discretionary approvals.</td>
<td>Monterey County Housing and Redevelopment Office</td>
</tr>
</tbody>
</table>

**Castroville Community Plan Mitigation Monitoring and Reporting Program**
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td>49. MM 3.14-14</td>
<td></td>
<td>adopted traffic impact fees for this improvement. Anticipated adopted traffic impact fees include: the regional traffic impact fee, Castroville Community Plan traffic impact fee, and other fair-share fees for regional improvements as adopted and shown to have nexus as determined in project specific traffic impact reports prepared for subsequent development within the proposed Community Plan. Construction of this improvement could require a Caltrans Project Study Report; which shall be determined during the design phase of the improvement.</td>
<td>Future development within the Community Plan area shall contribute their proportionate fair share towards regional roadway network improvements to the County of Monterey (or at the discretion of the County) to the Transportation Agency of Monterey County (TAMC).</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Monterey County Public Works Department</td>
<td>Prior to approval of all General Development Plans and other discretionary approvals.</td>
<td></td>
</tr>
</tbody>
</table>
Community Plan would thus directly contribute to the following improvements:

- **U.S. Prunedale Freeway Project** – Construct a four-lane bypass of Prunedale, or add new capacity to the existing U.S. Highway 101 alignment between Echo Valley Road and Russell Road-Espinosa Road. Upgrade interchange and reroute roadways as necessary.
- **Route 156 widening and 101/156 Interchange** – Widen Highway 156 to four lanes and upgrade to freeway status with appropriate interchanges. Interchange modifications at the U.S. Highway 101 and Highway 156;
- **Airport Boulevard Interchange at U.S. Highway 101** – Rebuild existing Airport interchange and make related improvements to nearby roads and intersections;
- **Salinas Road interchange at Highway 1** – Build new interchange at Highway 1 and Salinas Road and add frontage roads.
- **U.S. Highway 101 Corridor** – Evaluate the need to improve capacity along the U.S. Highway 101 corridor through or around the City of Salinas.
- **Highway 1 widening Sand City, Seaside** – Widen Highway 1 to six lanes between Fremont Boulevard and Canyon Del Rey Boulevard (Route 218) and make associated roadway improvements.
- **Widen Highway 1 to a four-lane expressway** between Highway 156 and Merritt Street (Highway 76).
<table>
<thead>
<tr>
<th>Permit Cond. Number</th>
<th>Mitigation Number</th>
<th>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</th>
<th>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</th>
<th>Responsible Party for Compliance</th>
<th>Timing</th>
<th>Verification of Compliance (name/date)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>183) and a four lane expressway north of Merritt Street (Highway 183); • Widen Espinosa Road to a four lane expressway between Highway 183 and Highway 101; • Widen Highway 183 to a four lane expressway between Castroville (south of Del Monte Avenue) and Salinas (Davis Road); • Signalize and construct associated roadway improvements at the Highway 183/Espinosa Road; • Widen San Miguel Canyon Road to a four lane expressway between Highway 101 and Hall Road; and • Construct the Prunedale Improvement Plan (PIP) improvements, specifically the grade separation between Highway 101 and Espinosa and Russell Roads. Contribution to the regional traffic impact fees program would off-set any traffic impact on the regional roadway network caused by increased trip volume associated with the proposed Community Plan.</td>
<td>Future development within the Community Plan area shall be annexed to the Castroville Water District’s Sphere of Influence</td>
<td>Monterey County Housing and Redevelopment Office and Castroville Water District</td>
<td>Upon approval of all General Development Plans.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>---------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>51.</td>
<td>MM 3.15-1b</td>
<td>The County of Monterey shall require that project applicant(s), for General Development Plans or other discretionary approvals associated with the proposed Community Plan, contract with certified engineer to prepare wastewater system plans in accordance with CSA-14 guidelines. These plans shall confirm that the estimated amount of wastewater flow generated by proposed development does not exceed the projected 0.64 MGD of additional flow to the Castroville Regional Pump Station.</td>
<td>Future development within the Community Plan area shall contract with certified engineer to prepare wastewater system plans in accordance with CSA-14 guidelines. These plans shall be submitted to Castroville Water District for review and approval.</td>
<td>Monterey County Housing and Redevelopment Office; Monterey County Planning and Building Inspection Department; and Castroville Water District</td>
<td>Prior to approval of all General Development Plans and other discretionary approvals.</td>
<td></td>
</tr>
<tr>
<td>52.</td>
<td>MM 3.15-1c</td>
<td>The County of Monterey shall require that project applicant(s), for General Development Plans or other discretionary approvals associated with the proposed Community Plan, pay connection fees to Monterey Regional Water Pollution Control Agency and Castroville Water District. The MRWPCA connection fees are based on type of use. The CWD fees are to be determined during the wastewater system master planning level analysis to be prepared by Castroville Water District.</td>
<td>Future development within the Community Plan area shall pay connection fees to Monterey Regional Water Pollution Control Agency and Castroville Water District.</td>
<td>Monterey County Housing and Redevelopment Office; Castroville Water District; and Monterey Regional Water Pollution Control District</td>
<td>Prior to issuance of building permits.</td>
<td></td>
</tr>
<tr>
<td>53.</td>
<td>MM 3.15-2</td>
<td>The County of Monterey shall require that the project applicant(s), for General Development Plans or other discretionary approvals associated with the proposed Community Plan, pay connection fees to Monterey Regional Water Pollution Control Agency and Castroville Water District.</td>
<td>Future development within the planning</td>
<td>Monterey County Housing and Redevelopment Office; Castroville Water District; and Monterey Regional Water Pollution Control District</td>
<td>Prior to approval of all General Development Plans and other discretionary approvals.</td>
<td></td>
</tr>
<tr>
<td>Permit Cond. Number</td>
<td>Mitigation Number</td>
<td>Conditions of Approval and/or Mitigation Measures and Responsible Land Use Department</td>
<td>Compliance or Monitoring Actions to be performed. Where applicable, a certified professional is required for action to be accepted.</td>
<td>Responsible Party for Compliance</td>
<td>Timing</td>
<td>Verification of Compliance (name/date)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------</td>
<td>-----------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plans and other discretionary approvals associated with the proposed Community Plan, contract with a certified engineer to determine the amount of water supply, and water treatment and distribution improvements required by proposed development to meet the requirements of Castroville Water District and North County Fire Protection District.</td>
<td>area shall contract with a certified engineer to determine the amount of water supply, and water treatment and distribution improvements required by proposed development to meet the requirements of Castroville Water District and North County Fire Protection District.</td>
<td>Redevopment Office; Castroville Water District; and North County Fire Protection District</td>
<td>Development Plans and other discretionary approvals.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix E

Financing Community Plan Improvements
CASTROVILLE COMMUNITY PLAN – FINANCING COMMUNITY PLAN IMPROVEMENTS

INTRODUCTION
As described in the other sections of this community plan, implementation of the Plan will require various site, infrastructure improvements, and public facilities to be constructed. The costs of these improvements and summarized below and are described in detail in *Infrastructure* section of the Plan:

<table>
<thead>
<tr>
<th>Description</th>
<th>Intract</th>
<th>Offsite</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>$7,130</td>
<td>$5,540</td>
<td>$12,670</td>
</tr>
<tr>
<td>Sewer</td>
<td>$8,130</td>
<td>$6,141</td>
<td>$14,271</td>
</tr>
<tr>
<td>Storm Drainage</td>
<td>$5,150</td>
<td>$150</td>
<td>$5,300</td>
</tr>
<tr>
<td>Rough Grading</td>
<td>$21,560</td>
<td>$1,516</td>
<td>$23,076</td>
</tr>
<tr>
<td>Road Improvements</td>
<td>$35,048</td>
<td>$53,902</td>
<td>$88,950</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$514</td>
<td></td>
<td>$514</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$77,532</strong></td>
<td><strong>$67,249</strong></td>
<td><strong>$144,781</strong></td>
</tr>
</tbody>
</table>

*Source: Schaaf & Wheeler Consulting Civil Engineers and Higgins Associates*

A variety of financing mechanisms would be available to fund the above costs. A community wide development impact fee and service connection fees are the primary funding mechanism to be used to fund off-site infrastructure and facilities that benefit the community as a whole. Developers/property owners will directly fund improvements needed for their developments to proceed along with all on-site improvements. As part of the Castroville-Pajaro Redevelopment Project Area, the community of Castroville receives annual tax increment revenues. These revenues may be available to help fund pre-engineering activities for some of the community wide infrastructure improvements and community facilities.
Following is the proposed financing strategy to implement the community plan. Included is a description of the financing objectives, an explanation of potential financing mechanisms, and a financing strategy for each opportunity area.

FINANCING OBJECTIVES

The principal objective of the infrastructure financing program for the Castroville Community Plan is to secure adequate funding for the required public facilities in a cost-effective and equitable manner. Within this context, the following statements represent the primary objectives that the Castroville Community financing program is intended to achieve:

1. The financing program will not create any adverse financial impacts on the various public agencies having jurisdiction over the Community Plan area.

2. The financing program will maintain consistency with the goals, policies, and implementation measures outlined in the Monterey County General Plan.

3. The financing program will be reflective of and responsive to prevailing market conditions in such a way that neither developers and property owners, nor the existing or future residents and businesses, will be expected to bear an unreasonable burden for the cost of Community Plan improvements.

FINANCING MECHANISMS

A variety of techniques are available for financing the required improvements for the Castroville Community Plan. The mechanisms that are recommended as the most effective means of achieving the objectives stated above include the following:

- Private Investment – Developer/Property Owner Funding
- Development Impact Fees
- Connection Fees
- Redevelopment Tax Increment
- Assessment Districts
• Mello Roos Community Facility District Bonds (CFD)/Community Services District
• Local, State, and/or Federal Funds

A brief description of each of these financing instruments and discussion of relevance to the Castroville Community Plan is provided below, along with an outline of the capital improvement program and the estimated costs that need to be financed to implement the Community Plan.

Altogether, approximately $145 million in infrastructure improvements are required in Castroville. More than 50 percent of the costs for public improvement are for ‘intract’, or local improvements related to a specific development area, such as internal roads, sewer and water transmission lines, etc.

The remaining costs are for ‘offsite’, or system improvements, including regional traffic facilities and major water and sewer system improvements such as storage tanks, pumping stations, trunk lines, etc.\(^1\) The most significant offsite improvement is for a highway interchange at the intersection of Hwy 156 and Castroville Blvd., with an estimated cost of $17 million.

The $145 million of infrastructure costs shown above does not include costs for community facilities, which are discussed in more detail below within the context of impact fees. Existing fees for parks, schools, and fire protection will add an estimated $5.5 million in costs to implement the Plan, and additional planned improvements for library and police protection facilities add about $4 million, for total estimated costs of approximately $154.2 million. This figure, however, does not include building permits or plan review fees.

FINANCING MEASURES

As noted above, the facilities needed to serve the Castroville Community Plan will be funded through a variety of mechanisms, including but not limited to private equity (i.e. direct developer funding), impact fees, ‘other’ sources, which include potential funding from federal, state and local sources (e.g. TARC and Caltrans funding, redevelopment tax increment), and property assessments.\(^2\)

---

\(^1\) The consulting engineers have estimated the costs for offsite water and sewer system improvements based on existing fees charged by the Castroville Water District and the Monterey Regional Water Pollution Control Agency (MRWPCA), which are summarized in Table 2 below.

\(^2\) The specific assumptions for this analysis are that CSA 14 would fund about $585,000 in improvements in the Washington Street storm drain to correct existing deficiencies and that the Castroville Blvd./Hwy 156 Castroville Community Plan Financing Strategy Draft December 1, 2004
Table 2 below presents a breakdown of the $154.2 million of estimated infrastructure and facilities costs by financing mechanism, followed by a brief discussion of each mechanism and its application in Castroville.

TABLE 2
Castroville Financing Program Summary
($ Millions)

<table>
<thead>
<tr>
<th></th>
<th>Commercial</th>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Residential/Industrial/Public</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Developer Equity</td>
<td>$75.1</td>
<td>$22.1</td>
<td>$97.2</td>
</tr>
<tr>
<td>Impact Fees</td>
<td>$36.9</td>
<td>$10.6</td>
<td>$47.5</td>
</tr>
<tr>
<td>Other*</td>
<td></td>
<td></td>
<td>$9.5</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>$154.2</td>
</tr>
</tbody>
</table>

Source: Applied Development Economics
* Potential sources of "other" funds may include existing service jurisdictions, Caltrans, TARC, local assessments, redevelopment tax increment, and state and federal grant programs.

Private Investment (Direct Developer Costs)
At a minimum, developers will be expected to fund the construction of all intract improvements, which are described in detail in the Infrastructure and Opportunity Area Sections of the Community Plan. On the residential side, these developer costs are estimated at about $45,400 per unit (or about $75 million based on the full development potential of 1,655 dwelling units). This does not include building permits or development plan review fees.

One major offsite improvement that needs to be funded through developer agreements is the Hwy183/Hwy1 interchange, which currently is at level of

---

interchange would be included in the regional transportation impact fee program and partially funded from non-fee sources under TARC.

5 Based on an assumed average market value of $310,000 per unit, this level of direct developer funding is under 20 percent of market value, which is within the typical range for residential development in California.

Castroville Community Plan
Financing Strategy
Draft
December 1, 2004
service (LOS) “F.” Although this is an existing service deficiency that is not eligible for impact fee funding, it constitutes a barrier to further development in Castroville. The cost to correct this deficiency is reflected in the Phase 1 improvement cost for the Merritt St. Corridor, at $4.5 million. This amount would need to be funded through development agreements, with some tax increment reimbursements, if new construction is to proceed in Castroville.

On the industrial side, the estimated costs for intract improvements are in the range of $210,000 per acre, which is commensurate with a development value of about $70.00 per sq.ft. of building space. Altogether, developer funding for the industrial area is expected to total nearly $22 million in funding for required intract improvements.

**Community Development Impact fees**

Impact fees and exactions are direct charges collected on a one-time basis as a condition of project approval. They are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project. Impact fees are paid by builders or developers, typically at the time a building permit is issued. The public facilities funded by impact fees must be specifically identified, and there must be a reasonable relationship, or “nexus”, between the type of development project and the need for the facilities, the cost of the facilities, and the need to impose a fee. That is, the purpose of the fee must directly relate to the need created by the development, and must be proportional to the cost of the improvement.

Monterey County does not currently have an approved capital facilities fee program, but does impose impact fees on a case-by-case basis as a condition of approval for new development projects. The fees are intended to ensure that new development projects pay a “proportional fair share” amount of the costs for public facilities that serve the project. It is anticipated that Monterey County will rely on impact fees to finance needed capital improvements more than it has in the past, in particular to finance improvements within the Community Areas, including Castroville.

Monterey County charges parkland dedication in-lieu fees (Quimby Act fees) for projects undergoing land subdivision. Other local agencies with impact fees currently in place include the North County Fire Protection District and the North

---

4 Quimby Act fees are calculated by a formula based on land valuation w/ the following 3 assumptions: 3 residents per SF dwelling unit; 2.1 residents per MF dwelling unit; 3 acres required per 1,000 residents. The parkland dedication in-lieu fee calculation formula is: [3 acres x (Units x no persons per unit)/1000 persons per acre] x $ land valuation per acre. The parks fee may also be handled through direct land dedication as opposed to Quimby fees.

Castroville Community Plan
Financing Strategy
Draft
December 1, 2004
Monterey County Union School District. In addition, the Castroville Water District, the Monterey Regional Water Pollution Control Agency (MRWPCA), and CSA–14, all charge connection fees to fund the expansion of their services. A summary of existing impact fees that are applicable to Castroville are shown in Table 3 below.
### TABLE 3
Existing Impact Fees

<table>
<thead>
<tr>
<th>Department / Agency</th>
<th>Fee Amount</th>
<th>Estimated Fee Per Unit</th>
<th>Key Assumption</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Mont. County USD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>$2.14/sf</td>
<td>$3,210</td>
<td>1,500 s.f. unit on average</td>
</tr>
<tr>
<td>Commercial</td>
<td>$.34/sq.ft.</td>
<td>$340</td>
<td>1,000 sq.ft./unit</td>
</tr>
<tr>
<td>Industrial</td>
<td>$.34/sq.ft.</td>
<td>$5,780</td>
<td>1 ac/unit</td>
</tr>
<tr>
<td>Monterey Co. Parks*</td>
<td>see formula below</td>
<td>$270</td>
<td>$30,000 per acre land valuation</td>
</tr>
<tr>
<td>North Co. Fire District**</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>$.29/sf</td>
<td>$435</td>
<td>1,500 s.f. unit on average</td>
</tr>
<tr>
<td>Commercial</td>
<td>$.18/sq.ft.</td>
<td>$180</td>
<td>1,000 sq.ft./unit</td>
</tr>
<tr>
<td>Industrial</td>
<td>$.18/sq.ft.</td>
<td>$2,744</td>
<td>1 ac/unit</td>
</tr>
<tr>
<td>Offsite Water/ Fireline Connection Fee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>$2,800/connection</td>
<td>$2,800</td>
<td>1 connection/du</td>
</tr>
<tr>
<td>Commercial/Industrial</td>
<td>$9,587/connection</td>
<td>$2,857</td>
<td>1 connection/2.5 ac.</td>
</tr>
<tr>
<td>MCWPCA connection Fee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>$2,175/connection</td>
<td>$2,175</td>
<td>1 connection/du</td>
</tr>
<tr>
<td>Commercial/Industrial***</td>
<td>$142/emp</td>
<td>$2,414</td>
<td>17 emp/ac</td>
</tr>
<tr>
<td>CSA 14 connection fee</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>$500/connection</td>
<td>$500</td>
<td>1 connection/du</td>
</tr>
<tr>
<td>Commercial/Industrial</td>
<td>$500/parcel</td>
<td>$200</td>
<td>1 parcel/2.5 ac.</td>
</tr>
</tbody>
</table>

*Monterey County charges park land dedication in-lieu fees (Quimby Fees) for projects undergoing land subdivision. Quimby Fees are calculated by a formula based on land valuation with the following 3 assumptions: 3 residents per SF dwelling unit; 2.1 reside

**No County Fire District charges $0.29/sf for new (sprinklered) residential units; $0.18/sf for commercial development. Without sprinkler systems the fees for non-residential range from 0.56 to $1.68 (for heavy fire load)

***Actual fees would be based on estimated usage for specific business types. The fee shown in the table is an estimate of the average fee.
In addition to the fees shown above, the financing program for Castroville will require the implementation of a new set of impact fees to fund the cost for regional transportation projects as well as community facilities such as the new library, a day care center and the community resource facility.

The regional transportation improvements are the most significant component of these fees. Two such improvements in the Castroville Community Plan are the Castroville Blvd./Hwy 156 interchange, estimated at $17 million and the Hwy 183/Hwy1 interchange and related improvements along the Merritt Street corridor, estimated to total $17.74 million. As discussed in the previous section, the first phase of the Merritt St. project would primarily correct an existing service deficiency and would need to be funded through development agreements. The remaining $13.2 million could be funded through County impact fees or other sources.

The system for imposing traffic impact fees is currently undergoing change in Monterey County and the final outcome of this process is undetermined as of this writing. Under current proposals, new development in Castroville would be subject to a regional transportation fee for use by T AMC to help fund a number of major road improvements throughout the county. Secondly, the County is anticipated to adopt a sub-regional impact fee in conjunction with its General Plan Capital Improvements Program.

It is estimated that the total regional transportation impact fee revenue supportable by new development in Castroville Community plan, based on the impact nexus and the feasibility analysis, is about $25.6 million. As shown in Table 4, the currently proposed set of T AMC fees would total about $12. million for development in Castroville, leaving about 13.2 million for County road projects.
TABLE 4
Estimated Regional Transportation Impact Fees in Castroville

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Total</th>
<th>Potential TMC Share</th>
<th>Potential County Local Share</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fees Per Unit/ 1,000 sq.ft.</td>
<td>Total Fee Revenue</td>
<td>Fees Per Unit/ 1,000 sq.ft.</td>
</tr>
<tr>
<td>Market Residential</td>
<td>$16,000</td>
<td>$13,120,000</td>
<td>$8,192</td>
</tr>
<tr>
<td>Moderate</td>
<td>$7,320</td>
<td>$4,658,448</td>
<td>$3,660</td>
</tr>
<tr>
<td>Low Income</td>
<td>$3,990</td>
<td>$396,207</td>
<td>$1,995</td>
</tr>
<tr>
<td>Very Low Income</td>
<td>$2,850</td>
<td>$283,005</td>
<td>$1,425</td>
</tr>
<tr>
<td>Commercial</td>
<td>$5,326</td>
<td>$585,860</td>
<td>$5,326</td>
</tr>
<tr>
<td>Industrial</td>
<td>$3,404</td>
<td>$5,344,918</td>
<td>$1,302</td>
</tr>
<tr>
<td>Public/Office</td>
<td>$48,018</td>
<td>$1,270,920</td>
<td>$3,162</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$25,659,358</td>
<td>$12,386,060</td>
<td>$13,273,298</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.
One of the projects in the TAMC fee program is the widening of Highway 156. It is recommended that the Castroville Blvd./Hwy156 interchange be included in the regional fee program as part of this project, since it would span the widened highway and would serve the regional purpose of rerouting truck traffic between Salinas and Santa Cruz County. The remaining Merritt St. Corridor improvements could be funded through a local County impact fee for Castroville, as shown in Table 4.

The additional public facilities impacted by new development include the community resource facility, community-serving offices and meeting space. The impact nexus for these facilities is estimated to be about $4 million. Table 5 below indicates the proposed impact fees for these facilities.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Fee Rates</th>
<th>Total Fee Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>$622/capita</td>
<td>$2,039,239</td>
</tr>
<tr>
<td>Multi-family</td>
<td>$622/capita</td>
<td>$1,557,406</td>
</tr>
<tr>
<td>Commercial</td>
<td>$207/emp.</td>
<td>$41,033</td>
</tr>
<tr>
<td>Industrial</td>
<td>$207/emp.</td>
<td>$362,877</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$4,000,555</strong></td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

Table 6 shows the total proposed new fee schedule by land use. As discussed in the appendix, these fees conform not only to the legal nexus standard in terms of reflecting the impact by land use, but also are within the anticipated margins for economic feasibility for the proposed development in the Community Plan.
Table 6
Total Castroville Impact Fees by Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Per Unit</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>1,500 sq.ft. unit</td>
<td>$28,707</td>
</tr>
<tr>
<td>Multi-family</td>
<td>800 sq.ft. unit</td>
<td>$17,434</td>
</tr>
<tr>
<td>Commercial</td>
<td>per 1,000 sq.ft.</td>
<td>$13,064</td>
</tr>
<tr>
<td>Industrial</td>
<td>per acre</td>
<td>$78,708</td>
</tr>
<tr>
<td>Train Station</td>
<td>per station</td>
<td>$598,080</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

Redevelopment Funds
Tax increment financing is based on the assumption that a revitalized redevelopment project area will generate more property taxes than were being produced before the redevelopment effort. When a redevelopment plan is adopted for an area, the assessed property for the entire area is calculated. As redevelopment efforts occur, the assessed property value of the area increases. The increase in assessed property value is defined as the tax increment. California law allows a redevelopment agency to collect a portion of the tax increment throughout the life of the redevelopment plan. The tax increment can be used by the redevelopment agency to finance public improvements within the redevelopment area or directly benefiting the redevelopment area.

The Castroville Community Plan Area is within a redevelopment project area administered by the Monterey County Office of Housing and Redevelopment. The project area is due to expire in 2013 and therefore has limited remaining capacity to issue debt. However, implementation of the Community Plan may result in additional tax increment revenue that could be available in the short term to help complete certain public improvements in the community.
Connection Fees

Connection fees are direct charges to developers for the right to connect to a municipal utility system, such as water or wastewater system. They are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project. Like development impact fees, the public facilities funded by connection fees must be specifically identified, and there must be a reasonable relationship, or “nexus”, between the type of development project and the need for the facilities, the cost of the facilities, and the need to impose the fee.

Mello Roos Community Facilities District Bonds (CDF)/Community Services District (CSD)

Generally, Community Services Districts (CSDs) are created to provide local municipal services and governance. CSDs can create (an “embedded”) Community Facilities District (CFD) to finance and construct or acquire public facilities. The Mello Roos Community Facilities District Act of 1982 provides communities with the mechanism to finance the construction of public improvements and facilities. As such, communities may sell bonds secured by and payable from an annual special tax levied on property owners within an established district. Special taxes collected through the CFD could provide a financing mechanism for some of the necessary public infrastructure/improvements in Castroville.

The CSD would need to be created prior to bonds being issued to support the infrastructure improvements. CSDs typically take six to twelve months to form and are generally created by the CSD once their formation is complete. The management, maintenance and on-going operation of the improvements, could be financed through the creation of the CSD. The CSD could use Mello Special Tax to finance maintenance costs. The CSD can be used to carry out the on-going management, operation and maintenance of the public facilities for various purposes such as flood control, open space and slough enhancement maintenance.

Local, State, and Federal Funds
The local sources described above may be supplemented by state and federal funds that may be applicable to projects within the Community Plan.
Special Assessment District

Special Assessment Districts, such as the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915, provide a method of leveraged financing whereby a public entity determines an area in which the provision of facilities will "benefit real property". This is a type of land secured financing, and can be used for public improvements that directly benefit those properties which are assessed to pay for the improvement at no risk to the public agencies' general funds. A lien, based upon a benefit formula derived by an assessment engineer, is established against property within a defined area. Municipal bonds are secured by tax levies (assessments) against the benefited property which are normally collected along with the underlying property tax.

The section below provides the policy framework for the financing program, followed by the proposed use of the financing measures and the responsibilities for the improvements. Finally, Appendix A provides a technical analysis of the overall feasibility of the financing program.

FINANCING POLICIES

In general, the policies that relate to the financing program for the Castroville Community Plan will maintain consistency with existing County policies. In accordance with the County's policies regarding the provision of public facilities to serve new growth, the Castroville Community Plan shall adhere to the following general policy guidelines:

(1) New development within the Castroville Community Plan will pay development impact fees that are reflective of the true costs to serve the growth, so that all new development projects in Castroville pay a proportional fair share of the impacts of growth from the project.

(2) The Monterey County Housing and Redevelopment Department will assist in the infrastructure financing program by dedicating a portion of tax increment funds captured within the Castroville Community Area to certain infrastructure projects that reflect a general benefit to the community.

(3) If it is deemed necessary and appropriate, in cases where special funding may be required for facilities that benefit specific properties, Monterey County will support and participate in the formation of benefit assessment districts for private development projects within the Castroville Community.
In addition to the general policies stated above, more specific policies may need to be developed and formally adopted by the agencies responsible for the implementation of the financing program.

FINANCING IMPLEMENTATION AND RESPONSIBILITY

The following implementation measures are recommended for the financing of public improvements for the Castroville Community Plan:

(1) **Developer Funding**

Improvements to be funded: internal roadway system; intract water, sewer, and storm drainage improvements; rough grading; miscellaneous onsite facilities that are tied directly to individual projects without serving or conferring direct benefits on other properties within the Community Area; and offsite improvements to correct existing deficiencies for which other funding is not available.

Responsible Parties: Project Sponsors

(2) **Public Facilities Fee Program (Development Impact Fees)**

Improvements to be funded: offsite public facilities needed to access and maintain current levels of service, including but not limited to roads/traffic facilities, water supply, wastewater treatment, storm drainage, fire protection, police (sheriff) protection, schools, and parks.

Responsible parties: County of Monterey, North County Fire District, North Monterey County USD

(3) **Redevelopment/Tax Increment Financing (Dependent upon revenue availability)**

Improvements to be funded: infrastructure projects within the Community Plan area that address existing deficiencies and/or will result in community-wide benefits.

Responsible Parties: Monterey County Office of Housing and Redevelopment

(4) **Application for currently available funding through local, state, and federal sources**

---

5 For example, a local agency or agencies that initiate proceedings to establish a Mello-Roos Community Facilities District must first adopt local goals and policies concerning the use of the Mello-Roos Act.

Castroville Community Plan
Financing Strategy
Draft
December 1, 2004
Improvements to be funded: infrastructure projects within the Community Plan area that address existing deficiencies and/or will result in community-wide benefits.

Responsible Parties: County of Monterey

(5) **Benefit Assessment District**

Improvements to be funded: In cases where special funding may be required for facilities that benefit specific properties, a zone of benefit may be established in addition to other funding mechanisms that may be in place.

Responsible Parties: Property Owners, County of Monterey
INTRODUCTION
A variety of financing sources and mechanisms are available to fund the capital improvements required to serve the Castroville Community, as described in the financing strategy, which also provides the policy framework for the financing program. This appendix provides a more detailed technical analysis of the overall feasibility of the financing program and identifies the specific financing mechanisms that are recommended for each of the necessary capital improvements.

SETTING: INFRASTRUCTURE COSTS AND DEVELOPMENT POTENTIAL
The Community Plan includes a number of opportunity sites. For each of these areas, detailed planning level cost estimates for a required set of capital improvements have been provided by the consulting team engineers, Schaaf & Wheeler (Civil) and Higgins Associates (Traffic). The West Castroville area consists of four separate opportunity sites: Cypress Residential Area, Tottino Property, Merritt Corridor, and the North Entrance site. In total, the four sites will support the development of 890 new residential dwelling units, plus 90,000 square feet of commercial development and a 15,000 s.f. county administration office. The existing developed area of the community, including the Merritt Corridor, can also support an additional 75 infill units.

East Castroville consists of two main development opportunity sites – the Industrial Area and Commuter Rail Site – which have the potential under the Plan to support an additional 690 housing units and 103 acres of industrial development, 20,000 square feet of commercial development, and a train station.

In total, the Plan calls for the development of approximately 1,655 residential dwelling units (about equally distributed between single-family and multi-family), with an estimated average value of approximately $304,000 per unit, as shown in Table A-1.
TABLE A-1
Calculation of Average Residential Unit Prices

<table>
<thead>
<tr>
<th></th>
<th>Units</th>
<th>Average Price</th>
<th>Total Market Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi Family (MFR)</td>
<td>835</td>
<td>$210,000</td>
<td>$175,350,000</td>
</tr>
<tr>
<td>Single Family (SFR)</td>
<td>820</td>
<td>$400,000</td>
<td>$328,000,000</td>
</tr>
<tr>
<td><strong>Total Units</strong></td>
<td>1,655</td>
<td><strong>$304,000</strong></td>
<td><strong>$503,350,000</strong></td>
</tr>
</tbody>
</table>

(Weighted average price)

For purposes of the financing program, no distinction is made between East and West Castroville. Rather, the financing program distributes the infrastructure costs across the entire Community in order to promote an equitable cost sharing program, and the only distinction that is made is between residential and non-residential development. For the feasibility analysis, however, the costs were segregated by opportunity site. This approach is described further below.

APPROACH TO THE ANALYSIS

It is important to distinguish a feasibility analysis such as this from a nexus analysis, which is required in order to establish the actual fee levels and must demonstrate that there is a reasonable cost–benefit connection – or nexus – between the need for additional facilities and the growth resulting from new development. The nexus analysis must adhere to specific legal principles in calculating the fee, so that it may be determined that the charges imposed on the new development do not exceed the proportionate share of the cost for the capital facilities needed to serve the development.

However, this feasibility analysis is similar to the nexus analysis, in that most of the infrastructure to be financed is required in order to serve the new development only. Those instances in which the improvements will benefit more properties than just the new development have been briefly described above, and those fair-share considerations have been taken into account in the analysis. Nonetheless, this analysis is not intended to serve as the legal nexus test upon which to base the imposition of impact fees, but rather as a first step in that direction.

In order to evaluate the financial feasibility of the Plan, ADE began by establishing targets for the three general financing mechanisms that are typically utilized to pay for infrastructure needed to support new development in California: private/developer funding, impact fees, and special assessments. Table A-2 shows the targeted funding levels, which are expressed both as a
percentage of the value of the proposed development, and as a dollar amount given the estimated average values.\(^6\)

<table>
<thead>
<tr>
<th>Improvement Type</th>
<th>Percent of Value</th>
<th>Cost per Res. DU</th>
<th>Cost per Ind Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement Funded by Private Investment</td>
<td>20.0%</td>
<td>$60,800</td>
<td>$213,444</td>
</tr>
<tr>
<td>Improvements Funded by Impact Fees</td>
<td>7.5%</td>
<td>$22,800</td>
<td>$80,042</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>27.5%</strong></td>
<td><strong>$83,600</strong></td>
<td><strong>$293,486</strong></td>
</tr>
</tbody>
</table>

*Residential: assumes avg. unit value of $304,000; Industrial: Assume FAR of 0.35 and per-sq.ft. bldg. value of $70.00

Source: Applied Development Economics

As shown in the table above, we have set the infrastructure cost targets at approximately 28 percent of market value for both residential and non-residential development.\(^7\) Given the average value of $304,000 per dwelling unit, therefore, the maximum feasible cost of infrastructure per unit would be about $84,000. For the industrial development, with an assumed average building value of $70 per square foot and a floor area ratio (FAR) of 0.35, the target is approximately $293,000 per acre. As previously noted, these "target" amounts represent the maximum amount of infrastructure costs that could feasibly be supported by typical development of the site. The goal of the analysis is to analyze whether the estimated costs fall within these cost targets, thereby providing a basis for determining that the development is financially feasible.

In terms of allocating costs into the various financing mechanisms described in the financing plan above, the general approach followed by ADE was to initially assign all "in-tract" improvements as well as all costs for rough grading and the internal roadway system, to developer responsibility, while responsibility for all

\(^6\) The targets represent the maximum amount of costs for backbone infrastructure that the proposed development could feasibly support, and have been set by ADE based on previous economic analysis for similar developments in the region.

\(^7\) This reflects the potential upfront costs of development. Assessments paid by future property owners once the development is built could support another $10,000 to $20,000 in improvement costs per unit. The analysis does not suggest at this time that this would be necessary, but may be an option for specific improvements as the Community Plan is implemented.

Castroville Community Plan
Financing Strategy
Draft
December 1, 2004
“offsite” costs – including regional traffic improvements – were allocated to the collection of impact fees. As noted below, the targets for certain types of funding were exceeded in some cases, but overall the plan appears to meet the maximum cost targets.

FINDINGS

Tables A–3 summarize the findings of the facility financing feasibility analysis for Castroville. On the residential side, approximately $68,000 per dwelling unit would be required through a combination of private investment and impact fee revenue. This level of funding – totaling over $112 million at full build out of all 1,655 units, or about 75 percent of the total infrastructure costs – is within the maximum cost targets established for purposes of this analysis. Private direct investment would need to contribute approximately $45,000 in improvements per residential unit, while impact fees would contribute about $22,000 per unit.

On the industrial side, the costs total about $289,000 per acre. Both the onsite direct costs and the proposed fees are below the target levels, keeping the overall cost structure within the feasible range.

---

Existing impact fees to which the development would be subject, including school fees, fire protection fees, and County parks fees, were also estimated and included in the analysis alongside the new fees that would be required.

Castroville Community Plan
Financing Strategy
Draft
December 1, 2004
### TABLE A-3
Summary Feasibility Analysis
(All numbers in 1000s)

<table>
<thead>
<tr>
<th></th>
<th>Residential</th>
<th>Private</th>
<th>Impact Fees</th>
<th>Total</th>
<th>Cost/unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>$5,962</td>
<td>$4,672</td>
<td>$10,634</td>
<td>$6.43</td>
<td></td>
</tr>
<tr>
<td>Sewer</td>
<td>$7,152</td>
<td>$5,572</td>
<td>$12,725</td>
<td>$7.69</td>
<td></td>
</tr>
<tr>
<td>Storm Drainage</td>
<td>$3,675</td>
<td>$0</td>
<td>$3,675</td>
<td>$2.22</td>
<td></td>
</tr>
<tr>
<td>Regional Traffic</td>
<td>$11,240</td>
<td>$0</td>
<td>$11,240</td>
<td>$7.11</td>
<td></td>
</tr>
<tr>
<td>Environmental Roads</td>
<td>$18,250</td>
<td>$0</td>
<td>$18,250</td>
<td>$2.74</td>
<td></td>
</tr>
<tr>
<td>Regional Traffic</td>
<td>$0</td>
<td>$18,457</td>
<td>$18,457</td>
<td>$11.15</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$2,770</td>
<td>$0</td>
<td>$2,770</td>
<td>$1.67</td>
<td></td>
</tr>
<tr>
<td>Schools</td>
<td>$0</td>
<td>$3,627</td>
<td>$3,627</td>
<td>$2.19</td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td>$0</td>
<td>$447</td>
<td>$447</td>
<td>$0.72</td>
<td></td>
</tr>
<tr>
<td>Fire Protection</td>
<td>$0</td>
<td>$491</td>
<td>$491</td>
<td>$0.30</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>$0</td>
<td>$3,597</td>
<td>$3,597</td>
<td>$2.27</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$75,080</strong></td>
<td><strong>$36,863</strong></td>
<td><strong>$111,943</strong></td>
<td><strong>$67.64</strong></td>
<td></td>
</tr>
<tr>
<td>No. of Units</td>
<td>1,655</td>
<td>1,655</td>
<td>1,655</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cost per du</strong></td>
<td><strong>$45</strong></td>
<td><strong>$22</strong></td>
<td><strong>$68</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Target</strong></td>
<td><strong>$62</strong></td>
<td><strong>$23</strong></td>
<td><strong>$85</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Industrial</th>
<th>Private</th>
<th>Impact Fees</th>
<th>Total</th>
<th>Cost/unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>$920</td>
<td>$410</td>
<td>$1,330</td>
<td>$12.91</td>
<td></td>
</tr>
<tr>
<td>Sewer</td>
<td>$780</td>
<td>$489</td>
<td>$1,269</td>
<td>$12.32</td>
<td></td>
</tr>
<tr>
<td>Storm Drainage</td>
<td>$1,040</td>
<td>$0</td>
<td>$1,040</td>
<td>$10.10</td>
<td></td>
</tr>
<tr>
<td>Regional Traffic</td>
<td>$0</td>
<td>$5,345</td>
<td>$5,345</td>
<td>$51.89</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$514</td>
<td>$596</td>
<td>$1,110</td>
<td>$10.78</td>
<td></td>
</tr>
<tr>
<td>Schools</td>
<td>$0</td>
<td>$595</td>
<td>$595</td>
<td>$5.78</td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>Fire Protection</td>
<td>$0</td>
<td>$283</td>
<td>$283</td>
<td>$2.74</td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>$0</td>
<td>$363</td>
<td>$363</td>
<td>$3.92</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$21,654</strong></td>
<td><strong>$8,081</strong></td>
<td><strong>$29,735</strong></td>
<td><strong>$288.69</strong></td>
<td></td>
</tr>
<tr>
<td>No. of Acres</td>
<td>103</td>
<td>103</td>
<td>103</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cost per acre</strong></td>
<td><strong>$210</strong></td>
<td><strong>$78</strong></td>
<td><strong>$289</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Target</strong></td>
<td><strong>$213</strong></td>
<td><strong>$80</strong></td>
<td><strong>$293</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ADE, Inc.
CONCLUSION

The purpose of this technical appendix is to present the quantitative background information needed to develop an implementable infrastructure financing program for the Castroville Community Plan. Based on the results shown and under certain assumptions which are described above, the analysis indicates that the facilities required to serve the community can be feasibly provided for though a combination of private investment and impact fees. The use of any available State and local sources, not currently identified, as well as special assessments, would improve the financial feasibility of the Community Plan.
Appendix F
Infrastructure Exhibits
Appendix G

Slough Enhancement Sections
Appendix H
Economic Analysis
CASTROVILLE
MARKET ANALYSIS

August 16, 2002

Prepared for the
Monterey County Housing and Redevelopment Division

Prepared by
Applied Development Economics
2029 University Avenue, Berkeley, CA 94074 (510) 548-5912
1029 J Street, Suite 310, Sacramento, CA 95814
CASTROVILLE COMMUNITY PLAN
MARKET ANALYSIS

Industrial Development

The supply of available industrial space in northern Monterey County, from Somavia Rd. to the Pajaro River, is currently very small, with an estimated vacancy rate of less than one percent. In addition, the supply of vacant and available industrial land in the area is also small. There are an estimated 25 acres currently vacant in Salinas and about 13 acres in Castroville, not counting the Artichoke Industries site. Nearly all of this land, however, is available only for build-to-suit development, and is not available for businesses wanting to purchase their own sites.

Over the longer term, the supply of industrial land will increase. Salinas is proposing in its new general plan to increase its supply of industrial land by nearly 800 acres, in addition to other new land for office park uses. There may also be 150 to 200 new acres of industrial and business park uses at Rancho San Juan if the specific plan moves forward. In addition, officials at FORA expect some two million sq.ft. of business park and industrial uses developed at former Fort Ord over the next fifteen years.

The Castroville Community plan addresses development opportunities for the next twenty years, so it is important to look at growth potential from a long term regional perspective. Table 1 shows employment projections for industrial businesses for Castroville and other parts of Monterey County. The projections reflect the anticipated share of employment growth that Castroville could capture based on its geographic position and its relative competitiveness.

| TABLE 1 |
| Projected New Employment Growth - 2000-2020 |

<table>
<thead>
<tr>
<th></th>
<th>Construction</th>
<th>Manufacturing</th>
<th>TCPU</th>
<th>Wholesale</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Castroville</td>
<td>111</td>
<td>522</td>
<td>183</td>
<td>63</td>
<td>879</td>
</tr>
<tr>
<td>Other North County</td>
<td>120</td>
<td>331</td>
<td>33</td>
<td>30</td>
<td>514</td>
</tr>
<tr>
<td>Greater Salinas Planning Area</td>
<td>286</td>
<td>1,511</td>
<td>438</td>
<td>361</td>
<td>2,596</td>
</tr>
<tr>
<td>Greater Monterey Peninsula</td>
<td>273</td>
<td>1,181</td>
<td>411</td>
<td>-6</td>
<td>1,859</td>
</tr>
<tr>
<td>Central Salinas Valley</td>
<td>1,316</td>
<td>2,203</td>
<td>1,267</td>
<td>207</td>
<td>4,993</td>
</tr>
<tr>
<td>Other Areas</td>
<td>144</td>
<td>585</td>
<td>196</td>
<td>65</td>
<td>990</td>
</tr>
<tr>
<td>Total County</td>
<td>2,139</td>
<td>5,811</td>
<td>2,345</td>
<td>657</td>
<td>10,952</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

---

1 Daivid Green, BT Commercial, personal communication, August 14, 2002.
compared to Salinas and the Monterey Peninsula markets. Castroville has very good regional transportation access, with Highway 156, 183 and 1 all converging on the community. In addition, it is only a few miles from Highway 101. Firms located in Castroville easily serve customers in Santa Cruz, Santa Clara and San Benito Counties, in addition to their local customers in Monterey County.²

Castroville has a stronger industrial base than does Pajaro, and aside from these two communities there is virtually no other industrial development in North County. Castroville is estimated to have approximately 1,550 industrial jobs currently, and we estimate this employment base could grow by more than 50%, nearly 880 jobs, over the next twenty years. This would represent about a 2.3 percent annual growth rate, slightly higher than the percent growth projected for the county as a whole. However, Castroville's north central regional location would be very attractive to firms looking for less costly sites from counties to the north. The recent development of a new facility by Witherspoon, Inc. is an example of this phenomenon.

In addition, there is the potential for modest growth in the traditional agricultural industries of the region. Appendix A describes the market forces and other factors affecting local agricultural industries such as artichokes, berries and flowers. As the local industries develop new technologies, distribution and marketing strategies, the need for new or expanded industrial facilities will occur. To some degree, additional packing or processing jobs may supplant job reductions in the fields, but the new jobs will be better paying and will contribute to the economic advancement of Castroville's workers.

Table 2 estimates the demand for industrial land based on the employment projections. In addition to the industrial employment presented in Table 1, we estimate demand for nearly seven acres of service commercial uses (repair services, business services, industrial supply outfits), based on the current mix of such businesses in the community and the needs of future industrial businesses for these services. The total land demand, then, is estimated at about 50 acres, which is in addition to the reuse of the currently vacant Artichoke Industries facility. As noted above, there are about 13 acres of industrial land undeveloped, although none of this is for sale. It is all in the Castroville Industrial Park is available on a build-to-suit basis only. Nonetheless, this reduces the net effective demand to about 37 acres.

The Community Plan should establish a sufficient inventory of land to allow market flexibility for businesses looking for sites. The inventory also need to be sufficiently large to maintain reasonable prices. We would therefore recommend that the plan include a minimum of 40 acres of new industrial land, and as much as 70 acres if possible to provide a variety of site locations.

---

² David Green, op. cit.
TABLE 2
Industrial Land Demand in Castroville

<table>
<thead>
<tr>
<th>Business Type</th>
<th>Employees</th>
<th>Employees per Acre</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>111</td>
<td>31.0</td>
<td>3.6</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>522</td>
<td>17.3</td>
<td>30.2</td>
</tr>
<tr>
<td>TCPU</td>
<td>183</td>
<td>39.1</td>
<td>4.7</td>
</tr>
<tr>
<td>Wholesale</td>
<td>63</td>
<td>13.9</td>
<td>4.5</td>
</tr>
<tr>
<td>Subtotal Industrial</td>
<td>879</td>
<td>20.5</td>
<td>43.0</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>141</td>
<td>21.2</td>
<td>6.7</td>
</tr>
<tr>
<td>Total</td>
<td>1020</td>
<td>20.6</td>
<td>50.0</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

and configurations for future business tenants. There is demand for some larger sites up to ten acres; however, as demonstrated in the Castroville Industrial Park, there is substantial demand for 1-3 acre sites.

Passenger Rail Facility

The Community Plan includes a passenger rail facility to serve the new Caltrain extension from Salinas to the Santa Clara Valley. The question arises as to whether there may be commercial development opportunities associated with this facility. Preliminary ridership forecasts indicate that initially only 100 riders would be expected to board and return at the Castroville station each day. This number would increase with population growth and increase acceptance of the rail service as a viable option for commuters.

In suburban locations commuter rail facilities can sometimes provide an opportunity for convenience retail/food service businesses. As passengers board the trains they may purchase coffee and snack items, magazines, newspapers and the like. Stations that are co-located with shopping centers can generate a broader range of retail sales, possibly including impulse apparel, specialty foods, and small consumer electronics purchases. Business may also include personal services such as hair care and dry cleaning. In urban settings where the station is more of a destination, professional office space can be in demand.

With the location of the railroad tracks in Castroville and the constraints on siting the facility from the standpoint of railway operations, the station is planned for a relatively isolated site with no connection to the existing commercial areas of town. Any commercial development at the station would need to rely on spending from passengers with perhaps some convenience spending from residents in the adjacent neighborhood. If each of the projected passengers

---

5 Parsons Transportation Group, Business Plan, Extension of Caltrain Commuter Service to Monterey County, June 2000.
could be induced to spend $5.00 per day, this would generate about $125,000 in sales per year, which would support a 625 sq.ft. retail facility. With additional spending from the neighborhood, perhaps a 1,000 sq.ft. establishment establishment could be supported. In reality, it is more likely that a newsstand offering some convenience beverages and food would be possible at the station. This kind of operation could be incorporated into the station building itself and would not represent a substantial commercial development.

The Merritt Street Revitalization Strategy prepared in 1998 indicates that at that time Castroville experienced the loss of more than $7.5 million in retail sales that its residents were making in other communities because Castroville lacked the appropriate stores. These retail “gaps” include apparel, sporting goods and toys, furnishings and electronics, and grocery/drug items. Since that study was completed the international marketplace has been developed but some of these retail gaps remain. However, given the location of the proposed rail site, it is not clear that the community should pursue these opportunities there. Some of these kinds of businesses are difficult to attract to small communities such as Castroville and they would need greater visibility and access to drive by traffic than would be available at the proposed rail station site.

We would recommend, therefore, that if the community would like to entertain co-development option for the rail station site, then the concept of mid- to high-density residential development would be a better match with the market opportunities and with the adjacent residential neighborhood.

Workforce Housing

A goal in the community is to provide housing that is affordable for working families so that workers can both live and work in the community. This part of the analysis outlines the housing market segments that would correspond to the worker incomes anticipated for the future industrial development in Castroville. Table 3 below indicate the annual wage levels expected for the industrial jobs projected above.

<table>
<thead>
<tr>
<th>Employment Sector</th>
<th>Construction</th>
<th>Manufacturing</th>
<th>TCU</th>
<th>Wholesale</th>
<th>Services</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $19,999</td>
<td>-</td>
<td>-</td>
<td>5</td>
<td>2</td>
<td>38</td>
<td>45</td>
<td>4.4%</td>
</tr>
<tr>
<td>$20,000 to $39,999</td>
<td>78</td>
<td>489</td>
<td>162</td>
<td>54</td>
<td>81</td>
<td>864</td>
<td>84.7%</td>
</tr>
<tr>
<td>$40,000 to $59,999</td>
<td>30</td>
<td>-</td>
<td>8</td>
<td>5</td>
<td>15</td>
<td>58</td>
<td>5.7%</td>
</tr>
<tr>
<td>$60,000 to $79,999</td>
<td>-</td>
<td>33</td>
<td>8</td>
<td>0</td>
<td>4</td>
<td>45</td>
<td>4.5%</td>
</tr>
<tr>
<td>$80,000 to $99,999</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>0.5%</td>
</tr>
<tr>
<td>$100,000 and above</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0.2%</td>
</tr>
<tr>
<td>Total</td>
<td>111</td>
<td>522</td>
<td>183</td>
<td>63</td>
<td>141</td>
<td>1,020</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.
This wage distribution is based on the current mix of industrial businesses in Monterey County and the Castroville area. To the extent the community is successful in attracting technology firms or additional non-agricultural light manufacturing outfits, the wage distribution would shift somewhat to the higher income categories.

For most families, housing affordability is based on their total household income levels, not wages for individual workers. We have translated worker salaries into household incomes based on demographic data from the 1990 census, since income data from the 2000 census is not yet available. It should be stressed that the worker income data in Table 3 is relatively recent data provided by the State Employment Development Department, so the household income estimates are not based on 1990 incomes but on recent wage data from the year 2000/2001. However we have estimated the "relationship" between worker incomes and household incomes from the 1990 data.

Table 4 indicates that we would expect the 1,020 new industrial jobs to support 528 households. This is roughly two workers per household; however, it is only an average. In many households in Castroville there are more than two workers, but there would also be a number of single-worker households. Also, this analysis pertains to workers employed in industrial businesses in town, in which incomes are slightly higher and household sizes slightly lower than the average.

<table>
<thead>
<tr>
<th>Household Income levels</th>
<th>Total Worker Households</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>9</td>
</tr>
<tr>
<td>High</td>
<td>95</td>
</tr>
<tr>
<td>Number of Households</td>
<td>231</td>
</tr>
<tr>
<td></td>
<td>36</td>
</tr>
<tr>
<td></td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>528</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rent Level</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>$500.00</td>
</tr>
<tr>
<td>High</td>
<td>$999.98</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>House Value</th>
<th>Total Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>$1,500.00</td>
</tr>
<tr>
<td>High</td>
<td>$2,000.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing Units</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>1.7%</td>
</tr>
<tr>
<td>High</td>
<td>18.0%</td>
</tr>
</tbody>
</table>

Source: ADE, Inc.

The analysis indicates that the majority of workers would live in households with incomes of $60,000 or less, although there would be a significant number in the $80,000 to $99,000 annual income levels. Many of these households would have two or three workers. In terms of
affordable housing prices, about half the households would need housing in the $151,000 to $301,000 category. Nearly one-third of the households could afford units above the $301,000 level. At the lower end of the distribution, housing needs would most likely be met with rental housing ranging from $5000 to 1,000 per month. Overall, assuming a 5 percent vacancy rate, about 554 units would be needed to support the projected industrial development in the community.
APPENDIX A: THE CASTROVILLE FOOD AND AGRICULTURE CLUSTER

INTRODUCTION

The purpose of this report is to better understand Castroville’s primary economic driver, the food and agriculture industry, and ways to support its continual evolution and competitiveness, so that it can continue to provide quality jobs and contribute to the region’s economy. This paper is based on interviews of 7 executives from the food and agriculture industry and related suppliers (see appendix) combined with interviews with Pajaro Valley executives conducted earlier. It describes the composition and evolution of the cluster and summarizes key drivers of change in the industry, trends that will continue to have an impact on the industry’s markets and operations for five to ten years. Lastly, it identifies critical issues facing this industry and its requirements for continued viability and growth.

I. COMPONENTS OF THE FOOD AND AGRICULTURE INDUSTRY IN CASTROVILLE

The agricultural enterprises in Castroville grow, process and ship vegetables, especially artichokes, broccoli, and lettuce. There are several berry growers, some of which contract with Driscoll’s and there is a flower grower that specializes in orchids. Produce grown and processed in the region is distributed nationwide and to 40 countries across the globe, primarily Canada, Mexico, Japan and China.

The industry has evolved over time, from serving local and domestic markets to serving national and international markets. In general, growers have been transitioning towards crops that generate higher values of production per acre. This is in response to increasing competition in lower valued commodities and to higher labor rates in the region.

Exporters

*Shippers and Grower-Shippers* operate farms and/or market their product directly to wholesalers and retailers. Local companies include: Ocean Mist; Pezzini Farms; Springfield Farms; and The Orchid Zone.

*Food Processors*, such as National Custom Packing Services, purchase fresh or frozen produce from local and non-local growers. Local food processors are either intermediary processors, selling their product to other processors to make final products or sell their product directly to distributors and retailers. For instance, National Custom Packing Services receives frozen produce from overseas, and re-packages that produce, sometimes mixing it with locally supplied produce, before it is distributed nationally.

*Specialized Suppliers and Services*

The key export industries—grower/shippers and food processors—rely on locally supplied inputs, such as skilled labor, cold storage and distribution, locally grown produce, engineering and other professional services and community-supplied infrastructure, such as roadways, railways, electricity and water.
Successful growers and processors are quick to use innovative practices if it means an increase in productivity per worker. One such practice is to automate as much of their process as economically feasible; the other is to outsource services to local specialists, including farm labor contractors. As a result, farm production employment has decreased over time, while farm services employment has increased.

Growers supply retailers and/or shippers and distributors with fresh produce that is either sold in the fresh market or processed into frozen food, canned foods or juices, jams and sauces. There are a number of local vegetable and fruit growers in the Castroville area, including Campos Farm, Springfield Farms, KL Farms and others.

Nurseries, such as Golden Field Greenhouses, Inc, start vegetables from seed and sell the seedlings to local farm operators who then transplant them in the fields. This allows the farm operators to harvest two or three times the amount of produce they would otherwise be able to harvest had they seeded their fields directly, increasing their per-acre return on investment. This practice increases productivity per acre and evens out the supply of produce over the course of a year.

Cold Storage companies store fresh or frozen produce (as well as flowers, meat, fowl and fish) until it is shipped to retailers or processors. The customer (either a retailer or processor) purchases the produce from the grower and pays for the cold storage. Cooling produce stops the ripening process, keeping it fresher longer. Coolers must be located in proximity to fields where produce is grown. Some produce is kept frozen until needed by processors. Some grower/shippers, such as Ocean Mist, cool their own produce, while others contract with distributors who will then contract with firms such as Central Cold Storage, to store and distribute produce when needed.

Logistics companies contract with customers to import and distribute fresh and frozen vegetables, fruits, and fish. For instance, Central Cold Storage receives frozen goods from local and international processors and ships those goods to retailers nationwide via rail, truck and air.

Farm Labor Contractors, such as Valley Pride, Inc, and Sea Breeze Harvesting, provide specialized labor to farm operators. For instance, Valley Pride hires local workers to transplant or harvest row crops, while Sea Breeze Harvesting specializes in cultivating and harvesting artichokes.

Chemical companies supply and sometimes apply fertilizers, herbicides and pesticides to farmland before and during the growing season. They must meet strict EPA requirements. There are several in the area.

Greenhouse construction firms and agricultural engineers assist growers in designing facilities to improve farm operations.

Material suppliers provide made-to-order metal and plastic parts for maintaining and building food and agricultural related facilities.
Trucking firms usually contract with the buyer, either a distributor or retailer, to pick up produce from the grower and deliver to the retailer. There are several in the area.

Cascadeville Food and Agriculture Cluster Map

Exporters
- Grower Shippers
- Food Processors
- Flower Growers

Suppliers
- Artichoke Growers
- Nurseries
- Lettuce Vegetables
- Berry Growers

Services
- Cold Storage Logistics
- Engineering
- Transportation Distribution
- Chemicals

Community Assets
- Industry Associations
- Roads Railway
- Grass Extension
- Water Electricity

Size of the Food and Agriculture Cluster
The Castroville region is a small part of Monterey County. Employment data is not usually available at the city or sub-regional level. But a special report from EDD and data provided by Dun and Bradstreet indicates that total food and agriculture employment in the Castroville area (zip code 95012) is approximately _____________ workers.

<table>
<thead>
<tr>
<th>Sector</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture production (SIC 100-199)</td>
<td>[TO COME]</td>
</tr>
<tr>
<td>Food processing (SIC 2000-2039)</td>
<td></td>
</tr>
<tr>
<td>Research (SIC 8731)</td>
<td></td>
</tr>
<tr>
<td>Crop Services (SIC 720-759)</td>
<td></td>
</tr>
<tr>
<td>Transportation/Storage (SIC 4222)</td>
<td></td>
</tr>
<tr>
<td>Food Wholesale (SIC 5148)</td>
<td></td>
</tr>
</tbody>
</table>
II. Major Drivers of Change in Agriculture and Food Processing

As with most other industries, the food and agriculture industry is dynamic and continuously evolving in response to changes in consumer tastes, competition, government policies, technological advances and costs of doing business, including labor costs. Castroville’s food and agriculture industry has become what it is today as a result of these external and internal pressures to change.

The Salinas Valley’s key advantage is its climate. The growing season is long, many times providing two or more harvests per crop on the same piece of land, increasing the return on investment on land and infrastructure. Productivity (tons, pounds or cartons harvested per acre) has increased so quickly as a result of innovations in cultivation practices that usually there is more harvested than can be consumed by the fresh market. Likewise, the long growing season allows for a steady, loyal workforce because workers are guaranteed at least nine months of work during the growing season and often year-round work as well.

Changing consumer tastes
Consumer tastes have changed over the last two decades increasing demand for fresh produce, but also convenience foods—those that require little preparation before serving. In response, more and more of Castroville’s growers are devoting a sizable portion—if not all of their capacity—to meeting the consumers’ demand for fresh berries, vegetables, and salads. While the Castroville area was once the site of a large artichoke processing industry, today there is virtually no processing of artichokes. Nearly all artichokes are sold for the fresh market.

Another incentive for growers to supply the fresh market is the higher prices they get for perishable produce grown for the fresh market; growers receive much lower prices for produce sold to processors as there is more competition from overseas growers and processors in that market.

INCREASING PRODUCTIVITY WORLD WIDE

The increase in productive capacity of Pacific Rim countries (Asia and South America) has led to a worldwide over-supply of produce. This, combined with increasing productivity per acre of U.S. land, especially in the Salinas Valley, has resulted in lower prices for everyone. There is consensus among growers that the amount of land needed for growing food and flowers could be reduced without an appreciable difference in income.

WORLD TRADE AND LABOR COST DIFFERENTIAL ACROSS NATIONS

Though this region’s particular climate is rare in the rest of the United States, it is not unique to other parts of the world, such as South America, Asia and Europe, especially Spain. But, just as the climate makes the region superior for growing flowers, fruit and vegetables, it also makes an attractive place to live and work. Constrained land supply and demand for housing have conspired to increase land rents, housing costs and, as a result, labor costs. Though other regions in the world have similar climates, they do not have the high housing and labor costs
unique to Castroville and are producing flowers, berries and vegetables far cheaper than California growers can.

Castroville is the “artichoke capital of the world.” And Monterey County produces 85% of all Artichokes grown in California and the U.S. (Riverside County produces another 10% during Monterey County’s wet winter months) But artichokes are grown wherever there is a Mediterranean climate—dry summer days and cool nights. The largest international threat to the artichoke market is Spain. There, according to agricultural industry executives, artichoke growers and distributors are subsidized by their government to grow and ship artichokes. And, the United States has either reduced or eliminated tariffs on imported artichokes from Spain. In turn, domestic artichoke processing is virtually non-existent as canned and bottled artichokes from Spain which fill the restaurant and food chain shelves are priced lower than what domestic processors could sell them for. Spanish artichokes could not survive the long trip to American shores, so California artichokes are grown exclusively for the fresh, domestic market.

The biggest current threat to the tree fruit, berry and fresh vegetable industry is China. So far, China’s capacity to meet world demand is limited—they simply are not producing enough—yet. As their capacity grows, exports of Salinas Valley-grown vegetables and berries to the Asian market will decrease. Castroville vegetable and berry growers are predominantly supplying produce for the domestic fresh market but also to the Canadian and Asian markets. Some operate farms in the Coachella Valley and in Chile in order to meet year-round demand for fresh produce.

China is increasingly a world player in food processing. With the advantage of new plants using newer technology and machines and lower labor costs, China will be the source of processed fruits and vegetables for most of the Pacific Rim. Fresh produce will be exported to most of Asia—China, Japan, Korea, and India—and processed vegetables and fruit will be shipped overseas in the form of juice concentrate, syrups, jams, or frozen foods. Since few local growers supply the processing industry, imports of processed vegetables and fruit from China may have only minimal impact locally. The largest impact will be the loss of the Asian export market, primarily Japan.

For the flower industry—both nursery and field grown—South America, especially Columbia and Ecuador, has been the most powerful competitor. South America has been increasing its domination in the world flower market. In the 70s they began to dominate the carnation market, and in the 80s, they began to dominate the rose market. California flower growers are now forced to diversify away from roses and carnations and into a multitude of other varieties, including orchids, bulb plants, alstromerias and statice.

COSTLY HOUSING INCREASES LABOR COSTS

Flower, fruit and vegetable production is labor intensive, requiring more labor per pound than grain crops that are machine-harvested. Labor is often the primary input and high labor costs lead to higher prices for fresh produce. (There is some experimentation going on with machine-harvesting fruits, but only for fruits that will be processed into juices or jams, i.e. wine-grapes)
Due to Castroville’s constrained housing supply, housing costs are among the highest in the nation. To afford area rents, farm workers demand higher wages. For now, Castroville’s unique nine to ten-month growing season and the high value of crops grown there, allow growers, shippers and processors to attract experienced and skilled workers by offering higher wages and health benefits. In fact, Monterey County farm worker compensation is among the highest, if not the highest, in the nation.

GREATER NEED FOR ENGINEERING TECHNICIANS AND OTHER TECHNICAL WORKERS

All food processors, packers and distributors interviewed need workers with greater competency in literacy, numeracy and computer skills. They also need workers that can operate and maintain increasingly more complex and computer operated machinery and equipment. So far, there is a dirth of such workers in the region.

The cost of labor in the region is driving food processors to continuously look for ways to cut costs. Since lowering compensation is not an option, they are making investments into modern capital plant and equipment as a means of increasing productivity per worker. Only in this way can the processors compete with both domestic and international rivals and stay open for business.

With upgrades in equipment, processors need workers with more sophisticated literacy, numeracy and computer skills. All cold storage and processing managers interviewed for this study provide on-the-job training, whether they employ hundreds of workers or only a dozen. On-the-job-training involves not only basic work skills, such as teamwork, conflict resolution, and managing change and diversity, but also involves learning a particular firm’s culture, philosophy, processes, operations and requisite skills. One is widely known for its on-going ESL classes in the evenings.

Companies seem to have little problem recruiting the administrative and managerial staff they need. They have a considerably more difficult time recruiting and keeping technical staff, such as electricians, machine operators, mechanics and machinists—people who can operate and maintain increasingly complex and computer operated machinery and equipment. As processors automate more of their operations, they require workers with a higher level of technical competency. For the most part, processors are forced to do remedial training themselves, which cuts into the profitability and viability of the firm.

Only one company interviewed was taking advantage of a state-sponsored training grant. Companies were not at all aware of any technical training programs offered at any school in the region or of any statewide programs. None have heard of the Workforce Development Board. One who knew about reimbursement of training expenses refused to do the paperwork necessary stating that the opportunity cost in time needed to fill out paperwork was not equal to or greater than the benefit.
Without the requisite technicians, processors can’t take full advantage of newer equipment. And, without engineers trained to design, build and maintain newer equipment, U.S. food manufacturers must go to Germany or Italy to buy increasingly more expensive and sophisticated machinery.

The shortage of technicians and industrial engineers is universal throughout the United States, affecting all industries, including software. Whereas European and Asian countries such as Germany and China provide technical/vocational school options for students not desiring an academic career, the U.S. has no such option. Most skilled trades people like machinists and other technical workers will be retiring within the next decade. With few technical/vocational schools opening in the west and many of the east coast schools closing due to drops in enrollment, manufacturers are forced to pay 6-figure salaries to the few skilled trade workers available. Part of the drive to move manufacturing overseas is to take advantage of other countries’ investments in vocational/technical training, providing state-of-the-art plants and highly skilled workers.

CONSOLIDATION OF BUYERS

Both retail and institutional buyers, such as Albertsons, Wal-Mart, Sysco and others have bought out competitors, limiting the number of customers for fruit, vegetables and flowers to little more than a handful. These buyers have more leverage to keep prices low, limiting the return to growers. Also, these larger, but fewer, buyers are limiting their suppliers, requiring each to be able to supply produce year-round. Growers, as a result, are increasingly operating farms in Coachella Valley (Riverside County), Florida, Mexico, and Chile.

MAINSTREAMING OF ORGANIC

According to the 2001 Agricultural Commissioner’s report, organic production increased from $12 million in 1994 to $108 million in 2001. As larger growers devote more acreage to organically grown fruit and produce, the premium that growers have received for organic crops will disappear. Small farmers who were able to farm viably due to the premium on organic will be forced out of the industry, forced to diversify and/or supplement with non-farm income or grow larger. Though there may no longer be a premium paid for organic, there will still be a preference for organic in some markets, and this preference alone can sustain some organic growers.

ENVIRONMENTAL REGULATIONS: METHYL BROMIDE, WATERWAYS AND BIODIVERSITY

Methyl bromide, a fumigant widely used in production of strawberries and other fruits and vegetables, is scheduled for a complete phase-out by January 1, 2005 in accordance with the Montreal Protocol, a global treaty to control ozone depletion. By 2003, the supply of methyl bromide will have dropped by 75% since 1991.
At this point, no truly viable alternative to methyl bromide exists. Not using it could drastically reduce production and viability of the industry within the entire United States. Research by chemical companies, the UC Sustainable Agriculture Research and Education Program and the Strawberry Commission is underway to find an alternative. Lobbyists from berry grower associations are pressuring the Bush Administration to delay the effective date of the regulation or exempt certain crops, such as strawberries. Use of 1,3-D (Telone) is expected to increase by up to 500%, but current State restrictions limit total use within 36-square-mile areas, known as townships.

In the past, farm cultivation practices led to pollution of creeks and streams and erosion of farmland leading to excessive silting of waterways. As a result, legislators enacted laws that put restrictions on chemical use and cultivation of hillsides. Farm cultivation practices have changed dramatically in the past 20 years resulting in safer work environments for workers, safer food for consumers, and healthier waterways for wildlife and urban water supply systems. At the same time, productivity has increased just as dramatically, demonstrating significant innovation in agricultural practices.

Despite these changes and innovations, farmers are continuing to be challenged by increasingly restrictive environmental regulations meant to preserve the diversity of wildlife and healthy ecosystems.

For instance, despite severe flooding of rivers in the region, proposed policy changes may result in lowering the capacity of flood channels to safeguard wild life habitat. Reduced capacity of flood channels means farms will be more prone to flooding than they were in the past. After the 1995 floods, Artichoke Industries, Inc. (aka Cara Mia) was forced out of business when their supply of artichokes was flooded. Domestic retailers stocked their shelves with Spanish artichokes and Cara Mia could never regain its dominance.

**DISTRIBUTION COSTS**

Grower/shippers sell their produce FOB. As such, the buyer, be it Safeway or Wal-Mart, pays for shipping the produce—usually by refrigerated truck. The buyer is responsible for contracting with trucking firms and there are several in the region.

On the other hand, processed food and most flowers are shipped by the processor and flower grower. Processed food can travel by refrigerated rail cars or refrigerated trucks. Flowers are also sent by air to the East Coast.

For shipping small quantities of extremely perishable goods, such as flowers and fresh berries, trucks and air travel work well. But for large quantities, trucks are very expensive and rail is more efficient—when it’s working. UP’s ability to be responsive to shippers of perishable foods and flowers has been limited. Their stock of refrigerated cars is obsolete and limited, the loading facilities and the personnel are non-existent, and resulting loss and damage is too high to be used profitably.
Castroville’s location close to Highway 101 is advantageous for trucking. However, trucking will become increasingly more expensive in the future. In the next few years, diesel powered vehicles will be required to use a newer, cleaner fuel, requiring both changes to the diesel engine and changes to the fuel supply.

URBAN ENCROACHMENT

Urban encroachment is a threat to the viability of agriculture for two reasons. First, EPA restricts the application of chemicals within a prescribed distance of urban development, so as houses, schools or stores locate close to farmland, that farmland is effectively put out of production. Second, though urban dwellers prefer to have property that abuts farmland, they are annoyed by and fearful of typical farm operations, including the application of chemicals, tilling (produces dust), harvesting (lots of strangers around) and noise. Their complaints agitate farmers and cause them to implement practices that reduce yields and return on investment.

Buffers between farm operations and food processing and urban development are critical to the viability of agriculture. Farm operators, up to now, have been forced to pay for these buffers in the form of land lying fallow or under-utilized. County land use policies need to bear in mind the impact on farming of indiscriminate location of urban uses, especially housing.

OTHER KEY DRIVERS OF CHANGE

Other key drivers of change in the food processing industry have to do with private branding, packaging, the increasing cost of water and electricity, and food security.

Private branding is currently more prevalent in Europe than in the U.S. Major U.S. retailers are catching on though and increasing the number of food and other items with their own private label on them, such as “Safeway Select.” They will devote more shelf space to their own label, drive costs down by importing supplies and offer two-for-one sales that is similar to dumping, which creates a tougher competitive environment for food processing companies.

Packaging—Consumers and retailers are increasingly bombarded with a dizzying array of products in all different size containers—the same is true in berries, juices and other food products. Grower/shippers and processors with limited flexibility in packaging may be at a disadvantage to respond quickly to changes in demand in packaging.

Cost of water—There is, as yet, no feasible way to collect rainwater for use during the dry summer months. Much of the water needed for irrigation is pumped from the underlying aquifer. But during dry years, water is pumped from the aquifer at a faster rate than it is being recharged. This is causing saltwater intrusion from the ocean, effectively making the water from some areas of the aquifer unusable for irrigation.

Cost of gas and electricity—according to a local greenhouse, gas prices skyrocketed to $50,000 per month during the winter of 2001. And, a little over 2 years ago, another local firm, a food processor, paid $16,000 per month for electricity; now it pays over $96,000/month for electricity. To remain competitive, local firms need access to fairly priced electricity and gas.
Food security—American food processors and food growers are the most highly regulated industries in the world. They are regulated by EPA, FDA, USDA, state agencies, such as Cal OSHA, regional agencies and local agencies. Food safety has always been their primary concern. As a result American-grown produce can demand higher prices around the globe because the buyer knows it is the safest imported food available. But now, American firms are investing even more in securing the food they are shipping, taking steps to insure that the food is not tampered with either on the plant site or in transit.

**In summary**, growers, shippers and processors have responded to these trends by:

- consolidating;
- acquiring other firms;
- forming partnerships with complementary firms; or
- forming marketing cooperatives.

These actions have allowed competitive firms to:

1) have greater control over prices;
2) realize economies of scale;
3) offer produce year-round to meet retailers’ and consumers’ demands;
4) have enough resources to weather bad years;
5) have the resources to conduct research and development to improve operations, plant and equipment;
6) have the resources to offer employees competitive wages and benefits.

**III. THE FUTURE OF FOOD AND AGRICULTURE IN CASTROVILLE**

Despite their realistic view of the complexity and vulnerability of their industry, food and agriculture company executives are, for the most part, optimistic about the industry’s ability to continually innovate, find new, less competitive niches and experiment with new products or services.

Members of this cluster want the food and agriculture industry to remain a major part of the region’s economy and way of life well into the future. They want to make this happen through innovations in cultivation practices, in operations, in distribution and in marketing practices. But they recognize that despite their rugged independence, they rely on supportive public policies that recognize the industry’s contribution to the economy and its requirements for success. These include housing for its workers at all levels, buffers from urban development, vocational and technical education for its workers, and fair and reasonable energy costs.
IV. RECOMMENDATIONS FOR SUSTAINING AND DIVERSIFYING THE CASTROVILLE REGIONAL ECONOMY

1. Create a buffer between agricultural land and urban uses. Keep urban uses, especially housing and schools, far enough from farm operations that they won't be impacted by dust, noise or chemical drift. This will keep farming viable in the region. The location of a school next to a farm, effectively makes all nearby land unviable for farming due to restrictions on the application of chemicals near schools.

2. Set up nearby vocational training in agricultural, manufacturing and construction trades. All industries are facing a shortage of technical workers and skilled trades people. Increasing the supply of these workers would enable the region to better use new equipment and allow the region to diversify into industries in addition to food processing.

3. Improve truck routes into and out of Castroville to increase safety for truckers and other users of these routes. Reduce pedestrian – truck conflicts by increasing signage, traffic controls and walkways in industrial areas.

4. Increase the supply of land available for housing for workers at all levels, seasonal to managerial. The shortage of housing increases the cost of doing business for all companies, putting them at a competitive disadvantage relative to domestic and international competitors.

5. Improve rail freight operations. Food processors would be able to realize significant cost savings by using rail more. They are currently limiting their use of rail due to a shortage of refrigerated cars, excessive and unpredictable travel times and excessive breakage and spoilage. As trucking becomes more expensive, food processors and other manufacturers will increasingly look to rail for their distribution needs, but not before service improvements are made.

6. Work with local legislators to put pressure on FDA to enforce country of origin food labeling laws as well as anti-dumping laws.

7. Consider conducting a study of the entire food and agriculture industry, demonstrating its direct and indirect impacts on the region’s economy as a means of educating local voters and decision-makers about the importance of meeting the industry’s housing, distribution and training needs.
APPENDIX B: PERSONS INTERVIEWED FOR THIS STUDY

David Green, BT Commercial
Ed Boutonnet, Ocean Mist
Jerry Root, The Orchid Zone, Ltd.
Joe Pezzini, Valley Pride Harvesting
Mary Lou Kinniman, Golden Field Greenhouses, Inc.
Norm Long, Central Cold Storage Corporation
Pat Hopper, California Artichoke Advisory Board
Richard Scheffer, Monterey Farms (an artichoke processing start-up)