

## MONTEREY COUNTY PLANNING COMMISSION

<b>Meeting:</b> January 13, 2010 Time: 9:00 P.M	<b>Agenda Item No.:</b> 1
<b>Project Description:</b> Public hearing to consider recommendation to Board of Supervisors to: 1) amend section 21.08 of the Monterey County Zoning Ordinance to create a new Community Plan zoning district (CP) to apply Community Plan Development Standards to areas of the County for which a Community Plan has been adopted; 2) amend the Sectional Zoning District Map 21-104 to rezone the Castroville Community Plan inland areas from their former zoning to a "CP" District; and 3) adopt a General Plan Amendment to amend the Castroville Community Plan (CCP) as applied to the inland area to adopt CCP Design Guidelines and Development Standards as appendices to the Castroville Community Plan.	
<b>Project Location:</b> Castroville Community Plan Boundary, Inland Area	<b>APN:</b> 000-000-000-000-M
<b>Planning File Number:</b> PLN090014	<b>Owner:</b> County of Monterey, Redevelopment and Housing Office
<b>Planning Area:</b> Castroville Community Plan	<b>Flagged and staked:</b> No
<b>Zoning Designation:</b>	
<b>CEQA Action:</b> Consider the FEIR certified for the Castroville Community Plan	
<b>Department:</b> RMA - Planning Department	

**RECOMMENDATION:**

Staff recommends that the Planning Commission:

- 1) Consider the certified FEIR for the Castroville Community Plan; and
- 2) Recommend that the Board of Supervisors adopt a resolution (**Exhibit C**) to approve PLN090014 for the amendment to the Monterey County Zoning Ordinance (Title 21) and the General Plan Amendment

**PROJECT OVERVIEW:**


In an effort to guide development within Castroville, that will both enhance the existing historic small town feel, as well as direct development towards identified future growth areas, the Monterey County Redevelopment and Housing Office, with participation of the citizens of Castroville, created the Castroville Community Plan (CCP). The CCP consists of long-range planning objectives for "Opportunity Areas" and infill sites. The Opportunity Areas identified for future growth and development include: the Merritt Street Corridor, Cypress Residential, Commuter Train Station, North Entrance, and the New Industrial (See Exhibit G). These areas will meet the community's larger housing and economic development needs. The infill sites (current vacant lots) will allow for smaller-scale residential development. The CCP will allow for development which will compliment Castroville's existing neighborhoods and will also provide for new visual and recreational amenities for the rest of the community to enjoy. The CCP includes a concentration of commercial and mixed use development (commercial and residential) along Merritt Street, which is a highly traveled roadway that provides access from Salinas to Highway 1.

The Castroville Community Plan (CCP) was adopted by the Board of Supervisors in April 10, 2007 and therefore, is part of the General Plan for all areas within the Community Plan Boundaries. Thus, the land use designations identified under the adopted CCP, are the land uses that shall be implemented within the community boundaries. In conformity with State law, and in order for development to conform to the CCP, it is necessary to amend the Zoning Ordinance to consistent with the Castroville Community Plan.

Due to the complex nature of the CCP the existing zoning designations in Title 21 do not adequately implement the CCP. As a result a new zoning classification is being created titled "Community Plan District" or "CP District". This will allow the implementation of the CCP without adding complexity to the County's existing zoning ordinance. It will also allow easier implementation of future community plans in areas such as Boronda, Pajaro, and Chular.

Design Guidelines and Development Standards, which were appendices to the CCP, will also need to be adopted as part of the CCP. The Design Guidelines and Development Standards contain specific requirements such as setbacks, height limitations, and lot coverage that are also necessary for implementation of the CCP.

Environmental review for the CCP was conducted and the Final Environmental Impact Report was certified by the Board of Supervisors. The Castroville Community Plan EIR identified and analyzed impacts caused by implementation of the community plan and includes the amendment to the Monterey County Zoning Ordinance (Title 21) to create a CP zoning district. Therefore, the proposed project is consistent with the CCP FEIR and additional environmental review is not required.

  
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Anna V. Quenga  
(831) 755-5175, [quenga@co.monterey.ca.us](mailto:quenga@co.monterey.ca.us)  
December 21, 2009

cc: Front Counter Copy; Planning Commission; North County Fire Protection District; Public Works Department; Parks Department; Environmental Health Division; Water Resources Agency; John Ford, Planning Services Manager; Anna V. Quenga, Project Planner; Carol Allen, Senior Secretary; County of Monterey, Owner; Planning File PLN090014

Attachments:	Exhibit A	Project Data Sheet
	Exhibit B	Project Discussion
	Exhibit C	Draft Resolution, including:
		1. Proposed Community Plan Ordinance
		2. Proposed Amended Zoning Map Section 21-104
	Exhibit D	Certified EIR for the Castroville Community Plan
	Exhibit E	Castroville Community Plan Design Guidelines
	Exhibit F	Castroville Community Plan Site Development Standards
	Exhibit G	Castroville Community Plan Land Use Map
	Exhibit H	Board of Supervisors Resolutions 07-101 and 07-102

This report was reviewed by John Ford, Planning Services Manager 

<h1 style="margin: 0;">Exhibit A</h1> <h2 style="margin: 0;">Project Information for (File PLN090014)</h2>
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<p><b>Project Title:</b> Castroville Community Plan, Monterey County Zoning Ordinance Amendment and General Plan Amendment</p> <p><b>Location:</b> Castroville Community Plan Boundary</p> <p><b>Applicable Plan:</b> Castroville Community Plan <b>Permit Type:</b> Zoning and General Plan Amendment</p> <p><b>Environmental Status:</b> Consistent with EIR <b>Advisory Committee:</b> Castroville Advisory Committee</p>	<p><b>Primary APN:</b> 000-000-000-M</p> <p><b>Coastal Zone:</b> No</p> <p><b>Zoning:</b> N/A <b>Plan Designation:</b> N/A</p> <p><b>Final Action Deadline:</b> N/A</p>
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**Project Site Data:**

<p><b>Lot Size:</b> N/A</p> <p><b>Existing Structures (sf):</b> N/A <b>Proposed Structures (sf):</b> N/A</p> <p><b>Total Square Feet:</b> N/A</p>	<p><b>Coverage Allowed:</b> N/A <b>Coverage Proposed:</b> N/A</p> <p><b>Height Allowed:</b> N/A <b>Height Proposed:</b> N/A</p> <p><b>FAR Allowed:</b> N/A <b>FAR Proposed:</b> N/A</p>
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**Resource Zones and Reports**

<p><b>Environmentally Sensitive Habitat:</b> N/A <b>Botanical Report #:</b> N/A <b>Forest Mgt. Report #:</b> N/A</p> <p><b>Archaeological Sensitivity Zone:</b> N/A <b>Archaeological Report #:</b> N/A</p> <p><b>Fire Hazard Zone:</b> N/A</p>	<p><b>Erosion Hazard Zone:</b> N/A <b>Soils/Geo. Report #:</b> N/A <b>Geologic Hazard Zone:</b> N/A <b>Geologic Report #:</b> N/A</p> <p><b>Traffic Report #:</b> N/A</p>
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**Other Information:**

<p><b>Water Source:</b> N/A</p> <p><b>Water District/Company:</b> N/A</p> <p><b>Fire District:</b> N/A</p> <p><b>Tree Removal (Count/Type):</b> N/A</p>	<p><b>Sewage Disposal (method):</b> N/A</p> <p><b>Sewer District Name:</b> N/A</p> <p><b>Grading (cubic yds):</b> N/A</p>
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## EXHIBIT B DISCUSSION

### BACKGROUND

The purpose of the Castroville Community Plan (CCP) was to consider the existing community of Castroville and provide goals and objectives within a plan which addresses the current and future needs of the community. The community of Castroville was identified as a redevelopment area and therefore, the Redevelopment and Housing Office was tasked to acquire funding to develop the CCP as well as bring the CCP forward to the appropriate hearing bodies to obtain approval.

On March 14, 2007 the Planning Commission received a staff presentation on the Castroville Community Plan and received copies of the Draft Community Plan and Errata, and the Draft and Final EIR. The Planning Commission received public testimony and adopted resolutions recommending the Board of Supervisors certify the Final EIR and approve the Community Plan. The Board of Supervisors conducted a public hearing on April 10, 2007 and adopted resolutions 07-101, 07-102, and 07-103, which are included as **Exhibit H**.

### IMPLEMENTATION OF THE CCP

Implementation of the CCP will be in three parts: the *Design Guidelines*, *Development Standards*, and the zoning ordinance. The *Design Guidelines* and *Development Standards* are appendices to the CCP; however, they were not adopted as part of the plan to allow for changes should any potential issues arise with initial uses of the plan.

The CCP *Design Guidelines* were created to provide detail for the character of development and appearance of the community. The *Design Guidelines* include narratives and illustrations for the preferred architectural styles for Castroville that would both harmoniously blend existing structures with new development, as well as add visual interests to the small town character of Castroville. The architectural styles are no more than a guide and are not a strict requirement for any development proposal.

The guidelines also include more stringent objectives for design guidelines in specific land use designations. For example, residential designations include requirements for: site design for compatibility and good neighborhood considerations; architectural elements for building mass, porches, and roof lines; architectural details for doors, windows, and accessory lighting; and landscaping which includes building surfaces, fences and walls.

There are similar objectives for commercial, mixed, and industrial uses, with the addition of: service access and screening, parking lot design, façade treatments, and sign objectives. Guidelines can also be found for public/quasi-public areas, open space, parks, and plazas, street improvements, transit-oriented development areas, and distinctive treatments for the Historic Downtown Castroville/Merritt Street Corridor.

Not only do the *Design Guidelines* provide detail for the look and feel of the community of Castroville, they are also intended to reinforce the *Development Standards*. The *Development Standards* establish regulatory framework of the CCP. It provides criteria for planning, evaluation, and granting of permits for new development projects by supplying quantifiable basic requirements such as: height, density, and setbacks that are specific to implementing the

objectives of the CCP. To enforce the regulations of the CCP, Section 3.1 Allowed Land Use Standards of Appendix B (*Design Guidelines*) list allowed uses and permit requirements for each land use designation within the CCP. Table B-2 of Appendix B outlines: uses not allowed, principally permitted uses, uses allowed with approval of an administrative permit, and uses allowed with approval of a Use Permit and all development proposals shall comply with the permit requirements.

The CCP's *Development Standards* differ from the County's Development Standards found within the Monterey County Zoning Ordinance (Title 21) because they are not as rigid and allow for more flexibility in the development of a property. Not only does the land use designation and acreage determine the size of the development, but building types (which can be allowed in more than one type of land use designation) also allow for differing minimum lot sizes and setbacks, thus adding more fluidity when designing a development project. In addition, there is also a range of development standards listed for each land use designation depending on product type. For instance, residential zoning districts allow for Single Family Homes, Attached Homes, Multi-family Homes, and Clustered Residential; which all have different development standards.

Because the *Design Guidelines* and *Development Standards* were not adopted with the CCP, and are required to become a governing document in order to properly implement the CCP, the CCP will have to be amended to include them. Since the CCP is part of the General Plan for Castroville, inclusion of the *Design Guidelines* and *Development Standards* requires a General Plan Amendment.

#### AMENDMENT TO ZONING ORDINANCE

The CCP includes information normally found within general plans, such as land use designations, infrastructure improvements, public facilities, and an economic development strategy. But it also identifies specific implementation requirements for new development which differs from the more generalized plans that governs the other areas within the county. Zoning within the CCP is "form based" coding, unlike the County's "traditional zoning", or "Euclidean zoning". Form based coding not only regulates the type of land use, but also the form the land use may take, whereas Euclidean zoning has a strict application of zoning standards. Form based coding is a new approach to zoning regulations which are normally found in more urbanized areas, unlike the majority of the areas of the County of Monterey. However, in the County's city centers, such as Castroville, this type of zoning is practicable, as it is more urbanized and has public infrastructure such as water, sewer, and storm drainage exist. Form base coding can also be more beneficial than Euclidean zoning because it allows for more flexibility by providing a range in building types, setbacks, and mixed use development projects. This can offer Castroville with a variety of housing types that would have a range of affordability due to design.

One draw back of form based coding, is the difficulty of integration into the County's already established Zoning Ordinance. In order to make the General Plan and CCP consistent with the Monterey County Zoning Ordinance, Title 21, the Zoning Ordinance requires an amendment that incorporates the land use designations, development standards, and special regulations for the CCP. Creating CCP specific zoning for each new zoning designation with development standards that cross over more than one designation would have been complicated, and following the zoning ordinance and implementation of the plan would have been not only difficult for staff, but also the public. Therefore, the amendment includes the adoption of a "Community Plan" District or "CP" District for all the areas within the CCP boundaries referring back to the community plan for implementation. The creation of the "CP" will also allow easier implementation of future community plans in areas such as Boronda, Pajaro, and Chular. The

future community plans for these areas will mirror the CCP, therefore implementation of such plans will not require an amendment to the Zoning Ordinance.

### ENVIRONMENTAL REVIEW

A Final Environmental Impact Report (FEIR), certified by the Monterey County Board of Supervisors on November 20, 2006 (Board Resolution 07-101), was prepared and certified to analyze the potential environmental effects associated with the approval of the CCP, as it serves as a long-range plan designed to direct growth and development within the community of Castroville. In addition to approval of the CCP, Implementation of the CCP and the amendment to the Monterey County Zoning Ordinance to include a new "Community Plan" zoning classification were part of the EIR's project description. Therefore, the proposed project is consistent with the CCP EIR and additional environmental review is not required.

**EXHIBIT C  
DRAFT RESOLUTION**

**Before the Planning Commission in and for the  
County of Monterey, State of California**

In the matter of the application of:

**COUNTY OF MONTEREY (PLN090014)**

**RESOLUTION NO. [REDACTED]**

Resolution by the Monterey County Planning Commission to recommend the Board of Supervisors:

- 1) Consider the previously certified FEIR for the Castroville Community Plan; and
- 2) Approve 1) amendment of Section 21.08 of the Monterey County Zoning Ordinance to create a new Community Plan zoning district (CP) to apply Community Plan Development Standards to areas of the County for which a Community Plan has been adopted; 2) amend the Sectional Zoning District Map 21-104 to rezone the Castroville Community Plan inland areas from their former zoning to a "CP" District; and 3) adopt a General Plan Amendment to amend the Castroville Community Plan (CCP) as applied to the inland area to adopt CCP Design Guidelines and Development Standards as appendices to the Castroville Community Plan. [PLN090014, COUNTY OF MONTEREY, REDEVELOPMENT AND HOUSING OFFICE, CASTROVILLE COMMUNITY PLAN BOUNDARY, INLAND AREA, CASTROVILLE COMMUNITY PLAN (APN: 000-000-000-000-M)]

**The Amendment to the Castroville Community Plan and amendment to Monterey County Zoning Ordinance (Title 21) application (PLN090014) came on for public hearing before the Monterey County Planning Commission on January 13, 2010. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Planning Commission finds and decides as follows:**

**FINDINGS**

1. **FINDING:** **CONSISTENCY** – The proposed amendment to the Castroville Community Plan will be consistent with the Castroville Community Plan.  
**EVIDENCE:** a) Castroville Community Plan – On April 10, 2007, the Monterey County Board of Supervisors amended the 1982 General Plan and North County Area Plan, and adopted the Castroville Community Plan (CCP), which

is part of the General Plan for the areas within the inland Community Plan Boundary areas (see CCP Land Use Map, **Exhibit G** of the January 13<sup>th</sup> Planning Commission staff report).

- b) The objective of the CCP is to guide development to compliment Castroville's existing neighborhoods as well as provide new visual and recreational amenities for the community. The CCP contains future development objectives for Opportunity Areas (large areas identified for future growth) and infill sites (smaller vacant lots), providing development that meets the community's future housing and economic development needs and allowing for smaller-scale residential development. In order to execute the CCP, specific implementation requirements are identified for new development. This differs from the more generalized plans that govern the other areas within the county.
- c) General Plan Amendment and Implementation of the Castroville Community Plan (CCP) – Adoption of *Design Guidelines*. The amendment to the CCP will make the *Design Guidelines* an appendix (Appendix A) to the CCP. The CCP *Design Guidelines* were created to provide detail for the character of development and appearance of the community which includes narratives and illustrations for the preferred architectural styles for Castroville. The architectural styles are a guide and not a strict requirement for any development proposal; however, the guidelines also include more stringent objectives for design guidelines in specific land use designations.
- d) General Plan Amendment and Implementation of the Castroville Community Plan (CCP) – Adoption of *Development Standards*. The amendment to the CCP will make the *Development Standards* an appendix (Appendix B) to the CCP. The *Development Standards* establish the regulatory framework of the CCP which provides criteria for planning, evaluation, and granting of permits for new development. The *Development Standards* supply quantifiable basic requirements such as: height, density, and setbacks that are specific to implementing the objectives of the CCP. But the standards provide more than just quantifiable requirements; they include separate standards for each land use designations depending on product type. This allows for more flexibility in the development of a lot. As a result, not only does the land use designation and acreage determine the size of the development, but building types (which can be allowed in more than one type of land use designation) also allow for differing minimum lot sizes and setbacks, thus adding more fluidity when designing a development project.

2. **FINDING:** **CONSISTENCY** – The proposed zoning amendment will be consistent with the Castroville Community Plan.

**EVIDENCE:** a) Zoning Ordinance Amendment – The CCP identifies specific implementation requirements for new development which differs from the more generalized plans that governs the other areas within the county. Zoning within the CCP is “form based” coding, unlike the County’s “traditional zoning”, or “Euclidean zoning”. Form based coding not only regulates the type of land use, but also the form the land use may take, whereas Euclidean zoning uses a strict application of zoning standards. Form based coding is a new approach to zoning



regulations which are normally found in more urbanized areas, unlike the majority of the County of Monterey. However, in the County's more urbanized areas, such as Castroville, this type of zoning is practicable, as the area is more urbanized and has public infrastructure such as water, sewer, and storm drainage. Form base coding can also be more beneficial than Euclidean zoning because it allows for more flexibility, providing a range in building types, setbacks, and mixed use development projects. This provides Castroville with a variety of housing types that will have a range of affordability due to design.

- b) To make the Zoning Ordinance consistent with the Castroville Community Plan, the Zoning Ordinance requires an amendment that incorporates the land use designations, development standards, and special regulations for the Castroville Community Plan. Creating new Castroville zoning for each new zoning designations with development standards that cross over more than one designation would be complicated and following the zoning ordinance and implementation of the plan would have been not only difficult for staff, but also the public. Therefore, the amendment includes the adoption of a "Community Plan" District or "CP" District for all the areas within the CCP boundaries. Therefore, the zoning will refer back to the community plan. (See proposed Zoning Ordinance for CP District attached as **Exhibit I.**)

5. **FINDING:** **CEQA (EIR):** - The Monterey County RMA-Redevelopment and Housing Office prepared a programmatic EIR for the Castroville Community Plan (CCP) pursuant to CEQA Guidelines Section 15168 and the Final EIR reflects the County of Monterey's independent judgment and analysis.

- EVIDENCE:**
- a) An EIR for the Castroville Community Plan (CCP) was prepared and certified by the Board of Supervisors on November 20, 2006 (Board Resolution 07-101).
- b) The EIR analyzed the potential environmental effects associated with the approval of the CCP, as it serves as a long-range plan designed to direct growth and development within the community of Castroville.
- c) The project description of the EIR includes: approval of the CCP, implementation of the CCP, and the amendment to the Monterey County Zoning Ordinance to include a new "Community Plan" or "CP" zoning classification. It was anticipated that in order to properly implement the CCP and comply with state law, the zoning ordinance would have to be amended to create the CP district. Therefore, the proposed project is consistent with the CCP EIR and additional environmental review is not required.
- d) No substantial changes are proposed or will occur as a result of the amendments to the CCP or the Zoning Ordinance nor is there new information that was not known at the time of certification of the CCP EIR. Therefore, pursuant to Section 15162 of the CEQA Guidelines, no subsequent EIR or addendum to EIR is required for the project.
- e) The CCP EIR only analyzed the areas within the Castroville Community boundaries and the potential impacts the CCP would have on that area. Subsequently, when areas of the county develop a Community Plan and adopt a "CP" zoning district, an a more specific

- environmental analysis would be required for that area and that plan.
- f) Evidence that has been received and considered includes: the project materials, the CCP, and the CCP FEIR, these documents are on file in the RMA-Planning Department (PLN090014) and are hereby incorporated herein by reference.

### **DECISION**

**NOW, THEREFORE**, based on the above findings and evidence, the Planning Commission does hereby:

- A. Considers the certified FEIR adequately addresses all impacts associated with the amendment to the Monterey County Zoning Ordinance and the General Plan Amendment; and
- B. Recommends that the Board of Supervisors approve:
- 1) amendment of Section 21.08 of the Monterey County Zoning Ordinance to create a new Community Plan zoning district (CP) to apply Community Plan Development Standards to areas of the County for which a Community Plan has been adopted;
  - 2) amendment of the Sectional Zoning District Map 21-104 to rezone the Castroville Community Plan inland areas from Medium Density Residential (MDR), High Density Residential (HDR), Public Quasi-Public (PQP), Farmland (F), Light Commercial (LC), Heavy Commercial (HC) and Heavy Industrial (HI) to a "CP" District; and
  - 3) adopt a General Plan Amendment to amend the Castroville Community Plan (CCP) as applied to the inland area to adopt CCP Design Guidelines and Site Development Standards as appendices to the Castroville Community Plan.

**PASSED AND ADOPTED** this 13<sup>th</sup> day of January, 2010 upon motion of xxxx, seconded by xxxx, by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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Mike Novo, Planning Commission

COPY OF THIS DECISION MAILED TO APPLICANT ON

THIS APPLICATION IS APPEALABLE TO THE BOARD OF SUPERVISORS.

IF ANYONE WISHES TO APPEAL THIS DECISION, AN APPEAL FORM MUST BE COMPLETED AND SUBMITTED TO THE CLERK TO THE BOARD ALONG WITH THE APPROPRIATE FILING FEE ON OR BEFORE

This decision, if this is the final administrative decision, is subject to judicial review pursuant to California Code of Civil Procedure Sections 1094.5 and 1094.6. Any Petition for Writ of Mandate must be filed with the Court no later than the 90th day following the date on which this decision becomes final.

NOTES

1. This permit expires 4 years after the above date of granting thereof unless construction or use is started within this period

# ATTACHMENT 1 OF EXHIBIT "C"

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA AMENDING TITLE 21 (ZONING) OF THE MONTEREY COUNTY CODE TO: ADD CHAPTER 21.39 TO ESTABLISH REGULATIONS FOR COMMUNITY PLAN ZONING DISTRICTS; AMEND SECTION 21.08.010 TO DESIGNATE THE COMMUNITY PLAN ZONING DISTRICT; AND AMEND SECTION 21.08.060 TO APPLY THE COMMUNITY PLAN ZONING TO THE CASTROVILLE COMMUNITY PLAN AREA.

## *County Counsel Summary*

*This ordinance amends the provisions of Title 21 (Zoning) of the Monterey County Code to: add Chapter 21.39 to establish regulations for Community Plan Districts; amend Section 21.08.010 to add the Community Plan District to the list of designated districts; and amend Section 21.08.060 to apply community plan zoning to the Castroville Community Plan area.*

The Board of Supervisors of the County of Monterey ordains as follows:

**SECTION 1.** Section 21.08.010 (Designation of Districts) of the Monterey County Code is hereby amended to add the "CP" or Community Plan District.

**SECTION 2.** Chapter 21.39 is hereby added to the Monterey County Code to read as follows:

### CHAPTER 21.39

#### REGULATIONS FOR COMMUNITY PLAN ZONING DISTRICTS OR "CP" DISTRICTS

Sections:

- 21.39.010 Purpose.
- 21.39.020 Applicability.
- 21.39.030 Uses Allowed.
- 21.39.040 Design Guidelines and Development Standards

21.39.010 PURPOSE.

The purpose of this Chapter is to provide regulations for review of development in those areas of the County for which a Community Plan has been adopted.

21.39.020 APPLICABILITY.

- A. This chapter shall apply to all lands for which a Community Plan has been adopted and which have been zoned "CP".
- B. Where the provisions of this Title and the provisions of the adopted Community Plan differ, the provisions of the Community Plan prevail.
- C. Any regulation, standard, or procedure of this Title not otherwise addressed by the Community Plan's regulations, standards, or procedures, shall be applicable to the area governed by the Community Plan.

21.39.030 USES ALLOWED.

- A. Uses allowed within the "CP" district are those uses specifically provided for by the Community Plan.
- B. Other uses allowed by this Title may be considered provided:
  - a. Such uses are not inconsistent or incompatible with the Community Plan; and
  - b. Such uses comply with all the requirements and standards of this Title.

21.39.040 DESIGN GUIDELINES AND DEVELOPMENT STANDARDS

Development within all areas with a Community Plan District shall be subject to Design Guidelines and Development Standards that are adopted by the Board of Supervisors by resolution and attached to the Community Plan as Appendices.

**SECTION 3.** Section 21-104 of Section 21.08.060 of the Monterey County Code is hereby amended to change from Medium Density Residential (MDR), High Density Residential (HDR), Public Quasi-Public (PQP), Farmland (F), Light Commercial (LC), Heavy Commercial (HC) and Heavy Industrial (HI) to a Community Plan (CP) District as shown on the map attached hereto as Exhibit A and incorporated herein by reference.

**SECTION 4. SEVERABILITY.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The Board of Supervisors hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid.

**SECTION 5. EFFECTIVE DATE.** This Ordinance shall become effective on the 31<sup>st</sup> day after its adoption.

**PASSED AND ADOPTED** this \_\_\_\_ day of \_\_\_\_\_, 2010 by the following vote:

AYES:           Supervisors  
 NOES:  
 ABSENT:  
 ABSTAIN:

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Louis R. Calcagno, Chair  
 Monterey County Board of Supervisors

Attest:  
Gail T. Borkowski, Clerk  
of the Board of Supervisors

By: \_\_\_\_\_  
Deputy

APPROVED AS TO FORM:

LEROY W. BLANKENSHIP  
Assistant County Counsel

ATTACHMENT 2 OF EXHIBIT C



# Exhibit D

## Castroville Community Plan EIR

(The EIR can be found on the Monterey County Redevelopment and Housing website at <http://www.co.monterey.ca.us/housing/Redevelopment/Castroville/castrov.htm> and is available for review at the Monterey County Planning Department located at 168 W. Alisal Street, Second Floor, Salinas, CA 93901



Exhibit E  
Castroville Community Plan  
Design Guidelines



# APPENDIX A: DESIGN GUIDELINES

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# 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

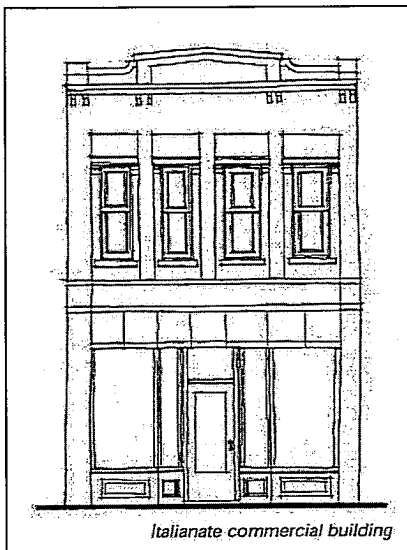
Architectural themes in the context of a small historic community such as Castroville are an important element to the overall aesthetic. Pre-existing architectural styles serve as a touchstone and visual reference to the community's local history and agricultural culture.

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.

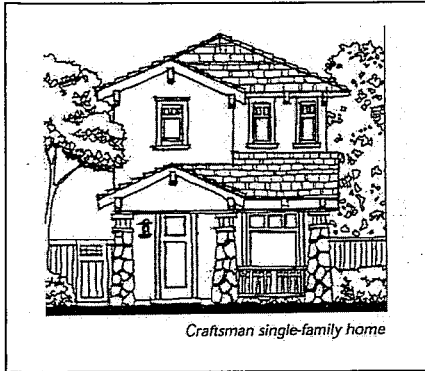
**4.1.2 Italianate** – The Italianate style was part of the picturesque movement imported from Europe, inspired by the breezy openness of Italian villas, circa 1840s through the 1890s. This style can be seen in many historic commercial and residential buildings in Castroville and in particular along 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:

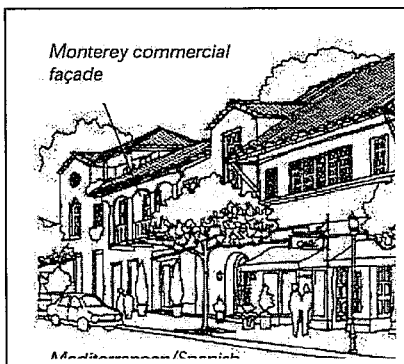
- Simple two-story masses
- Projecting second story balcony made of wood spanning all or most of the building façade, covered by the principal gabled roof of wood shake or clay tile and cantilevered or supported by wood posts from below
- Exterior treatments typically include plaster or stucco with occasional 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.



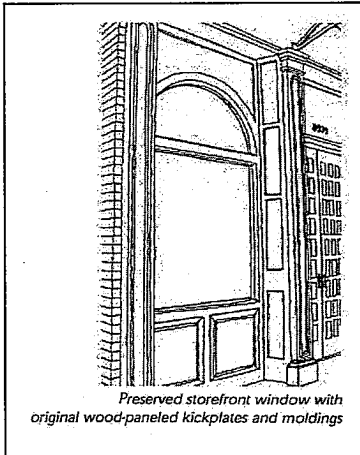


## 5. HISTORIC CHARACTER

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

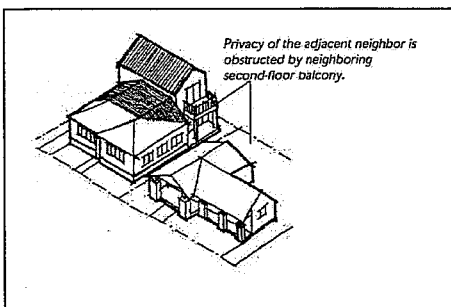
#### 6.1.1 Compatibility

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

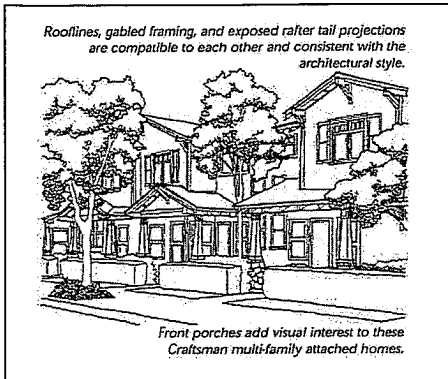
- The privacy of adjacent properties should not be obstructed with the design and placement of proposed building height and second-floor windows, balconies, and decks that would have a direct view of those properties.



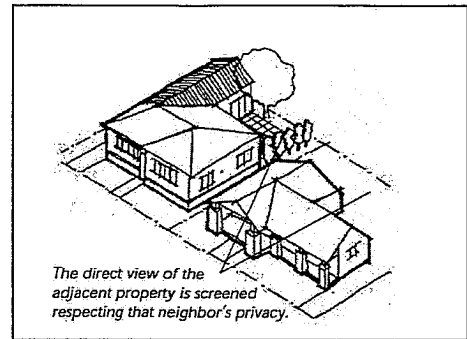


## 6.2 Architectural Elements

### 6.2.1 Building Mass



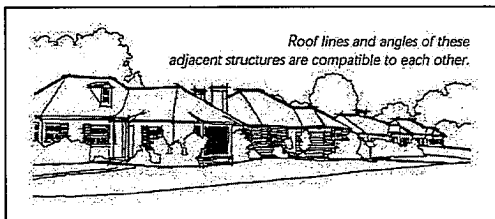
- New buildings should be compatible in mass, scale, height, and roof lines to surrounding buildings of a similar use.



### 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



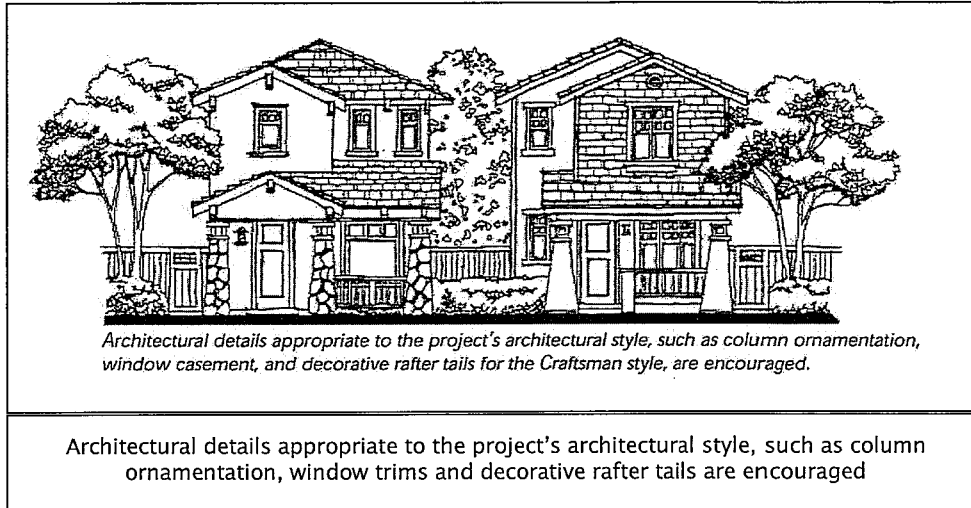
- Roof lines, roof angles, and projections including porch roofs and awnings should be compatible with adjacent structures. Major roof slopes should not fall parallel to the street and should be broken up with front-facing hip and gable framing and pitched dormers to add visual interest.

### 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.

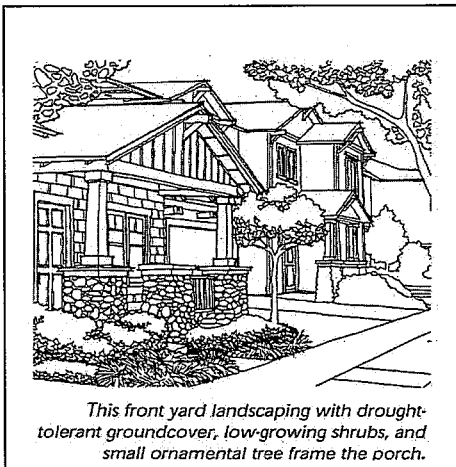
### 6.2.5 Accessory Lighting

- Exterior lighting must be positioned so that no direct light extends onto neighboring properties.



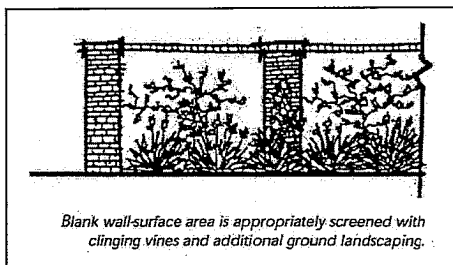
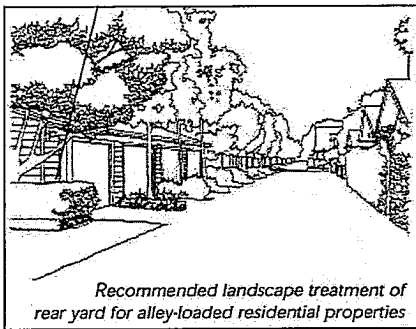
## 6.3 Landscaping

### 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

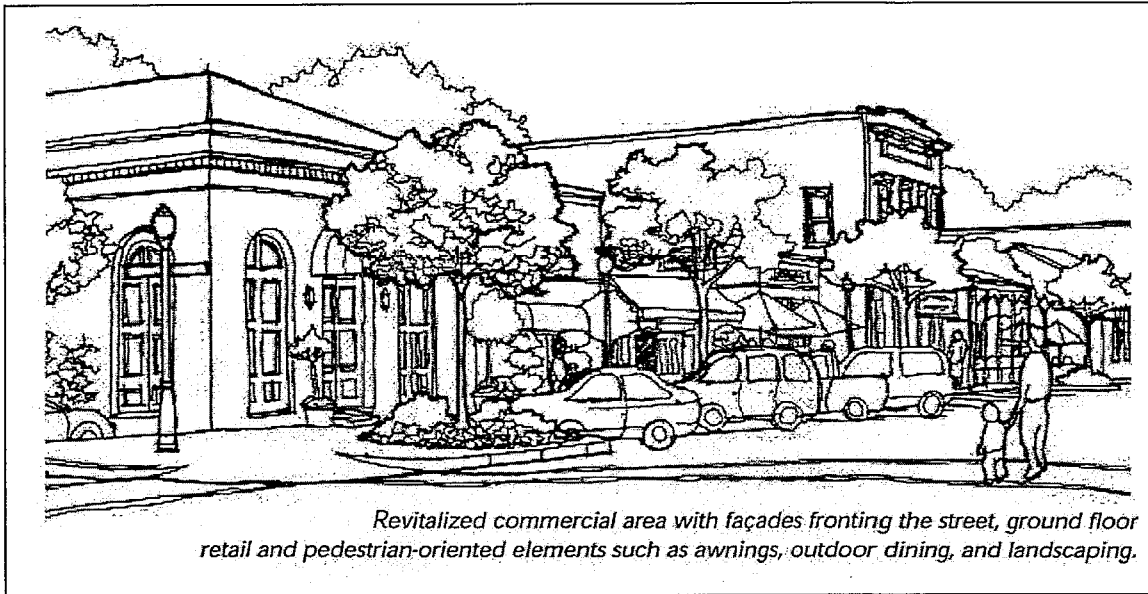


- Blank building surfaces, fences, and walls should incorporate landscaping to screen large masses of blank surface area, particularly where such features are visible from the public right-of-way.
- The design of fences and walls should be architecturally compatible with and of the same architectural 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.

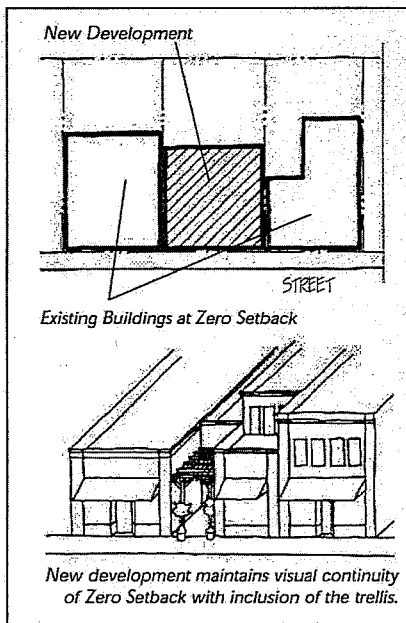
Design guidelines for commercial and mixed use development are as follows:



## 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

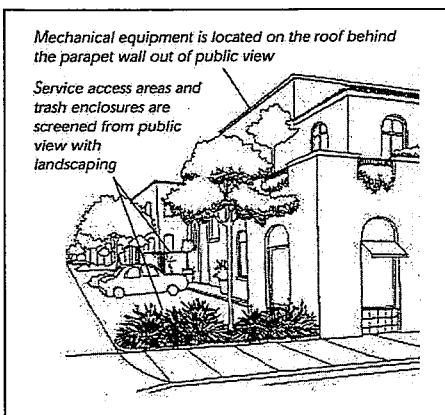
- Outdoor spaces should be designed to enliven the sidewalk level and provide for private open space for employees and residents. These outdoor spaces include:
  - A courtyard at sidewalk level, set in line with the building front.



- 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.

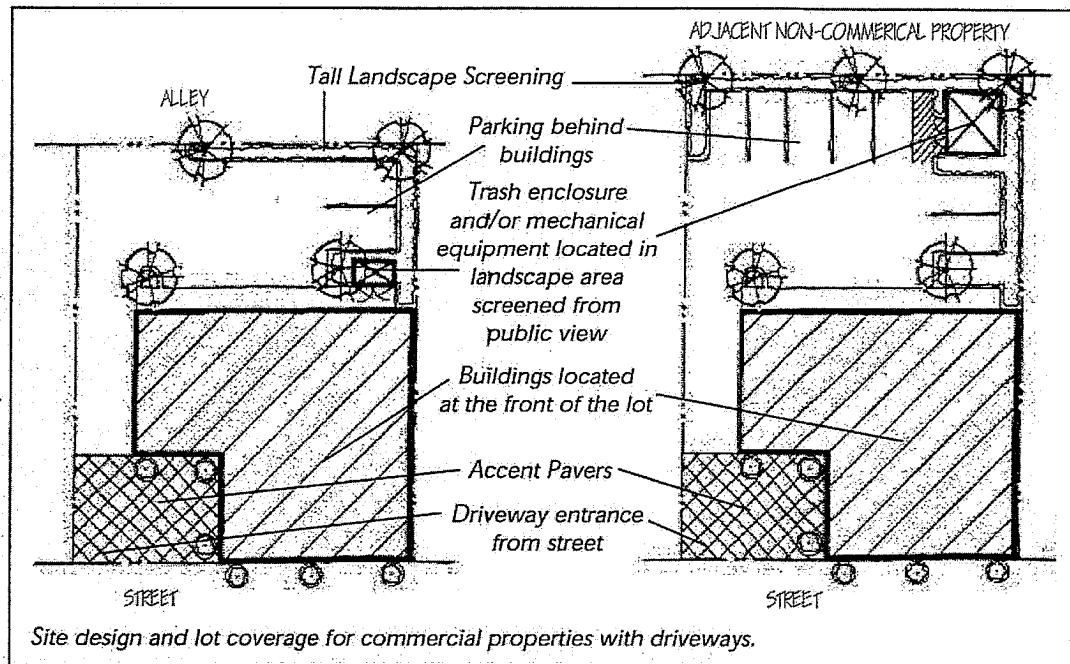
### 7.1.3 Site Access

- Develop the ground floor level of a building to encourage pedestrian activity. The linear frontage of the building should incorporate pedestrian-oriented elements such 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

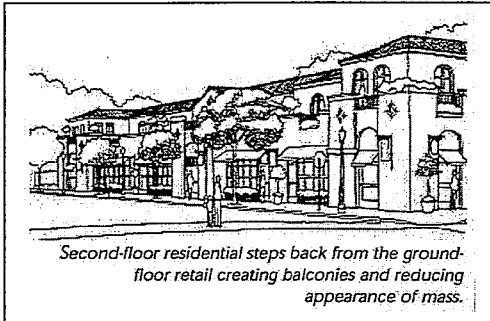
- On-site parking should be located to minimize visibility from the sidewalk.
- Parking should not be located so that it interrupts the storefront continuity along the sidewalk.
- On-site parking should be placed behind the building.
- Parking should be designed to be accessed from the rear of the property 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.

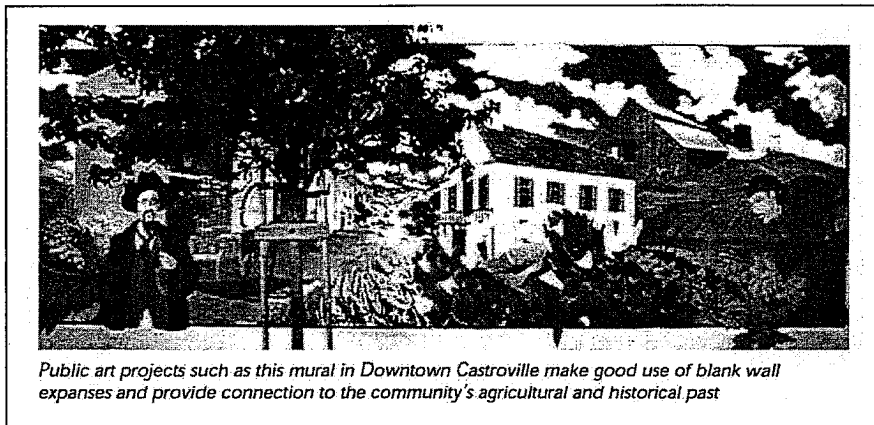
### 7.3.2 Façade Treatment

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

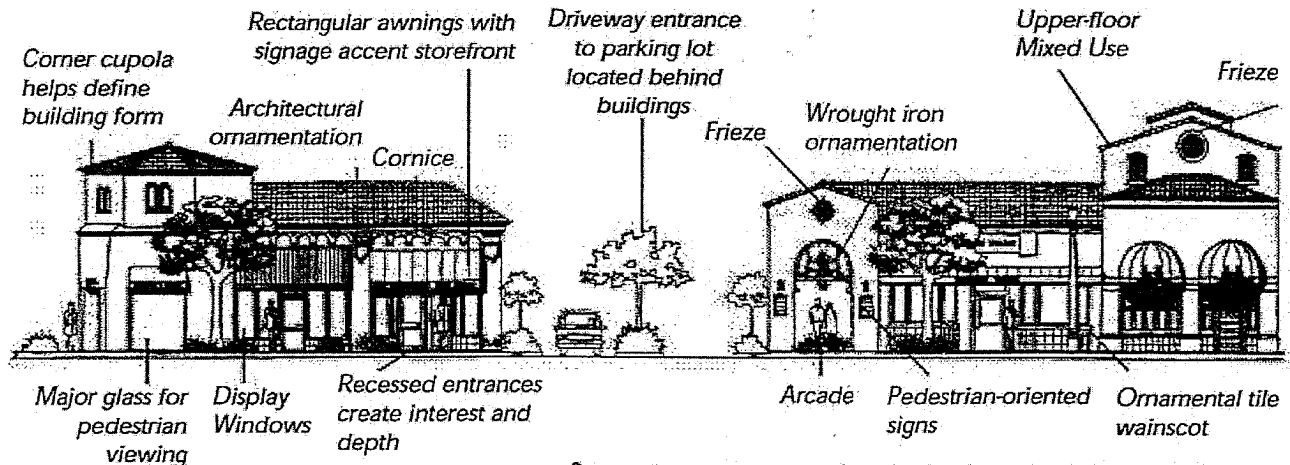


structures along Merritt Street. The following guidelines for treatment of façades apply:

- 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.



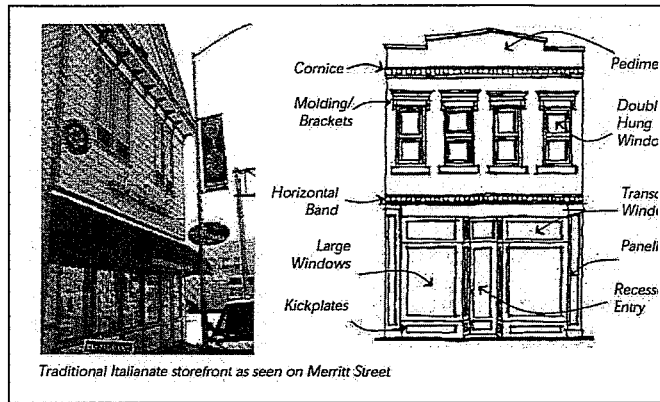
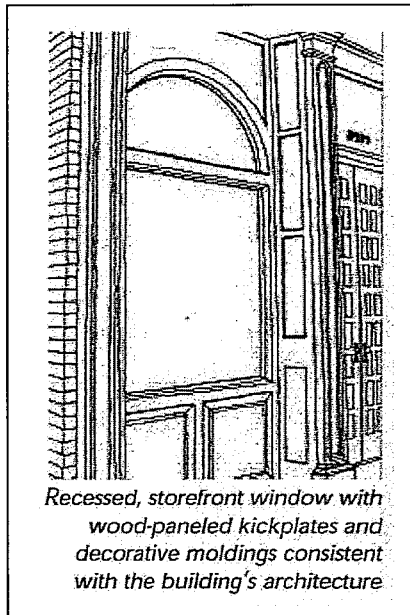
Public art projects such as this mural in Downtown Castroville make good use of blank wall expanses and provide connection to the community's agricultural and historical past



Stand-alone commercial and mixed use buildings within new development are compatible in form, scale, and architectural design.

### 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.

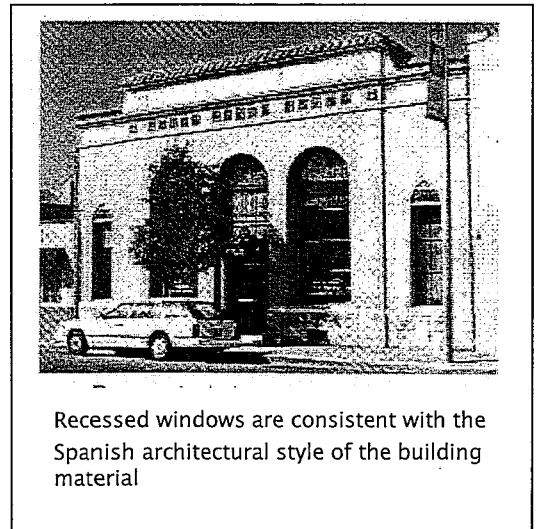


*Recessed entrance is oriented toward the street, clearly visible, and uses landscaping and street furniture welcoming the pedestrian. A central awning, appropriate to the size and shape of the arched opening, further defines the entrance.*

### 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

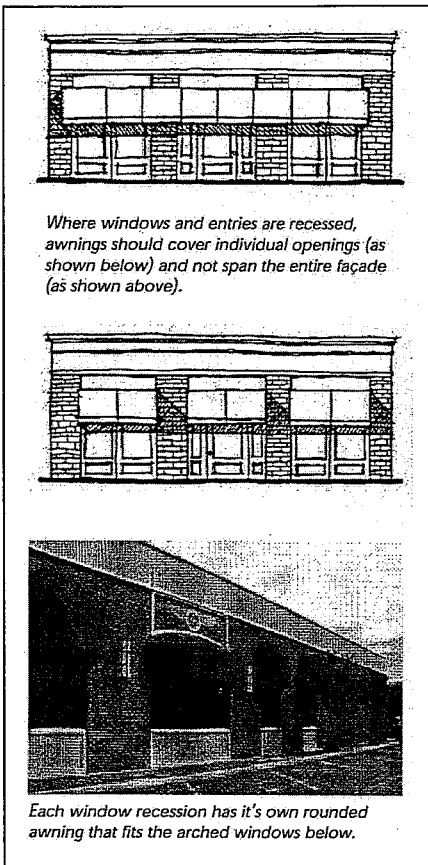
For issues of safety and visual recognition, primary entrances should be clearly identified and oriented toward the street. Entries should convey a sense of human scale and be welcoming as specified in the following guidelines:

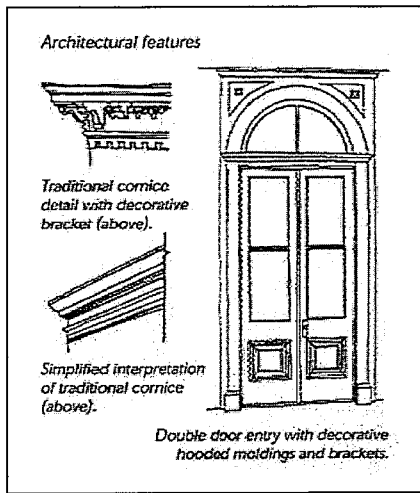
- To create the desired overall pedestrian scale at the street level, storefronts shall be oriented toward the street. Primary entrances shall be articulated either with recessed entries and/or projecting overhangs above the entrance.
- For properties located on a corner, entries oriented toward the 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:

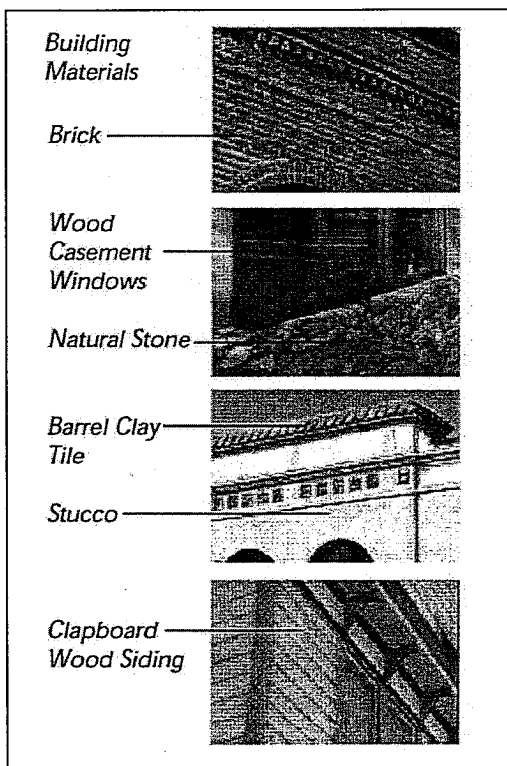
- Architectural features appropriate to the primary structure’s architectural style add visual interest to a structure and should be incorporated into the project design.
- For new construction not located near or adjacent to a historic structure, the building design may incorporate contemporary and/or 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.



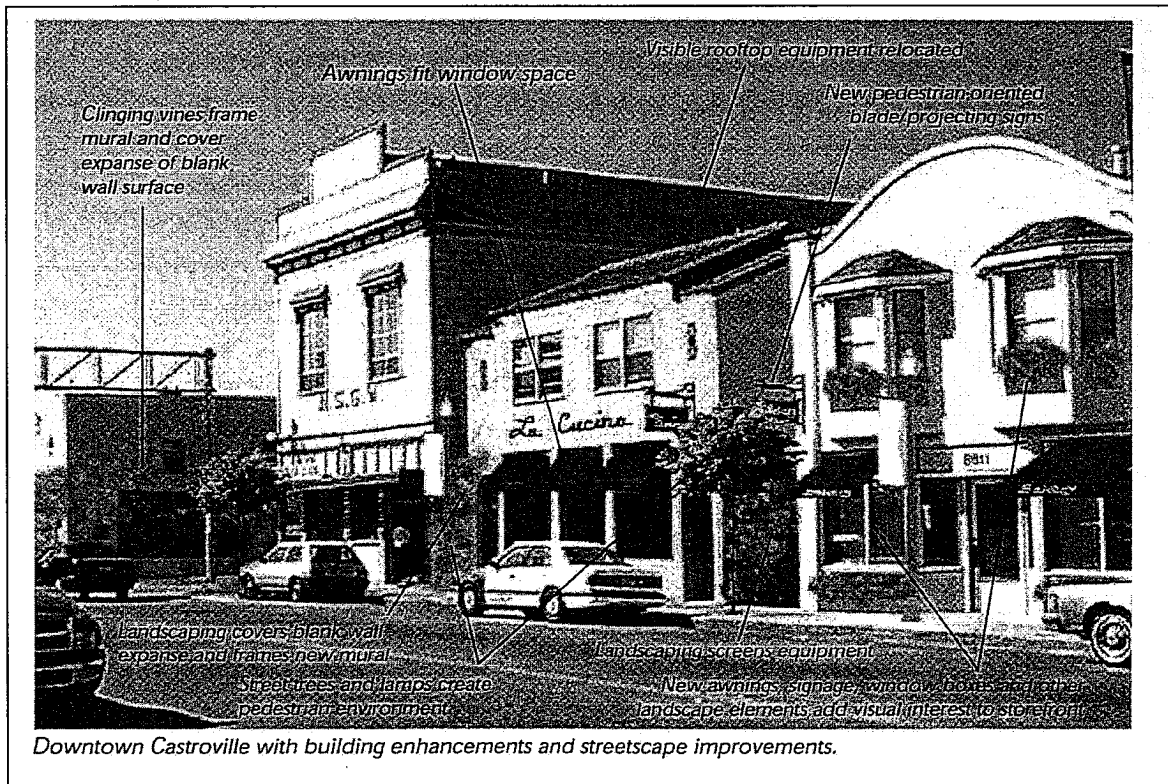
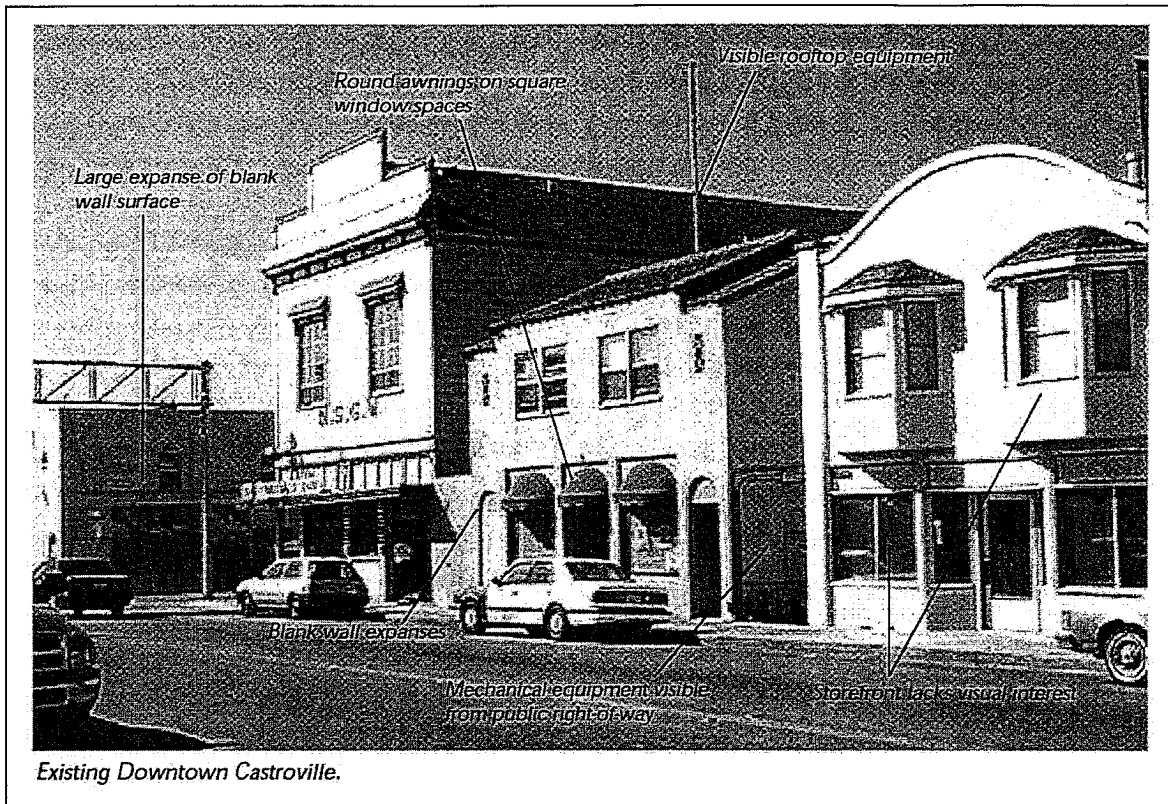
- Mechanical equipment should be located behind or on top of the building, screened from public view with parapet walls, landscaping, etc.

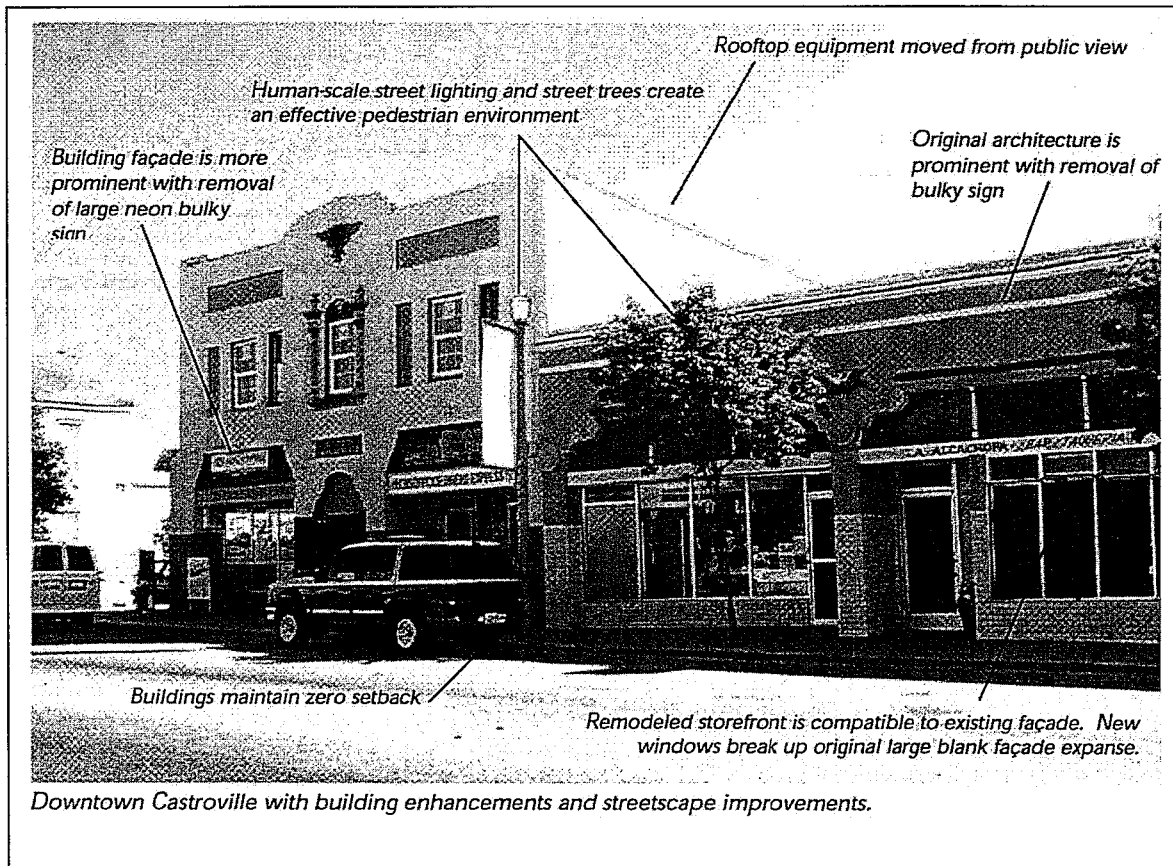
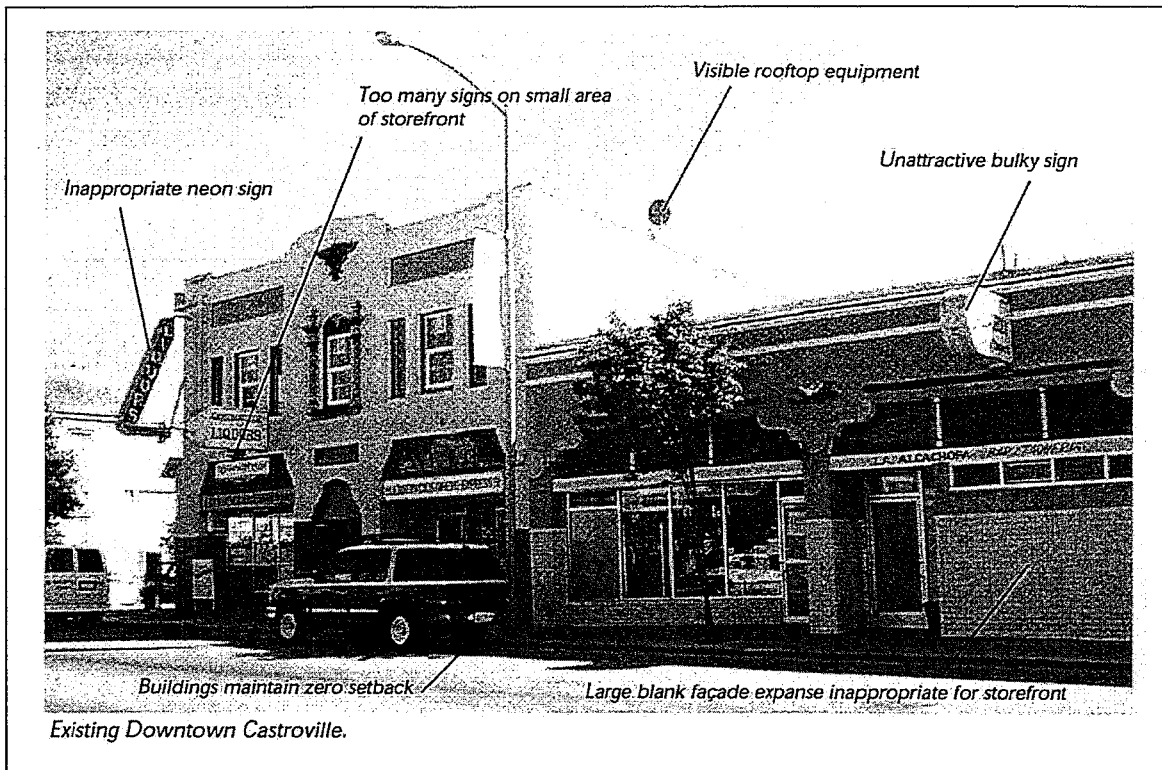
### 7.3.8 Building Materials, Colors & Finishes

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.



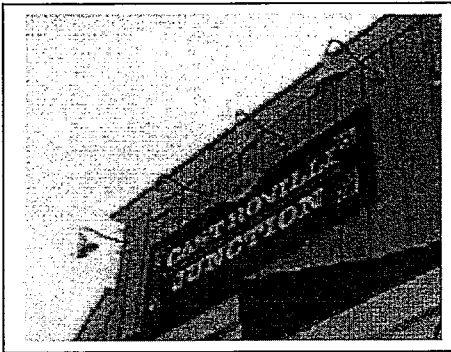




## 7.4 Lighting

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.

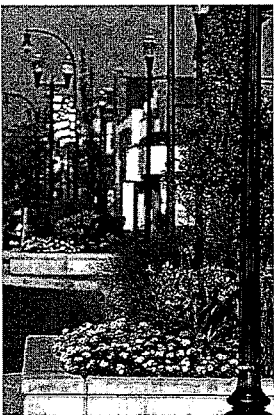


Appropriate lighting to illuminate signage

## 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



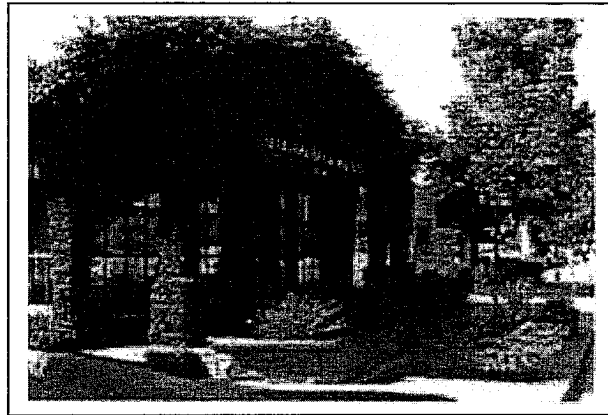
Streetscape is enhanced by landscaping

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.



Potted plants soften the storefront entry



Trellised vines over a walkway soften building entrance

- 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.

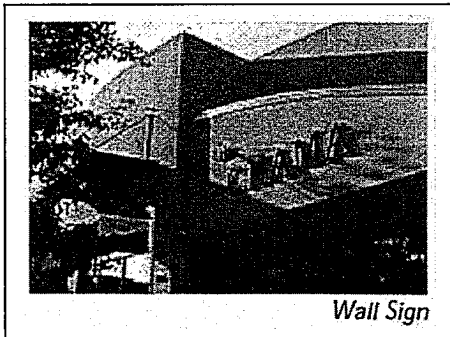
- Additional parking lot plantings – Within the parking area, a minimum of one tree should be planted for every six parking stalls, throughout the lot. The cutout area for the tree island should be of adequate size to accommodate a mature tree (typically 5’ clear minimum island width)
- Landscaping in 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

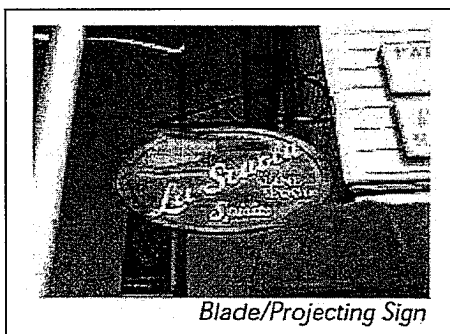
This section includes specific guidelines for sign type, design, scale and location, and illumination of signs. These guidelines are intended to improve the continuity and historic integrity of signage throughout the Commercial and Mixed Use areas. Given the smaller size of the commercial and mixed use 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.

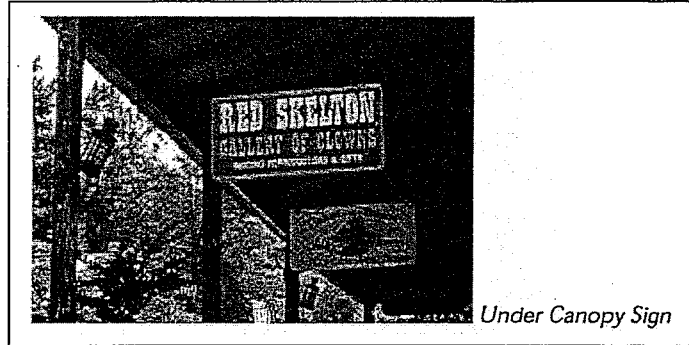
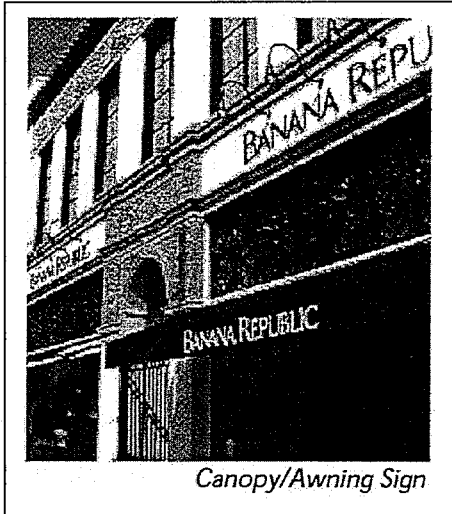
### 7.6.1 Sign Type

- The following preferred building-attached signs include:

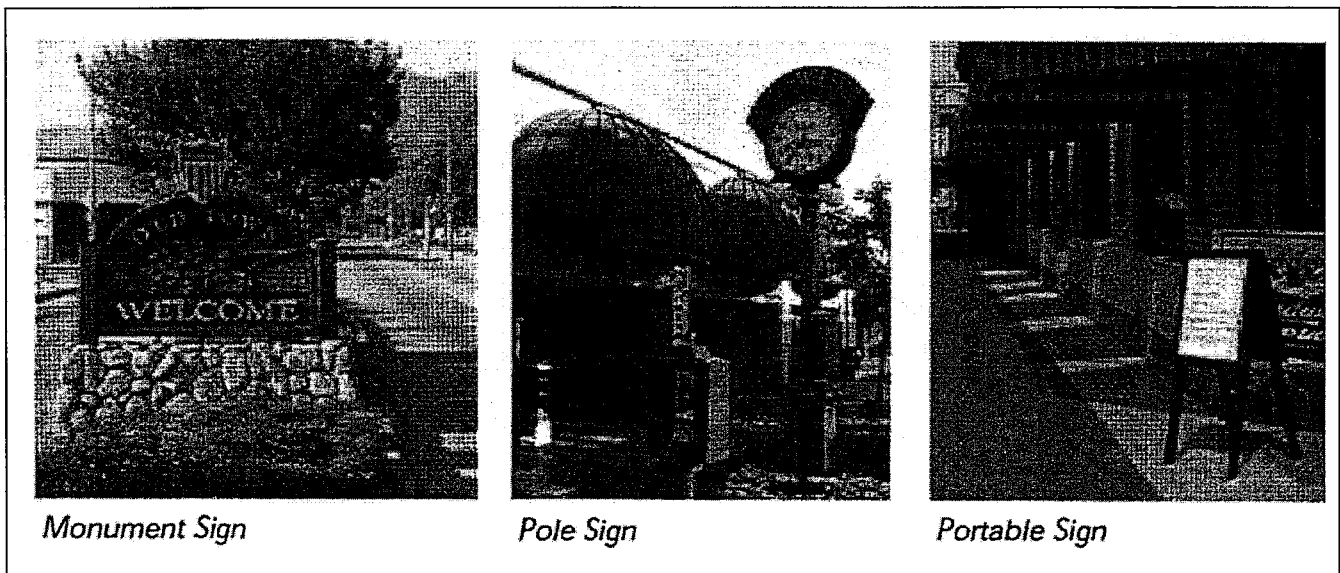


- **Wall sign** – Wall signs are flush-mounted signs attached to the building façade, including sign panels, individual letters, and painted signs.
- **Blade/Projecting sign** – Projecting signs are generally mounted on support brackets that extend at a 90-degree angle from the building façade so that 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.





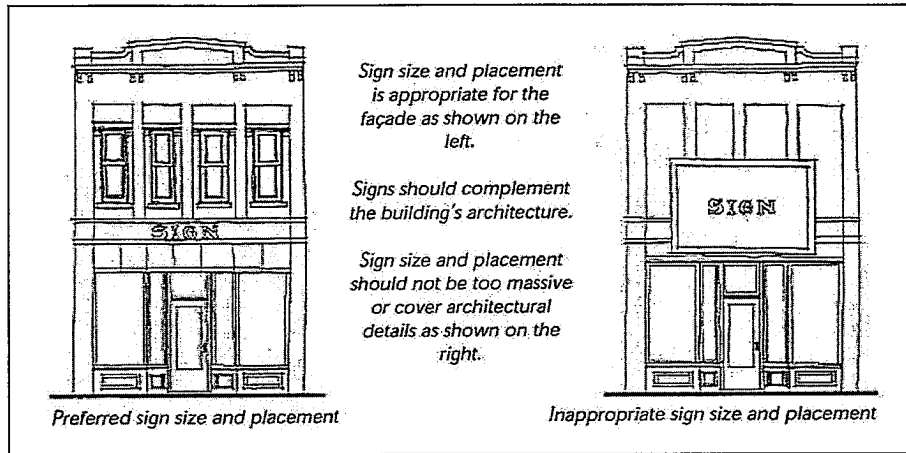
### 7.6.2 Sign Design

- 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.

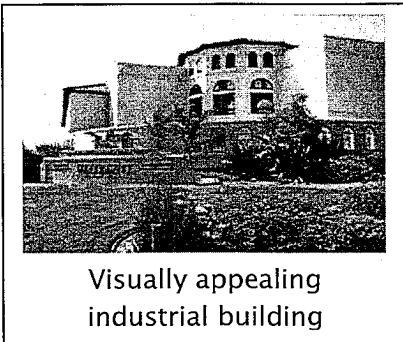
Elements of quality industrial site design include the following:

- 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:

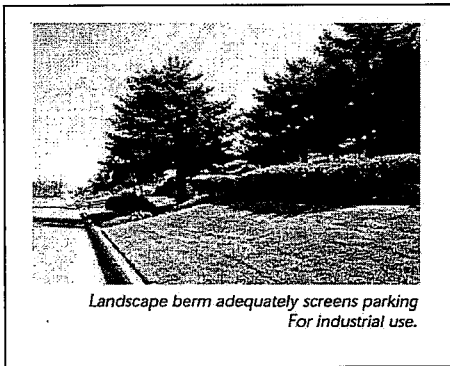
- A variety of building and parking setbacks should be provided in order to avoid long monotonous building façades and to create diversity.
- A minimum 5-foot landscape strip should be provided between parking areas and any portion of the structure. This would not apply to those portions of the structure 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 straight forward 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.



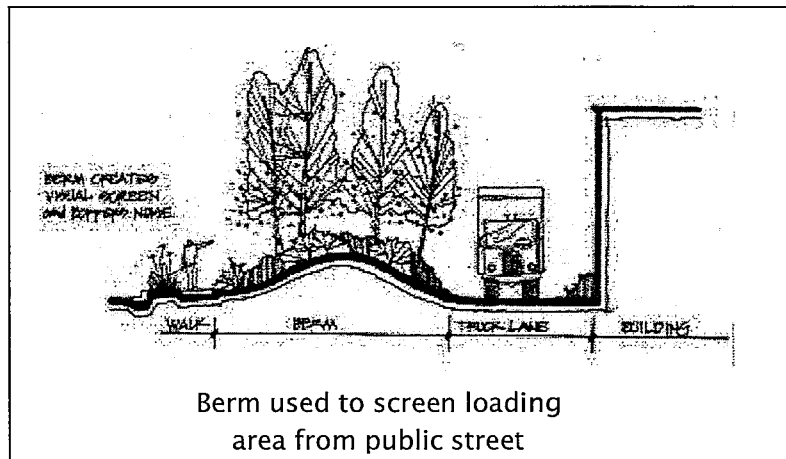
*Landscape berm adequately screens parking  
For industrial use.*

### 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.



Landscape used as a buffer between street and industrial development



### 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.

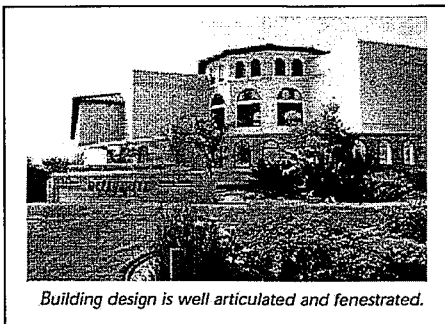
### 8.5 Screening

- 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.



*Building design is well articulated and fenestrated.*



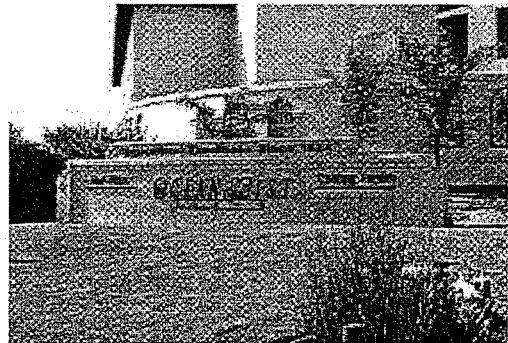
- Entries to industrial structures should portray a high quality appearance while being architecturally tied into the overall mass and building composition.
- Windows and doors are key elements of any structure's form, and should relate to the scale of the elevation on which they appear. Windows and 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 lit.
- 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.



*Monument sign for industrial use is in character with the design of the primary building and is incorporated into the landscape.*



## DEFINITIONS

<b>Addition</b>	Any increase to the gross floor area of a structure.
<b>Arcade</b>	An arched roof or covered passageway.
<b>Articulation</b>	Clear and distinct separation between design elements such as materials, walls, and architectural details.
<b>Awning/canopy</b>	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.
<b>Bracket</b>	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.
<b>Building-attached Signs</b>	Signs that are permanently attached to the building façade, including wall signs, blade/projecting signs, canopy signs, and under canopy signs.
<b>Buffer</b>	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.
<b>Character</b>	Special physical features of a structure or area that set it apart from its surroundings and contribute to its individuality.
<b>Compatible</b>	Projects that give the appearance of existing together without conflict with respect to site design, architectural style, building massing, landscape, and signs.
<b>Consistent</b>	Free from variation or contradiction.



<b>Cornice</b>	A decorative horizontal member or top course that crowns a wall or architectural composition.
<b>Cupola</b>	A small decorative structure on top of a roof or building.
<b>Eave</b>	The lower border of a roof that overhangs the wall.
<b>Exterior Modifications</b>	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.
<b>Façade</b>	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.
<b>Fenestration</b>	The arrangement, proportioning and design of windows and doors in a building.
<b>Freestanding signs</b>	Signs supported permanently upon the ground by poles or braces and not attached to any building. Freestanding signs include monument, pole, and portable signs.
<b>Frontage</b>	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.
<b>Gable Roof</b>	The generally triangular section of wall at the end of a pitched roof, occupying the space between the two slopes of the roof. Double sloping roof that creates a gable at each end.
<b>Guideline</b>	Signifies recommendations that are strongly encouraged. Guidelines are listed using the terms “should” and “may”.
<b>Hip Roof</b>	A roof having four uniformly pitched sides.



<b>Historic resource</b>	The physical links with a community's historic past.
<b>Kickplate</b>	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.
<b>Landscape Coverage</b>	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.
<b>Lot Coverage</b>	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.
<b>Mixed-use Development</b>	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.
<b>Mullion</b>	The divisional pieces in a multi-pane window.
<b>Parapet</b>	The part of a wall that rises above the edge of the roof.
<b>Pedestrian-oriented</b>	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.



<b>Pedestrian/Human</b>	The relating of the structures in the built environment to the size of a Scale person.
<b>Preservation</b>	The act or process of applying measures to sustain the existing form, integrity and materials of a building or structure, and the existing form.
<b>Proportion</b>	The relationship between elements taken as a whole or in comparison to each other. Often expressed as a ratio.
<b>Scale</b>	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.
<b>Streetscape</b>	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).
<b>Trellis</b>	A frame or latticework used as a screen or as a support for climbing plants to create a screen.

Exhibit F  
Castroville Community Plan  
Development Standards





# APPENDIX B: DEVELOPMENT STANDARDS

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# 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.

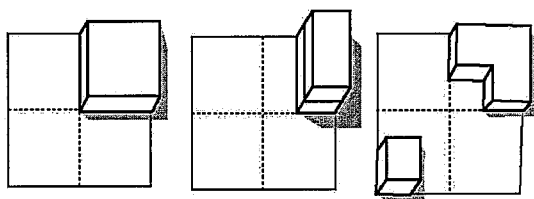


## 2. Land Use Classification Designation System

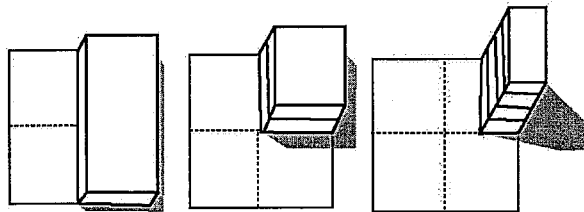
The Land Use Classification Designation System provides an organized approach for defining land uses and the allowable density or intensity of development for each use. The term density is used for residential uses and refers to the population and development capacity of residential land. Density within 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.

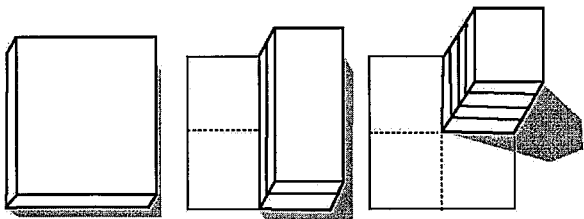
Intensity is often used to describe non-residential development levels; but in a broader sense, intensity is also used to describe overall levels of both residential and non-residential development types. In this Community Plan, Floor Area Ratio and building floor area square footage are used as measures of non-residential and development intensity.



0.25 FAR



0.5 FAR



1.0 FAR

Floor Area Ratio (FAR):  $\frac{\text{Gross Building Area}}{\text{Lot Area}}$

**How to Calculate Floor to Area Ratio**

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**

Purpose of Land Use Designation	APPROPRIATE LOCATIONS	Appropriate Density (du/ac) or FAR
<p><b>Low-density Residential (LDR-C).</b> Intended for detached single-family units and duplex units. Accessory structures, churches, schools, parks and recreational facilities, and libraries are also permitted.</p>	<p>Portions of the Cypress Area and infill locations</p>	<p><b>Max du/ac: 8</b> <b>Min du/ac: 7</b></p>
<p><b>Medium-density Residential (MDR-C).</b> 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.</p>	<p>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</p>	<p><b>Max du/ac: 12</b> <b>Min du/ac: 8</b></p>
<p><b>High-density Residential (HDR-C).</b> 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.</p>	<p>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 in-fill locations.</p>	<p><b>Max du/ac: 20</b> <b>Min du/ac: 12</b></p>
<p><b>Mixed-density Residential (MXDR-C).</b> 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.</p>	<p>Commuter Train Station Opportunity Area near the new alignment of Castroville Boulevard at Highway 156.</p>	<p><b>Max du/ac: 20</b> <b>Min du/ac: 8</b></p>
<p><b>Mixed-use (MU-C).</b> 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.</p>	<p>Merritt Street Corridor, the train station facility and the easternmost portion of the Commuter Train Station area.</p>	<p><b>Max du/ac: 30</b> <b>Min du/ac: 15</b> <b>Max FAR 1.5:1</b></p>



<p><b>Public/Quasi-public (PQP-C).</b> 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.</p>	<p>Throughout the community.</p>	<p>N/A</p>
<p><b>Industrial (IND-C).</b> 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.</p>	<p>New Industrial area located to the east of the railroad tracks and existing industrial area along Del Monte Avenue.</p>	<p><b>Max FAR: 0.5:1</b></p>
<p><b>Resource Conservation (RC-C).</b> 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.</p>	<p>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.</p>	<p>N/A</p>
<p><b>Agricultural Conservation/Buffer (AB-C).</b> Areas to be provided between residential uses and existing agricultural operations. Pedestrian/bike trails, roadways, and landscaping are permitted.</p>	<p>The area at the north end of the North Entrance and Train Station Opportunity Areas.</p>	<p>N/A</p>
<p><b>Future Study Area Overlay Designation.</b> 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.</p>	<p>Existing industrial area along Del Monte Avenue</p>	<p>N/A</p>





## 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**

Land Use	Permit Requirements by Land Use District <sup>1</sup>						
	LDR-C	MDR-C	HDR-C	MXDR-C	MU-C	PQP-C	IND-C
	7-8 DU/A	8-12 DU/A	12-20 DU/A	8-20 DU/A	15-30 DU/A		
First single-family residential dwelling unit per lot	A	A	-	UP	-	-	-
Single-family residential dwelling units not exceeding 8 units per acre	A	A	-	UP	-	-	-
Multi-family residential units not exceeding 20 units per acre	-	UP	UP	UP	-	-	-
Small-lot single-family residential homes	-	A	A	A	-	-	-
Cluster homes	-	A	A	A	-	-	-
Duplex/ Triplex homes	A <sup>2</sup>	A	A	A	-	-	-
Multi-family Units (Condominiums, Townhomes, or Apartments)	-	UP	A	UP	UP	-	-
Attached multi-family units within a mixed-use building	-	-	-	-	UP	-	-
Secondary dwelling units on single-family lots	A	AP	-	-	-	-	-
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.	A	AP	-	-	-	-	-
Small family day care homes	A	AP	-	-	-	-	-

<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

Land Use	Permit Requirements by Land Use District <sup>1</sup>						
	LDR-C	MDR-C	HDR-C	MXDR-C	MU-C	PQP-C	IND-C
	7-8 DU/A	8-12 DU/A	12-20 DU/A	8-20 DU/A	15-30 DU/A		
Licensed residential day care homes for aged persons or hospices	UP	UP	-	-	UP	-	-
Accessory structures and accessory uses to any permitted use	A	A	A	A	A	A	A
Tract sales or rental offices	AP	AP	AP	AP	AP	-	-
Home Occupations, pursuant to Section 21.64.090 and Section 20.64.090 of the Monterey County Zoning Code.	A	AP	AP	AP	AP	-	-
The keeping of pets, but not more than 2 dogs per single-family dwelling unit	A	A	-	-	A	-	-
The keeping of pets, but not more than 4 dogs per single-family dwelling unit	A	-	-	-	-	-	-
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	A	-	-	-	-	-	-
Crop farming, tree farming, viticulture, and horticulture	AP	AP	AP	AP	AP	AP	AP
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	A	-	-	-	-	-	-
Wireless communication facilities	UP	UP	UP	UP	UP	UP	UP



Table B-2

Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary

Land Use	Permit Requirements by Land Use District <sup>1</sup>						
	LDR-C	MDR-C	HDR-C	MXDR-C	MU-C	PQP-C	IND-C
	7-8 DU/A	8-12 DU/A	12-20 DU/A	8-20 DU/A	15-30 DU/A		
Additions or modifications to an approved wireless communication facility	AP	AP	AP	AP	AP	AP	AP
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	UP	UP	UP	UP	UP	UP	UP
Commercial kennel	-	-	-	-	-	-	UP
Bed and Breakfast facilities	UP	UP	UP	UP	UP	-	-
Large family day care facilities	UP	UP	UP	UP	UP	-	-
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	-	-	-	-	A	-	A
Professional offices	-	-	-	-	AP	AP	AP
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	-	-	-	-	UP	-	AP
Mini-warehouse storage facilities	-	-	-	-	UP	-	UP
Photography Studio	-	-	-	-	AP	-	AP
Picture framing business	-	-	-	-	AP	-	AP
Shoe shop or store	-	-	-	-	AP	-	AP
Shops of a light commercial character and conducted within a structure	-	-	-	-	UP	UP	AP
Stationary and office supply store	-	-	-	-	AP	-	AP



Table B-2

**Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary**

Land Use	Permit Requirements by Land Use District <sup>1</sup>						
	LDR-C	MDR-C	HDR-C	MXDR-C	MU-C	PQP-C	IND-C
	7-8 DU/A	8-12 DU/A	12-20 DU/A	8-20 DU/A	15-30 DU/A		
Storage, rental, and sales of irrigation equipment	-	-	-	-	UP	-	UP
The manufacturing of clothing	-	-	-	-	-	-	UP
Auto Repair Facilities	-	-	-	-	UP	-	UP
Service Stations	-	-	-	-	UP	-	UP
Automobile and recreational vehicle storage yards	-	-	-	-	-	-	UP
Automobile and truck tow and storage operations	-	-	-	-	-	-	UP
Boat and auto sales	-	-	-	-	UP	-	UP
Agricultural/food processing plant	-	-	-	-	-	-	UP
Trucking operations, including offices and facilities for the repair, servicing, fueling, storage, and dispatching of commercial trucks.	-	-	-	-	-	-	UP
Contractor's equipment storage facilities	-	-	-	-	-	-	UP
Other non-specified retail sales	-	-	-	-	UP	-	-
Bag cleaning or rag works	-	-	-	-	-	-	UP
Water well drilling businesses	-	-	-	-	-	-	UP
Public utility uses and accessory structures, including corporation yards or similar uses	-	-	-	-	UP	UP	UP
Wholesale and retail establishments distributing materials and products essential to agricultural and farming operations, except manure	-	-	-	-	-	-	UP
Furniture manufacturing	-	-	-	-	-	-	UP
Any lot or establishment where alcoholic beverages are served, commercial place of amusement or recreation.	-	-	-	-	UP	UP	UP

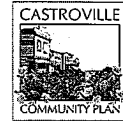


Table B-2

Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary

Table Notes:							
- Use is not allowed							
<b>A</b> Principally Permitted Use							
<b>AP</b> Use is allowed with approval of an Administrative Permit							
<b>UP</b> Use is allowed with approval of a Use Permit							
Land Use	Permit Requirements by Land Use District <sup>1</sup>						
	LDR-C	MDR-C	HDR-C	MXDR-C	MU-C	PQP-C	IND-C
	7-8 DU/A	8-12 DU/A	12-20 DU/A	8-20 DU/A	15-30 DU/A		
Warehouses for the collection, packaging, and distribution of products	-	-	-	-	-	-	UP
Lumberyards	-	-	-	-	-	-	UP
Bottling works	-	-	-	-	-	-	UP
Wholesale sales and storage	-	-	-	-	-	-	UP
Open air retail and wholesale sales	-	-	-	-	UP	-	UP
Appliance store	-	-	-	-	AP	-	-
Barber or beauty shop, salons	-	-	-	-	AP	-	-
Bookstore	-	-	-	-	AP	-	-
Clothing and apparel store	-	-	-	-	AP	-	-
Drugstore	-	-	-	-	AP	-	-
Banks	-	-	-	-	AP	-	-
Convenience or neighborhood market	-	-	-	-	AP	-	UP
Florist	-	-	-	-	AP	-	UP
Gift and card store	-	-	-	-	AP	-	-
Delis	-	-	-	-	AP	-	UP
Locksmith, key, and lock shop	-	-	-	-	AP	-	AP
Bicycle shop	-	-	-	-	AP	-	AP
Hardware store, excluding lumber sales and outdoor storage areas	-	-	-	-	UP	-	UP
Pet shop	-	-	-	-	AP	-	UP
Theaters	-	-	-	-	UP	-	-
Hotels, motels, hostels, inns, and similar visitor facilities	-	-	-	-	UP	-	-
Restaurants	-	-	-	-	UP	-	UP
Cafes or coffee shops	-	-	-	-	AP	-	AP



**Table B-2  
Allowed Land Uses & Permit Requirements within Castroville Community Plan Boundary**

Land Use	Permit Requirements by Land Use District <sup>1</sup>						
	LDR-C	MDR-C	HDR-C	MXDR-C	MU-C	PQP-C	IND-C
	7-8 DU/A	8-12 DU/A	12-20 DU/A	8-20 DU/A	15-30 DU/A		
Assemblages of people, such as a farmers market or street fair, not exceeding three continuous days and not involving the construction of permanent facilities.	-	-	AP	AP	AP	AP	AP
Other uses that are similar to the character, density, and intensity of a permitted use within the Mixed-use area	-	-	-	-	UP	-	-
Other uses that are similar to the character, density, and intensity of a permitted use within the Industrial area	-	-	-	-	-	-	UP
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	A	A	A	A	A	A	A



## 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

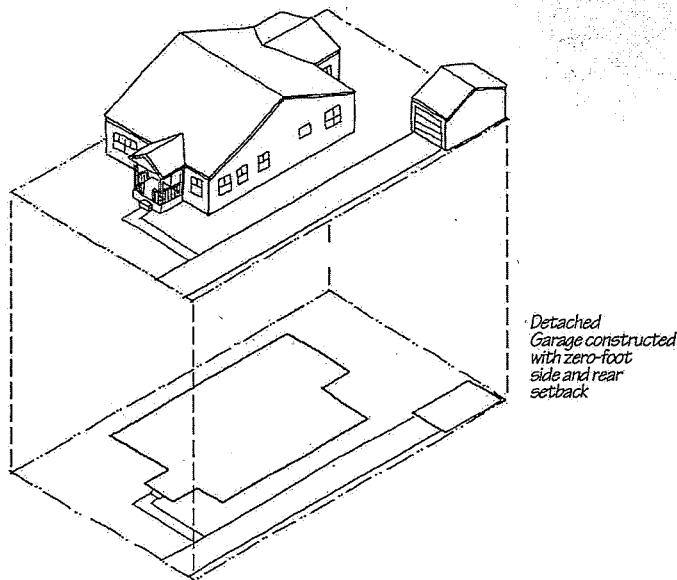
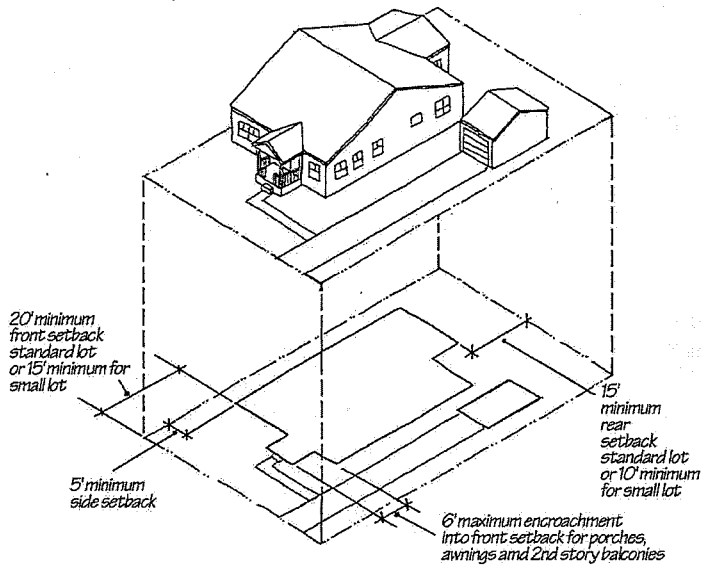




provided later in the *Clustered Residential Development* subsection 3.2.4 of these Development Standards.

Building Types	Min. Lot Size	Min. Lot Width	Max Lot Coverage	Max Height	Setbacks				Minimum Distance between Buildings <sup>1</sup>	
					Front Min <sup>2</sup>	Rear Min	Side Min	Corner Side	From Habitable Structure	From Non-Habitable Structure
Standard Lot Single-family	5,000 sq. ft See note 9	50'	40%	2-stories / 30'	20'	15'	5'	10'	10'	6'
Small Lot Single-family	2,500 sq. ft see note 10	30'	35%	2 stories /30'	15'	10'	see note 3	10'	10'	6'
Accessory Use (Habitable Structure)	na	na	see note 12	2 stories /30'	see note 5	5'	5'	10'	10'	6'
Garage or Non-Habitable Structure	na	na	see note 12	2 stories /30'	see note 6	0'	0'	10'	6'	6'

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



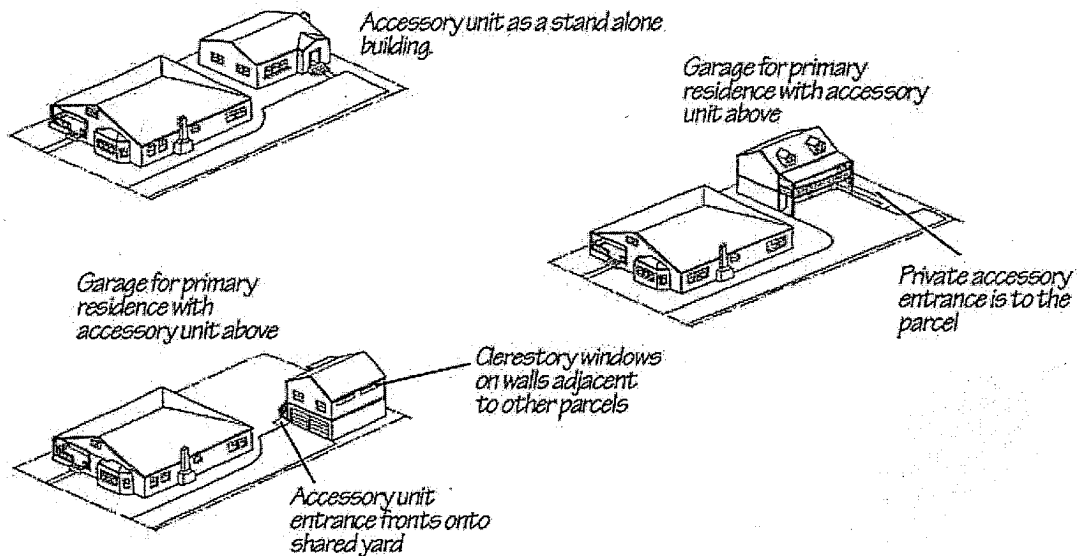
***a. Side and rear setback exceptions***

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.



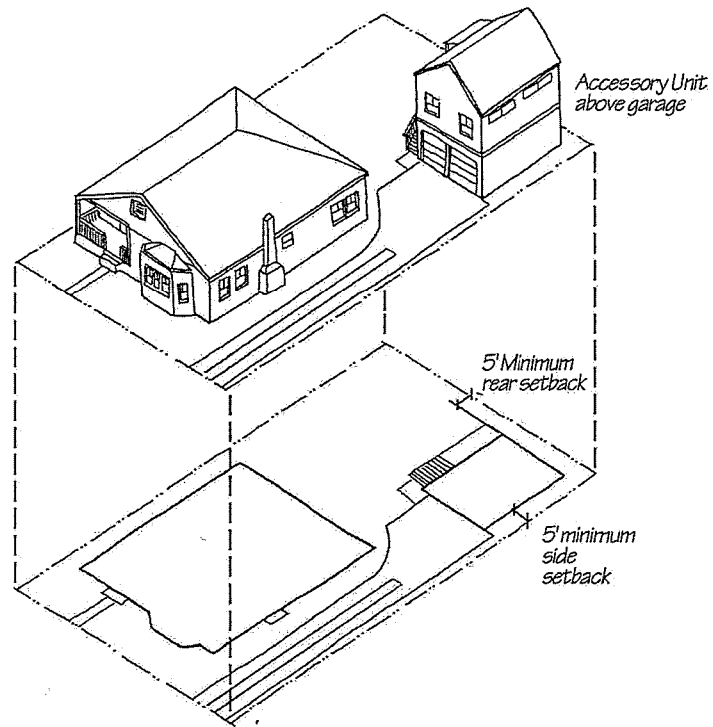
**b. Accessory unit standards**

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.



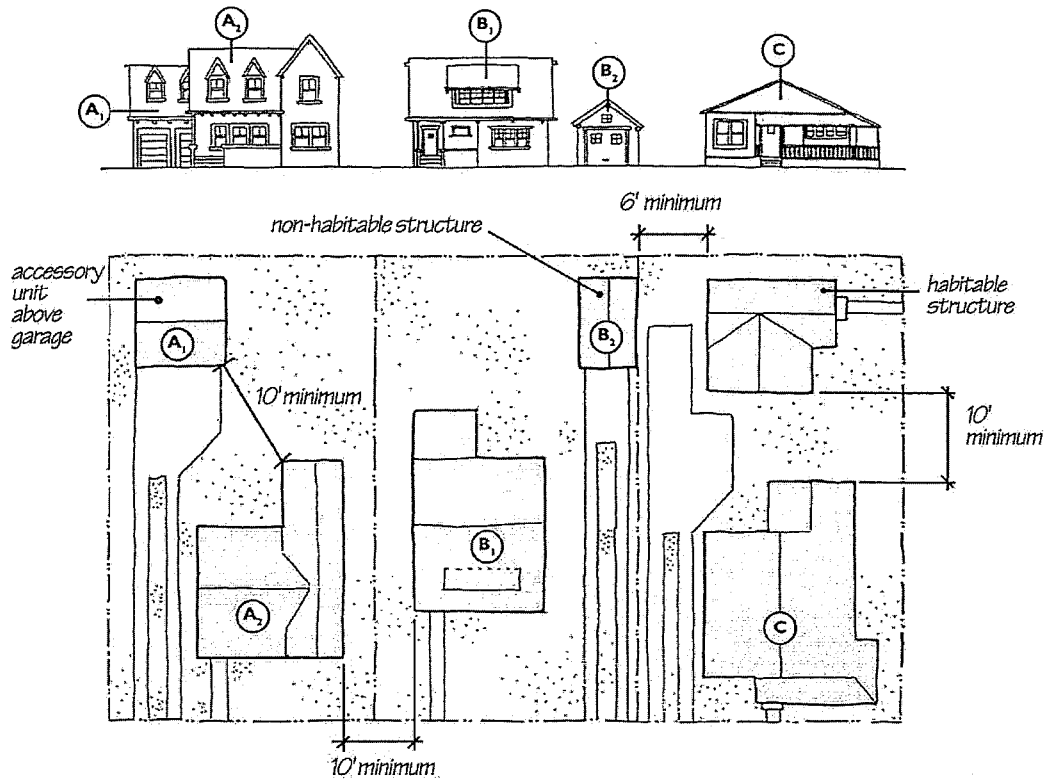
**c. Setbacks for accessory units**

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.



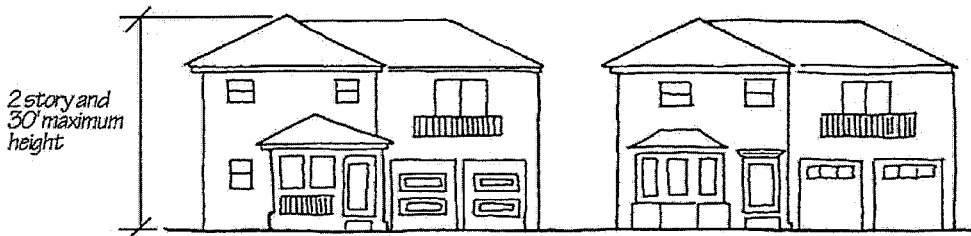
***d. Minimum distance between structures***

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.

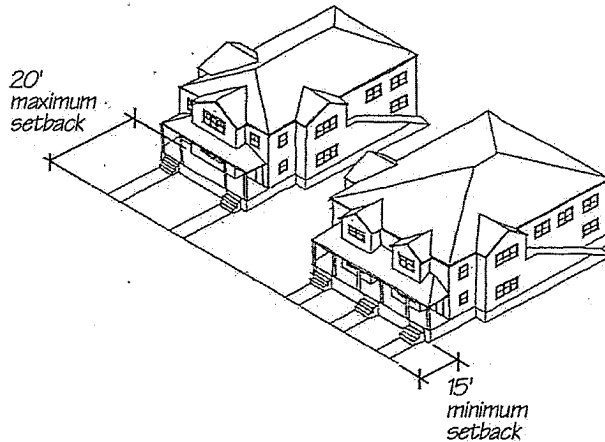
### **3.2.2 Medium-density Residential Standards – Attached Homes**

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**

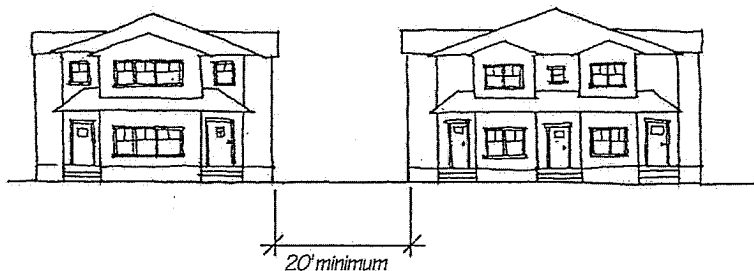
Multiplex homes shall be setback a minimum of 15 feet and a maximum of 20 feet from a public or private street or community open space. Porches, second story balconies, awnings, and bay windows may not encroach into the minimum 15 foot setback.



**Multiplex home front 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.



**Multiplex home minimum distance between structures**

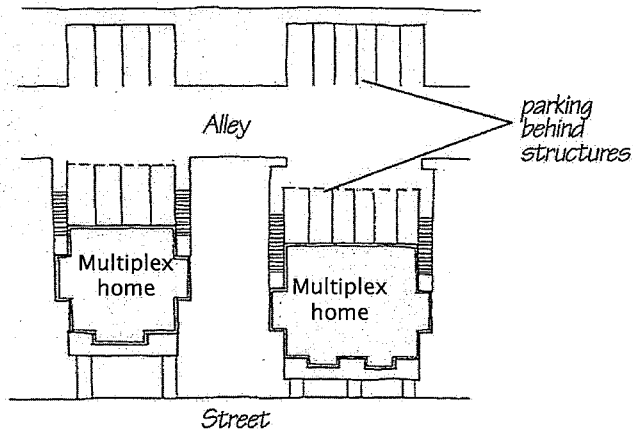


**c. Multiplex parking**

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.



*Multiplex parking*

**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<sup>1</sup>**

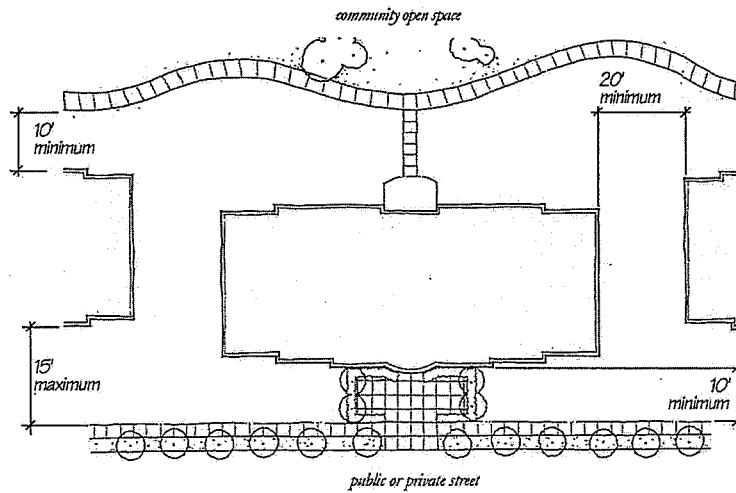
Building Types	Min Lot Size	Min Lot Width	Max Height	Max Lot Coverage	Setbacks					Minimum Distance Between Buildings
					Front Min (from sidewalk on public or private street)	Rear Min	Side Min	From Sidewalk to Community Open Space		From Non-Habitable Structure <sup>2</sup>
								Min	Max	
Townhomes	13,500 sq. ft	na	2-stories / 35' 3 stories / 42' if parking provided on ground floor	60%	10'	5'	5'	10'	15'	20'
Multiplex Homes	na	na	2-stories / 35'	60%	15'	10'	5'	10'	20'	20'
Apartments	13,500 sq. ft.	na	2-stories / 35' 3 stories / 42' if parking provided on ground floor	60%	10'	10'	10'	10'	20'	20'

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.



Multi-family setbacks

**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**

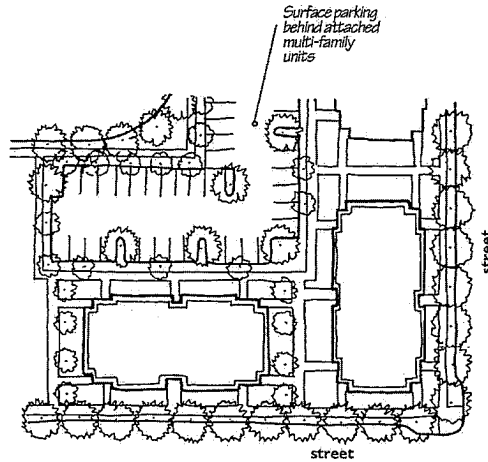
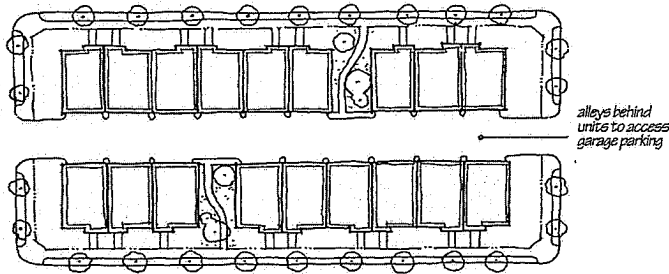
Parking for multi-family home residents shall be provided based upon the following ratios:

- 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:

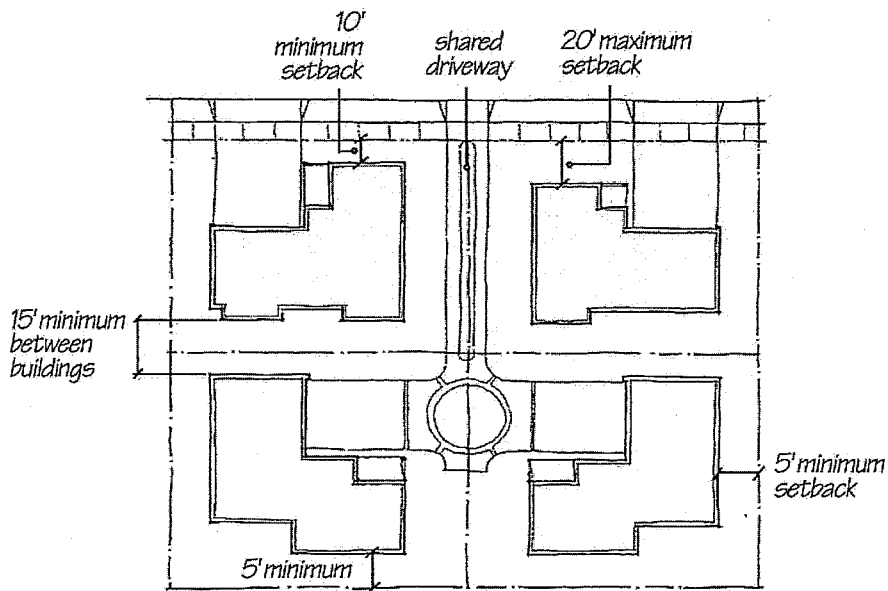
1. Most of the common open space areas shall be part of a larger contiguous and integrated common open space system within the parcel being developed.
2. The provision and maintenance of passive outdoor recreation facilities, such as amphitheaters, public art, fountains, and benches is encouraged.
3. 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.



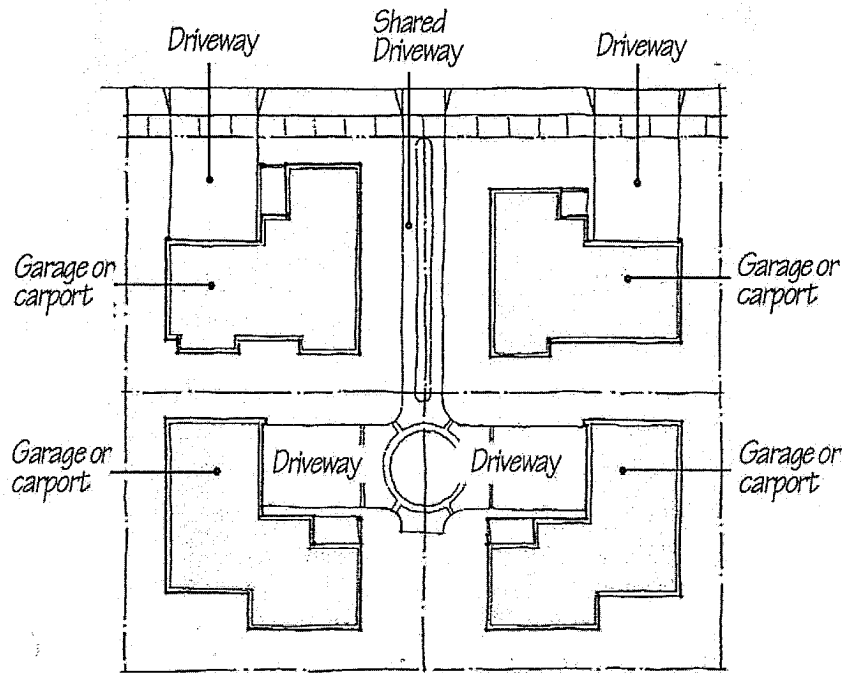
**Table B-5  
Clustered Residential Development Standards<sup>1</sup>**

Building Types	Min Lot Size	Min Lot Width	Max Height	Max Lot Coverage	Setbacks					Minimum Distance Between Buildings <sup>2</sup>
					Front Min <sup>2</sup>	Rear Min	Side Min	From Sidewalk to Community Open Space		From Habitable Structure
								Min	Max	
Clustered Homes	na	na	2 stories/ 35'	60%	10' see note 3	5'	5' see note 4	10'	20'	15'

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**



Cluster Home Parking

### 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 a 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 B-6 Mixed-use Development Standards**

Building Types	Min. Lot Size	Min. Lot Width	Height Limits	Max Lot Coverage	Setbacks <sup>2</sup>			Minimum Distance between Buildings	Parking/ Garages
					Front Min (from sidewalk on public or private street)	Rear Min	Side Min	From Non-Habitable Structure	





All Mixed-use Structures	10,000 sq. ft	50'	2-stories encouraged on Merritt Street Maximum : 3 stories / 42'	50%	0'	0'	0'	10'	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
<p>1 Refer to text below for further detailed development standards</p> <p>2 Setbacks are from property line to main structure</p>									

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 B-7: Industrial Development Standards									
Building Types	Min. Lot Size	Min. Lot Width	Height Limits	Max Lot Coverage	Setbacks <sup>1</sup>			Max Floor Area Ratio	Parking <sup>2</sup>
					Front Min (from sidewalk on public or private street)	Rear Min	Side Min		
All Industrial use structures	1 acre	50'	3-stories / 50'	50%	25'	20'	10'	0.5:1	Off street parking as follows: <ul style="list-style-type: none"> <li>▪ 0 to 10,000 sq. ft of ground floor area (GFA): 1 space per 500 sq.ft</li> <li>▪ Greater than 10,000 sq. ft to 50,000 GFA: 1 space per 1000 sq.ft</li> <li>▪ Greater than 50,000 sq ft GFA: 1space per 1,250 sq. ft.</li> </ul>
<sup>1</sup> Setbacks are from property line to main structure <sup>2</sup> 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 B-8 Public/Quasi-public Development Standards <sup>1</sup>									
Building Types	Min. Lot Size	Min. Lot Width	Height Limits	Max Lot Coverage	Setbacks <sup>2</sup>			Maximum Floor Area Ratio	Parking <sup>3</sup>
					Front Min (from sidewalk on public or private street)	Rear Min	Side Min		
All Public/Quasi-public use structures	n/a	n/a	42'	n/a	0'	5'	5'	n/a	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 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



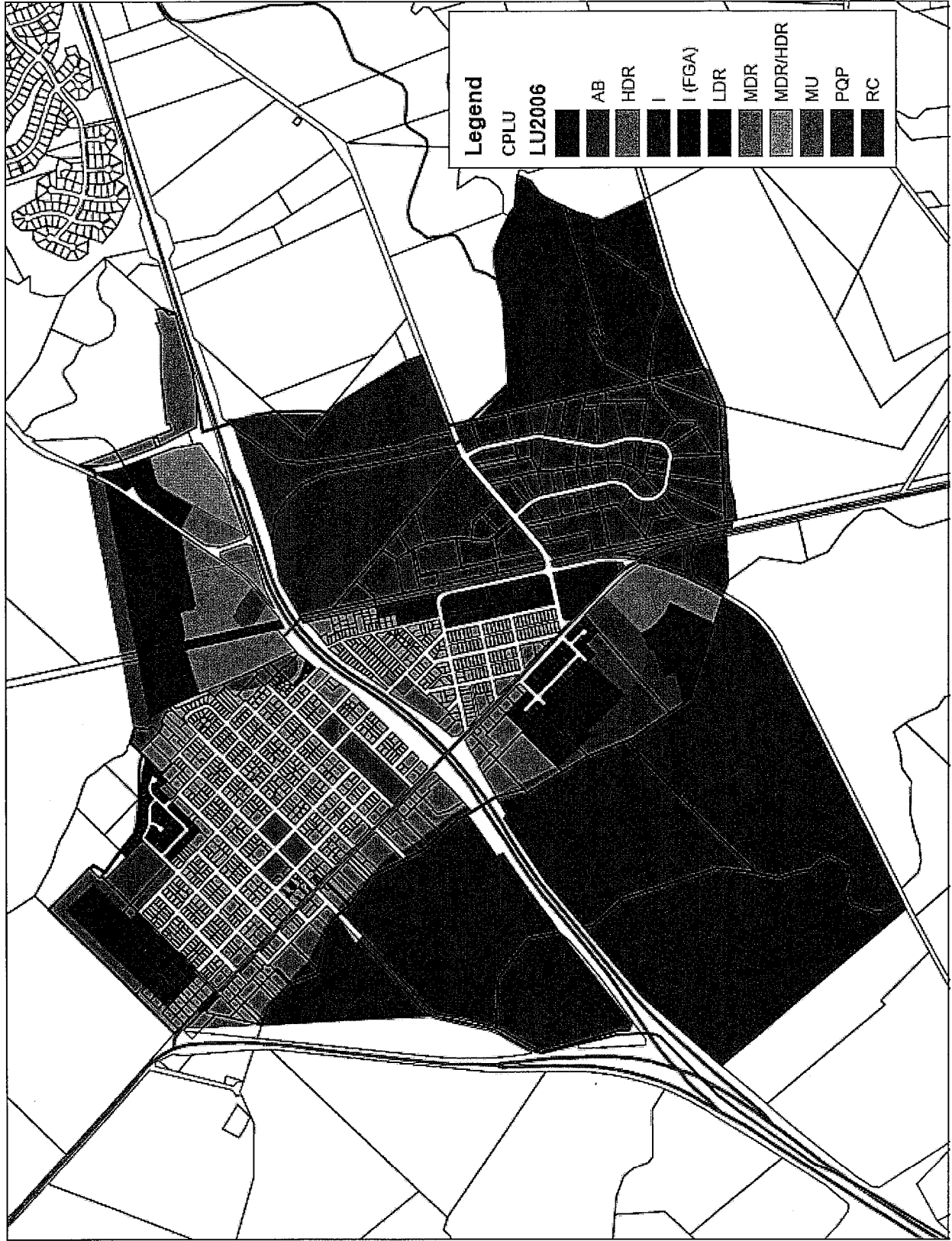
- h. Building entries
  - i. All public and private streets adjacent to the proposed development, labeled "public" or "private" and showing dimension from street centerline to ultimate right-of-way edge
  - j. All public and private easements, including parking, access, utility, and pedestrian easements 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.

Exhibit G



**Exhibit H**  
**Board of Supervisors Resolution**  
**Nos. 07-101 and 07-102**

Before the Board of Supervisors in and for the  
County of Monterey, State of California

Resolution No. 07-101 )  
 Resolution of the Monterey County Board of )  
 Supervisors certifying the Final EIR and )  
 adopting CEQA Findings and a Statement of )  
 Overriding Considerations for the Castroville )  
 Community Plan. )

The Monterey County Board of Supervisors considered the Final Environmental Impact Report for the Castroville Community Plan) on April 10, 2007. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Board of Supervisors makes the following findings and decision:

1. **FINDING: ENVIRONMENTAL REVIEW PROCESS.** Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code Sections 21000 et seq. and the CEQA Guidelines, 14 Cal. Code Regs. ("CCR") Sections 15000 et seq. (collectively CEQA), an Environmental Impact Report ("EIR") was prepared to analyze the environmental effects of the Castroville Community Plan ("Project"). Monterey County, the CEQA lead agency for the Project, prepared the EIR in cooperation with Pacific Municipal Consultants (PMC). The Final EIR ("FEIR") was presented to the Board of Supervisors, and the Board of Supervisors has reviewed and considered the information contained in the FEIR prior to approving the Project. Pursuant to CEQA Guidelines Section 15090, the Board of Supervisors certifies that the Final EIR has been completed in compliance with CEQA and that the Final EIR reflects the County's independent judgment and analysis.

**EVIDENCE:**

- (a) The Environmental Impact Report (State Clearinghouse No. 2005061132 (SCH)) is a "programmatic level" environmental document, as explained in Section 1, Introduction of the Draft EIR (DEIR).  
 Project Description. The Project analyzed in the EIR is fully described in Chapter 2.0, Project Description of the Draft EIR. The proposed Project is evaluated in the EIR at a program level. The EIR consists of the DEIR (May, 2006) and the FEIR, which includes the Response to Comments (November, 2006) containing copies of all written and summaries of oral comments, a list of commenters, all responses to oral and written comments, proposed revisions to the DEIR, and errata dated March 26, 2007, in accordance with the Public Resources Code Sections 21081.5, and 21081.6 and the CEQA Guidelines, Title 14, California Code of Regulations, Sections 15091 through 15093. The Project is the Castroville Community Plan ("Community Plan") prepared for the community of Castroville in unincorporated Monterey County. The proposed Community Plan serves as a long-range plan

considered, including comments from responsible and trustee agencies and the public and any testimony given at the Planning Commission during public hearings. The FEIR includes Responses to Comments, clarifying information, the comment letters themselves, changes to the DEIR, and errata dated March 26, 2007. Copies of the FEIR were distributed to each of the Supervisors and sent to all commenting agencies and individuals. In addition, the FEIR was available on the County's website and available for public review upon request.

- (g) On September 13, 2006, the Castroville Redevelopment Citizen's Advisory Subcommittee (CAC), acting as an advisory body to the Planning Commission and Board of Supervisors, held a public meeting to consider the Castroville Community Plan and associated DEIR. After receiving public testimony and comments, the CAC voted to recommend to the Planning Commission and Board of Supervisors that the Castroville Community Plan be adopted.
- (h) The Planning Commission considered the Project along with the FEIR at publicly noticed hearings on January 31, 2007, February 7, 2007, and March 14, 2007. The Planning Commission adopted Resolutions (Resolutions No. 07007 and 07007A) recommending that the Board of Supervisors certify the FEIR, adopt CEQA Findings and adopt a Statement of Overriding Considerations; adopt the Plan as applicable in the inland area; and adopt a resolution of intent to amend the Local Coastal Program to amend certain policies and incorporate the Plan.
- (i) On April 10, 2007, the Board of Supervisors conducted a duly noticed public hearing to certify the FEIR, adopt the CEQA findings and statement of overriding considerations, amend the 1982 General Plan and North County Area Plan to incorporate the Castroville Community Plan as it applies in the inland area, approve the Mitigation Monitoring and Reporting Program, and adopt a Resolution of Intent to amend the Monterey County Local Coastal Program and the North County Land Use Plan to incorporate the Castroville Community Plan as it applies in the coastal zone. At least 10 days before the public hearing date, notices of the hearing before the Board of Supervisors were published in the Monterey County Herald and the Salinas Californian and were also posted at the Castroville Library. A copy of the Castroville Community Plan (dated March 22, 2007), revised to include changes recommended by the Planning Commission and other minor clarifications, was distributed to each of the Supervisors and was available to the public for review.
- (j) The Board of Supervisors has reviewed and considered the information contained in the FEIR, and in the record as a whole before it. The Board of Supervisors finds that the FEIR reflects the independent judgment and analysis of the County based upon the findings and conclusions drawn in this Resolution and the FEIR and in consideration of testimony and information received, and scientific and factual data presented as evidence during the public review process. Studies, data and reports prepared by staff from various County departments, including but not limited to, Planning and Building Services, Public Works, and Environmental Health, and the Monterey County Water Resources Agency as well as those prepared by the EIR consultants and sub-consultants, support the certification of the FEIR for the Project. The Board of Supervisors considered the administrative record as a whole, which includes, but is not limited, to the Monterey County General Plan (1982), North County Area Plan (non-coastal area), North County Land Use Plan (Coastal), the

proposed Monterey County General Plan (2006), the Castroville-Pajaro Redevelopment Plan, studies, data and reports supporting the conclusions of the FEIR, as well as additional documentation provided by staff in support of these findings; information presented during the public hearings; staff reports that reflect the County's independent judgment and analysis regarding the above referenced studies, data and reports; application materials; and expert testimony. No facts, reasonable assumptions predicted on facts, testimony supported by adequate factual foundation, or expert opinion supported by facts, have been submitted that refute the conclusions reached by these studies, data, reports and the FEIR. In sum, nothing in the record alters the Board of Supervisor's environmental determination and recommendation.

2. **FINDING: POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED IN THE EIR THAT ARE REDUCED TO A LEVEL OF "LESS THAN SIGNIFICANT" BY THE MITIGATION MEASURES IDENTIFIED IN THE EIR AND ADOPTED FOR THE PROJECT.** Chapter 3 of the EIR, analyzes potentially significant environmental impacts and identifies impacts that can and will be mitigated to a less than significant level or avoided by incorporation of mitigation measures into the Project. Some mitigation measures were clarified in the FEIR and the FEIR Errata dated March 26, 2007. The impacts and related mitigation measures identified below are presented in summary form. For a detailed description of impacts and mitigation measures, see the appropriate text in the EIR.

The Board of Supervisors recommends incorporation of the mitigation measures summarized below into the Project, and assuming the measures are incorporated into the Project, finds that changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the FEIR. The measures are set forth in full in the Mitigation Monitoring and Reporting Plan (MMRP), which is proposed to be approved and adopted by the Board of Supervisors concurrently with approval of the Project. As explained in the FEIR, implementation of these mitigation measures will reduce the impacts identified below to a less than significant level. Therefore, the Board of Supervisors recommends that the Board of Supervisors find that each of the identified impacts will be reduced to a "less than significant" level by mitigation measures identified in the FEIR as set forth below:

- (1) Chapter 3.1 Aesthetics and Visual Resources

**Impact-3.1-3. Create a New Source of Light or Glare.** Implementation of the proposed Community Plan would result in the introduction of a substantial amount of daytime glare sources and would increase the amount of nighttime lighting.

**MM-3.1-3a.** As a condition of approval, the project applicant(s) shall 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 external lighting shall be indicated on final improvement plans, subject to review and approval by the County of Monterey.



MM-3.1-3b. The County of Monterey shall require that the project applicant(s) as a condition of approval, for General Development Plans and other development approvals associated with the proposed Community Plan, restrict the use of reflective materials to minimize daytime glare within the planning area.

(2) Chapter 3.2 Agriculture

**Impact 3.2-3. Conflict with Surrounding Land Uses.** Adoption of the proposed Community Plan could create land use compatibility conflicts with surrounding uses.

Incorporation of agricultural conservation buffers in the North Entrance Opportunity Area, Commuter Train Station Opportunity Area, Cypress Residential Opportunity Area, and New Industrial Opportunity Area, as required by mitigation measure MM 3.2-2 would reduce land use compatibility impacts.

(3) Chapter 3.3 Air Quality:

**Impact 3.3-1. Short-Term Construction Emissions.** Construction activities associated with implementation of the proposed Community Plan would generate temporary emissions of criteria pollutants that could exceed MBUAPCD significance thresholds.

MM 3.3-1a. 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, 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.

MM 3.3-1b. 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, 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. Examples of BACM typically recommended by the MBUAPCD include, but are not limited to, the following:

- Diesel equipment used onsite should be year 2003, or newer, equipped with emission control technology (e.g., diesel-oxidation catalyst), or use alternative fuels (e.g., bio-diesel) that sufficiently reduces diesel-exhaust emissions at nearby receptors to within acceptable levels, as defined by the MBUAPCD. For equipment retrofitted to operate with diesel exhaust emissions control technology, the CERP shall include verification of installation or presence of these devices for review by the MBUAPCD. Additional controls may be required, such as restrictions on equipment

3.4-1. If the biological assessment identifies a significant likelihood 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 Opportunity Area and Merritt Street Corridor Opportunity Area to contract with a qualified biologist to perform surveys on the Tembladero Slough during spawning season (December to April) to determine if Steelhead trout are present and use the waterway to reach spawning grounds upstream. If there is a significant likelihood for Steelhead trout to occur within the Tembladero Slough, the project applicant(s) shall consult with NOAA Fisheries Service regarding the significant likelihood for Steelhead trout to occur in the Tembladero Slough prior to undertaking any restoration and/or construction activities within and adjacent to the slough. If NOAA Fisheries Service determines that there would be no significant adverse affect on Steelhead trout, no action is necessary. However, if NOAA Fisheries Service determines that Steelhead trout may be significantly adversely affected by restoration and/or construction activities adjacent to the Tembladero Slough then the project applicant(s) shall obtain an incidental take permit from NOAA Fisheries Service under Section 10(a)(1)(B) of the Endangered Species Act and submit a habitat management plan or management agreement prepared by a qualified biologist in consultation with NOAA Fisheries Service and/or the United States Fish and Wildlife Service.

**Impact 3.4-4. Construction Impacts to Migratory Bird Habitat and Species.** Implementation of the proposed Community Plan would result in temporary and direct disturbance to nesting raptors and migratory birds.

MM 3.4-4. 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 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).

**Impact 3.4-5. Construction Impacts to California Red-Legged Frog and California Tiger Salamander.** Implementation of the proposed Community Plan may potentially result in a substantial adverse effect on California red-legged frog (*Rana aurora draytonii*) a federally threatened species and a state species of special concern, either directly or indirectly through habitat modification in the Cypress Residential and Merritt Street Corridor Opportunity Area. Development within the Commuter Train Station Opportunity Area may potentially result in a substantial adverse effect on California Tiger Salamander (*Ambystoma californiense*), a state species of special concern and federal candidate wildlife species, either directly or indirectly through habitat modification.

**MM 3.4-5.** 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 significant likelihood 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:

- Heavy equipment operators shall be instructed to identify and avoid aquatic and riparian habitats;
- 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;
- 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;
- 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;

- A qualified biologist shall monitor grading activities occurring within 100 feet of the aquatic and riparian habitats;
- 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;
- Pets shall not be permitted on the construction site;
- All staging areas and all refueling and 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.

**Impact 3.4-6. Potential Loss of Least Bell's Vireo Wildlife Habitat.**

Implementation of the proposed Community Plan may potentially result in a substantial adverse effect on Least Bell's Vireo (*Vireo bellii pusillus*), a federally and state endangered species, either directly or indirectly through habitat modification.

**MM 3.4-6.** 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 significant likelihood for Least Bell's Vireo (*Vireo bellii pusillus*) 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 design, construction timing, and compensatory mitigation. The following requirements shall apply if Least Bell's Vireo are present within the planning area:

- 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.
- 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  $L_{eq}$  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.

**Impact 3.4-7. Potential Disturbance of Western Burrowing Owl Habitat.**

Implementation of the proposed Community Plan may result in a direct alteration of the site conditions of the Commuter Train Station Opportunity Area that could support western burrowing owl, a California Species of Special Concern.

MM 3.4-7. 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 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 non-breeding season (September 1<sup>st</sup> through January 31<sup>st</sup>), no disturbance should occur within approximately 160-foot radius of an occupied burrow. During the nesting season (February 1<sup>st</sup> through August 31<sup>st</sup>), 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 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.

**Impact 3.4-8. Substantial Adverse Effects on Riparian Habitat.** Implementation of the proposed Community Plan may result in permanent alteration of site conditions in the Cypress Residential, Merritt Street Corridor, and Commuter Train Station Opportunity Areas that may affect riparian habitats along the Tembladero Slough and Castroville Slough.

**MM 3.4-8a.** The County of Monterey shall require that the project applicant(s) as a condition of approval, 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 of locally obtained native species, including arroyo willow, as appropriate.

**MM 3.4-8b.** 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 pay all adopted development impact fees towards the preparation and implementation of the slough enhancement plan prior to the issuance of building permits. 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.

MM 3.4-8c. The County of Monterey shall require that the project applicant(s) as a condition of approval, 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.

**Impact 3.4-9. Substantial Adverse Effect on Federally Protected Wetland habitat.** Implementation of the proposed Community Plan would result in permanent alteration of site conditions that may directly impact federally protected wetland habitat.

MM 3.4-9. 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 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). 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,
- Mitigation work plan,
- Performance standards,
- Responsible party information,
- Site protection measures,
- Contingency plan,
- Monitoring and long-term management plan, and
- Financial assurances.

The San Francisco District of the USACE should be consulted for additional guidance regarding the Wetland Mitigation Plan.

**Impact 3.4-10. Realignment and Restoration of the Tembladero and Castroville Sloughs.** Implementation of the proposed Community Plan would result in a temporary and permanent alteration of the Tembladero and Castroville sloughs, a jurisdictional water of the United States, which would be considered a potentially significant impact.

MM 3.4-10. 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 Avenue project within the Merritt Street Corridor Opportunity Area.

**Impact 3.4-11. Cumulative Affect on Special Status Species and Sensitive Habitats.** Build out of the proposed Community Plan combined with build out of reasonably foreseeable development within the proposed Community Plan planning area would result in disturbance to special status species and sensitive habitats throughout the region.



Implementation of mitigation measures presented within this section, MM 3.4-1 through MM 3.4-9, would reduce the overall contribution to cumulative biological resource impacts resulting from build out of the proposed Community Plan.

(5) Chapter 3.5 Cultural Resources

**Impact 3.5-1.** The proposed Community Plan may result in the destruction or disturbance of historic structures and archaeological sites.

MM 3.5-1a. The County of Monterey prior shall require the project applicant(s) as a condition of approval 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)3, (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.

MM 3.5-1b. 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. 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 Descendent" to inspect the site and provide recommendations for the proper treatment of the remains and any associated grave goods.

**Impact 3.5-2. Cumulative Impacts to Archaeological and Cultural Resources.** Implementation of the proposed Community Plan, in combination with cumulative development activity in the area, would increase the potential to disturb or contribute to the loss of known and undiscovered cultural resources in the area.

Implementation of mitigation measure MM 3.5-1a and MM 3.5-1b would reduce the proposed Community Plan's contribution to this cumulative impact by addressing impacts on a case-by-case basis, thus avoiding compounding impacts associated with cumulative development.

(6) Chapter 3.6 Geology and Soils

**Impact 3.6-1. Seismic Ground Shaking.** Placement of new structures within the planning area could result in potential structural damage and associated human safety hazards due to seismic ground shaking caused by earthquakes on nearby active and potentially active faults.

**MM 3.6-1.** The County of Monterey shall require project applicant(s) as a condition of approval, for General Development Plans and other discretionary approvals associated with the proposed Community Plan 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*. This report may include, but not be limited to the potential for surface ruptures, ground shaking, liquefaction, land-sliding and other geologic and soils hazards. All final engineering and improvement plans shall be prepared in accordance with Monterey County standards and shall be submitted to the County for review and approval prior to issuance of building permits. All future development shall be designed in accordance with the current edition of the California Building Code.

**Impact 3.6-2 Liquefaction.** Placement of new structures within the planning area could result in potential structural damage and associated human safety hazards due to liquefaction of soils. Implementation of mitigation measure MM 3.6-1 requires that all future development be designed in accordance with the requirements of the California Building Code and the recommendations contained within site-specific geotechnical report, subject to review and approval by Monterey County. By requiring all buildings be designed and constructed to ensure that the effects of liquefaction are minimized, potential impacts to people and structures from these effects would be reduced to a less than significant level.

**Impact 3.6-3. Short-Term Soil Erosion During Construction Activities.** Development within the planning area has the potential to result in short-term soil erosion during construction activities. Implementation of mitigation measure MM 3.9-2 requires that specific development proposals prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction Activities general permit. The SWPPP describes treatment measures and best management practices (BMPs) necessary to control pollutants and would be implemented during construction and post-construction phases of project development. In addition, development within the planning area will be subject to the County's Erosion Control Ordinance (Section 16.12), which requires submittal of an Erosion Control Plan indicating proposed methods for the control of runoff, erosion and sediment movement prior to permit issuance for building, grading or land clearing. Implementation of mitigation measure MM 3.9-2 and adherence to the Erosion Control Ordinance will reduce short-term soil erosion impacts during construction activities to a less than significant level.

**Impact 3.6-4. Expansive Soils.** Placement of new structures within the planning area could result in potential structural damage and associated human safety hazards resulting from expansive soils. Implementation of mitigation measure MM 3.6-1,

requiring all future development be designed in accordance with the California Building Code and the recommendations contained within site-specific geotechnical reports.

(7) Chapter 3.7 Hazards and Hazardous Materials

**Impact 3.7-1. Hazardous Materials in the Planning Area.** Implementation of the proposed Community Plan may result in the discovery of hazardous material contamination in areas proposed for future development. In addition, development within the Cypress Residential, Commuter Train Station, and New Industrial Opportunity Areas, on lands previously utilized for agricultural production, could potentially expose people or property to soil contamination from pesticides and herbicides.

**MM 3.7-1.** The County of Monterey shall require the project applicant(s) as a condition of approval, 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 obtaining a grading permit for development activities.

(8) Chapter 3.8 Hydrogeology and Groundwater

**Impact 3.8-1. Long -Term Impact to Groundwater Resources.** The proposed Community Plan would increase the water demand in the basin with the construction of urban uses, however the conversion of CSIP irrigated agricultural land to urban uses would allow for the transfer of CSIP water at a ratio of 2:1 to land that is currently in production but not within the CSIP service area. In addition, the proposed urban uses would result in an increase in the amount of wastewater generated within the planning area, which would be conveyed to the MRWPCA wastewater treatment plant for treatment and reclamation in the expanded CSIP service area. Therefore, with implementation of the proposed Community Plan, an overall decrease in water being extracted from the Salinas Valley Groundwater basin would occur upon completion of the Salinas Valley Water Project's diversion project. As a condition of approval of General Development Plans, project applicant(s) within the Cypress Residential, North Entrance, Commuter Train Station, and New Industrial Opportunity Areas shall annex half of the required acreage and provide appropriate connections for distribution of CSIP water to the annexed land. The remaining acreage shall be annexed to Zone 2B within one year (secured by an agreement with MCWRA) after the Salinas Valley Water Project diversion project is completed. For every acre of existing farmland using recycled water from 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 using groundwater, not recycled water, to irrigate. If the acreage is not annexed to Zone 2B within one year after construction of the Salinas Valley Water Project, this would be considered a potentially significant impact.

MM 3.8-1a. The County of Monterey shall require that the project applicant(s) as a condition of approval, 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. 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 as a condition of approval. The project applicant(s) for new development shall be responsible for engineering and installing the new CSIP transmission lines and associated equipment to serve the replacement acreage (i.e. piping, booster pumps, and connections) 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. As a condition of approval 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 acreage and provide appropriate connections for distribution of CSIP water to the annexed land. 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 the phasing of the annexation of acreage into Zone 2B and occupancy shall be phased accordingly.

MM 3.8-1b. The County of Monterey shall require that the project applicant(s) as a condition of approval, 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 to install the new production well at its expense as a condition of approval for annexation of the Opportunity Area into Castroville Water District's service area. The cost associated with the installation of the new well shall be reimbursed to the project applicant who constructs the well 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.

**Impact 3.8-2. Near-term development within the Merritt Street Corridor Near-Term Groundwater Demand.** Opportunity Area, as well as in-fill development proposed in the Community Plan may occur prior to the completion of the Salinas Valley Water Project diversion project in 2008, placing additional demands on the groundwater basin. In recent years, CWD has experienced a decrease in demand by approximately 108 AFY due to several large agricultural businesses leaving the Castroville area. This water could be available to accommodate near-term development within the Merritt Street Corridor Opportunity Area, as well as in-fill development in the proposed Community Plan, prior to completion of the Salinas Valley Water Project diversion project in 2008. However, if water demands associated with near-term development exceed 108 AFY, this would be considered a potentially significant impact.

MM 3.8-2. 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) as a condition of approval, 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.

(9) Chapter 3.9 Surface Water Hydrology and Water Quality

**Impact 3.9-1. Long-Term Surface Water Runoff Flows.** Implementation of the proposed Community Plan would result in an increase in impervious surface, which would subsequently increase surface water runoff in the planning area

MM 3.9-1. 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 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 Public Works Department; Monterey County Water Resources Agency; Castroville Water District, and the Environmental Health Division as a condition of approval. 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.

**Impact 3.9-2. Long-Term Surface Water Quality Standards.** Implementation of the proposed Community Plan would result in an increase in long-term surface runoff that may contain contaminants that would have an adverse impact on surface water quality.

MM 3.9-2. 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 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.

**Impact 3.9-3. Short Term Erosion and Surface Water Quality.** Implementation of the proposed Community Plan would result in short-term increased rates of erosion during construction activities. Implementation of mitigation measure MM 3.9-2 requires that the project applicant(s), for General Development Plans and other development associated with the proposed Community Plan, prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) Construction Activities general permit. The SWPPP describes treatment measures and best management practices (BMPs) necessary to control pollutants and would be implemented during construction and post-construction phases of project development. In addition, future development within the planning area will be subject to the County's Erosion Control Ordinance (Section 16.12), which requires submittal of an Erosion Control Plan indicating proposed methods for the control of runoff, erosion and sediment movement prior to permit issuance for building, grading or land clearing. Implementation of mitigation measure MM 3.9-2 and adherence to the Monterey County Erosion Control Ordinance will reduce short-term soil erosion impacts during construction activities to a less than significant level.

**Impact 3.9-4. Urban Development Within a 100-Year Flood Hazard Area.** During the 100-year storm event, life and property may be exposed to hazards due to flooding.

**MM 3.9-4a.** The County of Monterey shall require the project applicant(s) as a condition of approval, 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 A1 through A30 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.

MM 3.9-4b. 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 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 with discretionary permit 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.

MM 3.9-4c. Prior to Monterey 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 code. Cross sections shall be submitted to Monterey County Water Resources Agency for review and approval and the "top of bank" shall be noted on the site plans. 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.

MM 3.9-4d. Prior to recording the Final Maps for General Development Plans within the Cypress Residential and Merritt Street Corridor Opportunity Area, the County of Monterey shall require that the project applicant(s) dedicate to 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 road 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.

(10) Chapter 3.11 Noise

**Impact 3.11-1. Short-Term Exposure to Construction Noise.** The proposed Community Plan could result in construction-related noise that would exceed applicable County noise standards at nearby noise-sensitive land uses.

MM 3.11-1. As a condition of 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 between the least noise-sensitive periods of the day (e.g., 7 A.M. to 7 P.M.);
- Locate construction equipment and equipment staging areas at the furthest distance possible from nearby noise-sensitive land uses;
- Ensure that construction equipment is properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds should be closed during equipment operation;
- When not in use, motorized construction equipment should not be left idling; and
- Install temporary noise barriers when activities would affect daytime noise-sensitive receptors (e.g., residential uses, schools, and churches).

**Impact 3.11-2. Long-Term Exposure to Stationary-Source Noise.** The proposed Community Plan would result in new stationary-source noise, particularly noise from commercial and industrial uses that could exceed applicable County noise standards at nearby noise-sensitive land uses.

MM 3.11-2. The County of Monterey shall require that project applicant(s) as a condition of approval, 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 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.).

**Impact 3.11-4. Exposure to Ground-borne Vibration.** Implementation of the proposed Community Plan may result in increased groundborne vibration levels at nearby land uses in excess of established standards.

**MM 3.11-4.** As a condition of approval of General Development Plan approval, the 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.

(11) Chapter 3.14 Traffic and Circulation

**Impact 3.14-2. Intersection Level of Service Impacts Without Interchanges.** With the addition of traffic generated by the proposed Community Plan the Castroville Boulevard/Eastbound Highway 156 ramp intersection would operate at LOS B during the AM peak hour and LOS E during the PM peak hour if no interchanges are developed.

**MM 3.14-2.** Construct the southerly extension of Castroville Boulevard, realign the existing Castroville 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, pay all adopted traffic impact fees at the time of building permit issuance. 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.

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.

**Impact 3.14-3. Roadway Segments Level of Service Impacts Without Interchanges.** With the addition of traffic generated by the proposed Community Plan, Castroville Boulevard, north of Highway 156 would operate at an unacceptable level of service, LOS D during the PM peak hour. Deficient operation of this roadway segment would be considered a potentially significant impact.

**MM 3.14-3.** Widen Castroville Boulevard to a four-lane arterial street, between Highway 156 and the primary entrance for the Commuter Train Station 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) as a condition of approval, for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, pay all adopted traffic impact fees at the time of building permit issuance. 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.

**Impact 3.14-5. Intersection Level of Service Impacts With Interchange Improvements.** With the addition of traffic generated by the proposed Community Plan, significant level of service impacts would occur at the Castroville Boulevard/Highway 156 intersection.

**MM 3.14-5.** 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 following traffic controls and lane configurations shall be implemented:

Castroville Boulevard/Westbound Highway 156 Ramps:

- Stop control on only the Westbound Highway 156 Ramp approach
- Northbound: one left and two through lanes
- Southbound: one through and one right turn lane
- Eastbound: none (this leg would be the westbound on-ramp)
- Westbound: one left-through lane and one right turn lane

Castroville/Eastbound Highway 156 Ramps:

- Signalized intersection, with Protected signal phasing on northbound and southbound Castroville Boulevard, and Split phasing on the eastbound Highway 156 off-ramp
- Northbound: one through and one right turn lane
- Southbound: one left and one through lane
- Eastbound: one left turn lane, one left-through lane, and one right turn lane
- Westbound: none (this leg would be the eastbound on-ramp)

To fund this improvement, the County of Monterey shall require that the project applicant(s) as a condition of approval, for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, pay all 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.

**Impact 3.14-7. Bicycle and Pedestrian Facilities.** Implementation of the proposed Community Plan would increase the demand for new bicycle and pedestrian facilities.

MM 3.14-7. 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) as a condition of approval, for General Development Plans and other discretionary improvement contribute their fair share towards pedestrian and bicycle improvements and install improvements within each Opportunity Area prior to buildout of each Opportunity Area. All pedestrian and bicycle improvements shall be constructed concurrent with development with each opportunity area and completed prior to buildout of each Opportunity Area.

**Impact 3.14-8. Transit Facilities.** Implementation of the proposed Community Plan would result in an increased demand for transit service and facilities.

MM 3.14-8. 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 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*.

**Impact 3.14-9. Parking.** Implementation of the proposed Community Plan would result in an increased demand in parking in the Merritt Street Corridor Opportunity Area.

MM 3.14-9. 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 County of Monterey shall require the project applicant(s) as a condition of approval, for General Development Plans and other discretionary approvals within the Merritt Street Corridor Opportunity Area provide adequate parking for proposed uses if parking demands cannot be met by existing facilities. Project applicants are encouraged to incorporate carpool parking spaces within proposed parking areas. To fund additional parking facilities, the County of Monterey shall require that the project applicant contribute towards capital costs of additional parking facilities. A reasonable allowance is about \$5,000 per surface parking 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 collected at the time of building permit issuance. The County of Monterey shall install and/or coordinate with Caltrans the installation of no truck parking signs in areas

where truck parking occurs along Merritt Street and within residential areas.

**Impact 3.14-10. Emergency Vehicle Access.** Implementation of the proposed Community Plan would increase population, which may result in an increase in the demand for emergency vehicle access to the proposed Community Plan planning area.

MM 3.14-10. 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) as a condition of approval, for General Development Plans and other discretionary approvals, contribute their fair share towards installation of emergency vehicle preemptive system.

(12) Chapter 3.15 Utilities

**Impact 3.15-1. Increased Wastewater Flows.** Implementation of the proposed Community Plan would result in an increased demand upon wastewater collection, treatment, and disposal facilities.

MM 3.15-1a. Upon approval of the proposed Community Plan, the County of Monterey shall require that the Opportunity Areas are annexed to the CWD's Sphere of Influence (SOI) upon approval of a General Development Plan for the respective Opportunity Area. CWD shall submit an application to the Local Agency Formation Commission of Monterey County (LAFCO) to revise their Sphere of Influence to include all of the Opportunity Areas.

MM 3.15-1b. The County of Monterey shall require that project applicant(s) as a condition of approval, 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.

MM 3.15-1c. The County of Monterey shall require that project applicant(s) as a condition of approval, 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 at time of issuance of building permits. 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.

**Impact 3.15-2. Potable Water.** Implementation of the proposed Community Plan would increase the demand for potable water.

MM 3.15-2. 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, 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.

3. FINDING: SIGNIFICANT UNAVOIDABLE IMPACTS.

The FEIR identifies significant and unavoidable adverse impacts associated with the approval of the Project, as listed below. If the Board of Supervisors incorporates the mitigation measures described above into the Project to mitigate the impacts to the extent feasible, the impacts listed below will remain significant after identified feasible mitigation measures are implemented. The Board of Supervisors finds and determines: that specific economic, legal, social, technological, or other considerations including provision of employment opportunities make infeasible the mitigation measures or project alternatives identified in the FEIR; that these significant and unavoidable adverse impacts are acceptable and that the Project may be approved despite these impacts for the reasons specified in the Statement of Overriding Considerations (Finding 6); that there are no additional feasible mitigation measures or alternatives that the Board could adopt at this time which would reduce the following impacts to a less than significant level; that some of the impacts identified are changes or alterations that are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and such changes have been adopted by such other agency or can and should be adopted by such other agency. The impacts and related mitigation measures identified below are presented in summary form. For a detailed description of impacts and mitigation measures, see the appropriate text in the FEIR, including the FEIR Errata dated March 26, 2007.

EVIDENCE:

a. Significant Irreversible Environmental Changes.

As explained in Chapter 6.1 of the EIR, and described below, implementation of the Castroville Community Plan would result in irreversible impacts.

b. Significant Unavoidable Impacts.

Chapter 3.0 of the EIR provides an analysis of the significant impacts and mitigation measures. The FEIR identifies the following potentially significant impacts associated with the Project, which will remain significant even after implementation of the mitigation measures identified in the FEIR.

1) EIR Chapter 3.1 Aesthetics and Visual Resources

**Impact-3.1-2. Degradation of the Visual Character of the Planning Area and Surrounding Area.** Implementation of the proposed Community Plan would result in permanent alteration of the existing planning area conditions that are known to provide visual character to the community of Castroville. The overall change in the visual character of the project area from primarily vacant and agricultural land to approximately 1,655 residential units, 40 new parcels of light industrial development, 50,000 square feet of commercial development, several recreational

parks, and a commuter rail station, would result in a permanent change. Despite the policies in the proposed Community Plan, the permanent conversion, the pace of change, and the overall character and appearance of the community of Castroville will be significantly altered with implementation of the proposed Community Plan. Although this analysis is somewhat subjective, as it may be also be argued that the new development of quality design and enhancement plans may result in many visual improvements to the community, the impact to the community's overall visual and rural character is nonetheless considered to be a **significant and unavoidable impact in the long-term.**

## 2) EIR Chapter 3.2 Agriculture

**Impact 3.2-1 Conversion of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland.** The proposed Community Plan would convert approximately 376 acres of Prime Farmland, Farmland of Statewide Importance and Unique Farmland to urban uses. Because the affected agricultural land within the proposed Community Plan planning area cannot be recreated or reproduced elsewhere, the conversion of approximately 376 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is considered a **significant and unavoidable impact.**

**Impact 3.2-2. Conflicts with Applicable Agricultural Land Use Plan, Policy, or Regulation.** Implementation of the proposed Community Plan would result in conflicts with existing agricultural policies of plans with jurisdiction over the planning area. Mitigation measure MM 3.3-2 would require that future development within the North Entrance Opportunity Area, Cypress Residential Opportunity Area, Commuter Train Station 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, which would ensure that surrounding agricultural land is not converted. Agricultural policies of the General Plan are applicable to the three Opportunity Areas within the Coastal Zone, as well as the Cypress Residential Opportunity Area, which includes Prime Farmland and Farmland of Statewide Importance. The Project includes amendments to the North County Land Use Plan to ensure consistency of the Project with the Land Use Plan. However, the proposed conversion of prime agricultural areas can't be re-created elsewhere. The conversion of farmland to other uses is therefore considered a **significant and unavoidable impact.**

**Impact 3.2-4. Cumulative Conversion of Farmland.** Implementation of the proposed Community Plan would convert approximately 376 acres of agricultural land to urban uses, approximately 276 acres of which are located within the Coastal Zone, contributing to the cumulative loss of farmland in the region. The Monterey County General Plan contains no policies or implementation programs which require mitigation or offsets for conversion of prime farmland and Monterey County does not have an established agricultural compensation program for the conversion of agricultural land. There are no feasible mitigation measures available to reduce the impact of agricultural land conversion to a less than significant impact. Therefore,



the conversion of farmland through implementation of the proposed Community Plan would be considered a significant and unavoidable cumulative impact.

### 3) EIR Chapter 3.3 Air Quality

**Impact 3.3-2. Long-Term Operational Emissions - Criteria Air Pollutants.** Operational emissions associated with build out of the proposed Community Plan would result in emissions of criteria air pollutants that would exceed MBUAPCD's thresholds of significance.

**MM 3.3-2.** The County of Monterey shall require that project applicant(s) as a condition of approval, 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, NO<sub>x</sub>, CO and PM<sub>10</sub> as recommended by the MBUAPCD and in 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:

#### **Commercial and Industrial Uses**

- Provide preferential carpool/vanpool parking spaces;
- 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;
- Provide onsite child care centers;
- Develop park-and-ride lots;
- Employ a transportation/rideshare coordinator;
- Implement a rideshare program
- Provide incentives to employees to rideshare or take public transportation;
- Implement compressed work schedules; and
- Implement telecommuting program.

#### **Residential Uses**

- Use gas-fired fireplaces;
- Provide pedestrian sidewalks and bicycle paths that link to adjacent land uses and external networks; and
- Incorporate energy-efficient appliance into residential uses.

#### **All Uses**

- Orient buildings to minimize heating and cooling needs;
- Provide shade trees to reduce cooling needs;
- Include energy-efficient lighting systems;
- Include solar water heaters or centralized water heating systems; and
- Increase insulation beyond Title 24 requirements to minimize heating and cooling needs.

Implementation of MBUAPCD recommended best available control measures would reduce long-term operational emissions as follows: ROG by 3.31 lbs/day; NO<sub>x</sub> by 0.51 lbs/day; CO by 1,530.53 lbs/day; SO<sub>x</sub> by 8.02 lbs/day; and PM<sub>10</sub> by 231.85 lbs/day. However, ROG, CO and PM<sub>10</sub> emissions would still exceed MBUAPCD's thresholds of significance even with full effectiveness of these mitigation measures. No additional mitigation measures were identified that would reduce emissions to below MBUAPCD's significance thresholds. As a result, increases in long-term regional emissions attributable to the proposed Community Plan would be considered a **significant and unavoidable impact**.

**Impact 3.3-4. Long-Term Operational Emissions - Toxic Air Contaminants (TAC).** The proposed Community Plan would include commercial and industrial land uses that may result in the generation of TAC, including diesel-exhaust PM emissions. Exposure to TAC, particularly mobile source TAC, could exceed MBUAPCD significance thresholds. Emissions from diesel-fueled vehicles are anticipated to decrease substantially over the next few years, with continued implementation of ARB's diesel-engine emission standards and diesel particulate-matter control measures. However, given that specific land uses have not yet been identified, it is unclear what effect the ARB's diesel-engine emission standards and diesel particulate-matter regulations would have on the level of impact and the necessity for, or type of, mitigation required for specific land uses. As a result, this impact is considered **significant and unavoidable**. However, this conclusion could change in the future depending on the specific land uses proposed, operational characteristics, and location of sensitive receptors, as well as the effectiveness of statewide regulatory controls for diesel-fueled engines.

#### 4) EIR Chapter 3.11 Noise

**Impact 3.11-3. Long-Term Exposure to Transportation Noise.** Implementation of the proposed Community Plan would contribute to a substantial increase in ambient traffic noise levels along various roadway segments. Implementation of mitigation measure MM 3.11-2 would reduce the impact of transportation noise levels. In accordance with MM 3.11-2, proposed noise-sensitive land uses would be required to meet the County's noise standards for land use compatibility (Table 3.11-4). However, substantial increases in ambient noise levels at existing noise-sensitive receptors, particularly those located along primarily affected roadways, may still occur. Therefore, this would be considered a **significant and unavoidable impact**.

**Impact 3.11-5. Cumulative Traffic Noise Exposure.** Implementation of the proposed Community Plan combined with other foreseeable projects may result in a cumulative increase in traffic noise levels. Implementation of mitigation measure MM 3.11-2 would reduce the impact to cumulative transportation noise levels generated by the proposed Community Plan combined with reasonably foreseeable projects. Implementation of MM 3.11-2 would reduce impacts to future planned noise-sensitive land uses. However, substantial increases in noise levels at existing noise-sensitive land uses may still occur. Impacts to existing uses would be infeasible to mitigate. Therefore, this would be considered a **cumulative significant and unavoidable impact**.

5) EIR Chapter 3.14 Traffic and Circulation

**Impact 3.14-1. Intersection Level of Service Impacts Without Interchanges.** With the addition of traffic generated by the proposed Community Plan, significant level of service impacts would occur at the following four intersections if no interchanges are developed:

- a) The Highway 1/Merritt Street (Highway 183) intersection would continue to operate at unacceptable levels of service at LOS F during the PM peak hour.
- b) The Merritt Street (Highway 183)/Westbound Highway 156 ramp intersection would operate at unacceptable levels of service at LOS E during the AM peak hour and LOS D during the PM peak hour.
- c) The Merritt Street (Highway 183)/Eastbound Highway 156 ramp intersection would at unacceptable levels of service at LOS F during the PM peak hour.
- d) The Merritt Street (Highway 183)/Oak Street-Blackie Road intersection would operate at LOS D during the AM peak hour and LOS F during the PM peak hour.

The proposed Community Plan would have a **significant impact** on these four intersections. The following mitigation measures would reduce these impacts, but not to a less than significant level.

**MM 3.14-1a.** As a condition of 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.

**MM 3.14-1b.** 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 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 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.

Highway 1/Merritt Street (Highway 183) Intersection Improvements. 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.

MM 3.14-1c. Construct a northbound Merritt Street right-turn lane at Highway 156. To fund this new improvement (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s) as a condition of approval, for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, pay all adopted traffic impact fees at the time of building permit issuance. 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.

MM 3.14-1d. Construct a second northbound Merritt Street through-lane at the intersection of Merritt Street and Oak Street/Blackie Road. To fund this new

improvement (included in the proposed Community Plan as planned mitigation), the County of Monterey shall require that the project applicant(s) as a condition of approval, for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, pay all adopted traffic impact fees at the time of building permit issuance. 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.

Impact 3.14-4. Roadway Segments Level of Service Impacts Without Interchanges. With the addition of traffic generated by the proposed Community Plan, Merritt Street (Highway 183) would operate at LOS F south of Highway 1 during both the AM and PM peak hours; LOS D during the PM peak hour, north of Highway 156; LOS F south of Highway 156, north of Blackie Road, and south of Blackie Road during both the AM and the PM peak hour. Deficient operations along this segment of Merritt Street (Highway 183) would be considered a **significant impact**. The following mitigation measures would reduce these impacts, but not to a less than significant level.

MM 3.14-4a. 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. 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) as a condition of approval, for General Development Plan(s) and other discretionary approvals within the proposed Community Plan planning area, pay all adopted traffic impact fees at the time of building permit issuance. 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 & Del Monte Avenue. Widening 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 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.

**MM 3.14-4b.** As a condition of approval of a final subdivision map 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.

**Impact 3.14-11. Cumulative Intersection Level of Service Without Interchanges.** With the addition of traffic generated by the proposed Community Plan, significant level of service impacts would occur at the following intersections if no interchanges are developed:

- a) The Merritt Street (Highway 183)/Westbound Highway 156 ramp intersection would operate at LOS F during the AM and PM peak hours;
- b) The Merritt Street (Highway 183)/Oak Street-Blackie Road intersection would operate at LOS D during the AM peak hour and LOS F during the PM peak hour; and
- c) The Castroville Boulevard/Highway 156 intersection would operate at LOS F during both the AM and PM peak hours.

This would be considered a **significant cumulative impact** at these intersections even with implementation of mitigation measures under project conditions.

**MM-3.14-11.** 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, pay all adopted traffic impact fees for this improvement at time of building permit issuance. 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. The above traffic controls and lane configurations would improve operations at the Castroville Boulevard/Highway 156 intersection to LOS D during the AM peak hour and LOS-C during the-PM peak hour. The current LOS standard for this intersection is LOS C but may be reduced to LOS D. Therefore, this would be considered a **significant and unavoidable impact**.

**Impact 3.14-12. Cumulative Roadway Level of Service Without Interchanges.** With the addition of traffic generated by the proposed Community Plan, significant level of service impacts would occur at the following roadway segments if no interchanges are developed:

- a) Castroville Boulevard/Highway 156 would operate at LOS F until re-constructed as a freeway or expressway; and
- b) Merritt Street (Highway 183) would operate at LOS D during the PM peak hour south of Highway 1; LOS E during the AM peak hour and LOS F during the PM peak hour south of Highway 156; LOS F during the PM peak hour north of Blackie Road; and LOS F during the AM and PM peak hour south of Blackie Road.

The impacts described above would be considered a **significant cumulative impact** at these roadway segments.

Highway 156. Highway 156 east of Castroville Boulevard would operate at a deficient LOS F. The improvements recommended and currently in the planning process by Caltrans and TAMC would result in LOS C during the AM and PM peak hour if an expressway is constructed and LOS B during the AM and PM peak hour if a freeway is constructed as addressed in MM 3.14-14. With implementation of these improvements the cumulative impact along this roadway segment would be considered less than significant. However, until the regional roadway improvements are constructed Highway 156 would continue to operate at LOS F. This would be considered a **short-term significant and unavoidable cumulative impact**.

Merritt Street (Highway 183). Merritt Street (Highway 183) would operate at LOS F during the AM and PM peak hour south of Highway 1; LOS D during the AM peak hour and LOS F during the PM peak hour north of Highway 156; and LOS F during the AM and PM peak hour south of Highway 156 through south of Blackie Road. With implementation of mitigation measures MM 3.14-1c, MM 3.14-1d, and MM 3.14-4a under project conditions, Merritt Street (Highway 183) operations would improve to LOS C during the AM peak hour and LOS D during the PM peak hour south of Highway 1; LOS E during the AM peak hour and LOS F during the PM peak hour south of Highway 156; LOS C during the AM peak hour and LOS F during the PM peak hour north of Blackie Road; and LOS

F during the AM and PM peak hour south of Blackie Road. However, the level of service would still be deficient. As discussed under Impact 3.14-1, physical constraints preclude the ability to widen Merritt Street in this area to accommodate two through lanes in each direction, which would improve the level of service to acceptable levels. Therefore, this would be considered a **significant and unavoidable cumulative impact**.

**Impact 3.14-13. Cumulative Intersection Level of Service With Interchanges.** Implementation of the proposed Community Plan would result in a deficient cumulative level of service to the following roadway segments and interchanges with implementation of the interchange improvements:

- a) Castroville Boulevard/Highway 156 would operate at LOS F until the highway is reconstructed as a freeway or expressway, and
- b) Merritt Street (Highway 183) would operate at LOS E during the AM peak hour and LOS F during the PM peak hour south of Highway 156; LOS C during the AM peak hour and LOS F during the PM peak hour north of Blackie Road; and LOS F during the AM and PM peak hour south of Blackie Road.

Implementation of mitigation measure MM 3.14-5 would improve the level of service at this intersection by constructing an interchange at the Castroville Boulevard/Highway 156 intersection in conjunction with the planned upgrade of Highway 156 to a four-lane freeway, which may occur after build out of the proposed Community Plan. With implementation of these improvements, the Castroville Boulevard/Highway 156 interchange would operate at LOS A during both the AM and PM peak hours. However, until the interchange is constructed the Castroville Boulevard/Highway 156 intersection would operate at LOS F from the worst approach during the AM and PM peak hours. This would be considered a short-term significant and unavoidable cumulative impact.

Furthermore, implementation of mitigation measures MM 3.14-1c, MM 3.14-1d, and MM 3.14-4a under project conditions would improve the level of service along Merritt Street (Highway 183) but not to a less than significant level.

Therefore, this would be considered a **significant and unavoidable cumulative impact**.

**Impact 3.14-14. Regional Roadway Network.** Implementation of the proposed Community Plan, combined with cumulative development in the region would exacerbate the regional roadway network that is currently operating at unacceptable levels of service.

**MM 3.14-14.** The County of Monterey shall require that the project applicant(s) as a condition of approval, for General Development Plan and other discretionary approvals associated with the proposed Community Plan, pay their proportionate fair share to the Transportation Agency of Monterey County (TAMC) in order to mitigate for impacts to the regional roadway network at time of building permit issuance. Although TAMC does not have the mechanism in place to implement specific projects, the County of Monterey has been collecting TAMC fees for



other projects throughout the County. Therefore, the project applicants shall contribute their fair share to the TAMC traffic impact fee at time of building permit issuance. Through the payment of the TAMC traffic impact fees, the proposed 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 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 TAMC 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.

Implementation of mitigation measure MM 3.14-14 would contribute funds for needed regional roadway improvements. However, until the recommended

regional roadway improvements are implemented, the level of service will remain unacceptable on several regional roadways and the added trips associated with the proposed Community Plan would contribute to a **significant and unavoidable cumulative impact**.

4. **FINDING: MITIGATION MONITORING PROGRAM.** When making findings, a lead agency must adopt a reporting or monitoring program for the mitigation measures it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. In conjunction with adopting the Castroville Community Plan as applicable in the inland area of the County, the Board of Supervisors is adopting the Mitigation Monitoring and Reporting Program (MMRP) for the Project, and the Board intends to adopt the MMRP as applicable in the coastal zone when it formally adopts the Castroville Community Plan as applicable in the coastal zone.

**EVIDENCE:**

- a. Per CEQA and Board Policy, the Board of Supervisors intends to adopt a Mitigation Monitoring and Reporting Program for the Castroville Community Plan as part of the Project approval. The Mitigation Monitoring and Reporting Program lists each mitigation measure, actions to be completed, specifies the responsible party, timing, and means of verification of compliance.
- b. The mitigation measures incorporated into and imposed upon the Project, including mitigation measures that were added or revised in the FEIR, will not have new significant environmental impacts that were not already analyzed in the EIR for the Castroville Community Plan.

5. **FINDING: ALTERNATIVES.** Section 15126.6(f) of the CEQA Guidelines requires that an EIR include "a range of reasonable alternatives to the project, or to the location of the project, which would avoid or substantially lessen any significant effects of the project." The Board of Supervisors has reviewed the significant impacts associated with a reasonable range of alternatives, as compared with the proposed Project, and in evaluating the alternatives has also considered each alternative's feasibility, taking in account a range of economic, environmental, social, legal, technological, and other factors. In evaluating and rejecting the alternatives described in this finding, the Board of Supervisors has also considered the important factors listed in Finding 6, the Overriding Considerations.

**EVIDENCE:**

- a. Based on results and conclusions of the analysis in Chapter 3 of the EIR, the Project would result in significant and unmitigated impacts to aesthetics and visual resources, agricultural resources, air quality, noise and transportation and circulation.
- b. The EIR considered three alternatives to the Project: "No Community Plan/No Development Alternative," "Reduced Density Alternative," and "Modified Community Plan Alternative." The Board of Supervisors finds that each of these

alternatives is infeasible or less desirable than the proposed Project due to environmental or other adverse impacts, based on the following:

- (1) *No Community Plan/No Development Alternative.* The "No Community Plan/No Development Alternative" considers the comparative environmental effects of not approving the proposed Community Plan, with the planning area remaining in its current state. This alternative was rejected because it does not meet any of the Community Plan objectives, including protecting the existing community from flooding hazards and correcting existing circulation hazards (e.g. Artichoke Avenue) and eliminating and preventing blight in the furtherance of the community's vision.
- (2) *Reduced Density Alternative.* The "Reduced Density Alternative" assumes only near-term development would occur within the Merritt Street Corridor Opportunity Area and the in-fill development areas throughout the community. This reduction in density would eliminate 100 percent of the new industrial, public facilities, and park uses, approximately 86 percent of the residential uses, and a portion of the mixed-use commercial uses. Approximately 225 residential units and 30,000 square feet of commercial space would be developed within the planning area under this "Reduced Density Alternative." Eliminating the industrial, public facilities, and a majority of the residential units would generate less traffic, and subsequently result in a decrease in noise emissions in comparison to the proposed project. Elimination of development within the North Entrance, Commuter Train Station, New Industrial, and Cypress Residential Opportunity Areas would eliminate the conversion of approximately 376 acres of farmland and eliminate the significant visual impacts associated with the loss of agricultural fields. The "Reduced Density Alternative" would also eliminate development within the Coastal Zone.

The "Reduced Density Alternative" does not meet the following Community Plan objectives:

- o ensure that new development and redevelopment is compatible with existing development and enhances the character of the community; 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;
- o continue to protect and enhance the community's important natural and man-made resources;
- o create a truck bypass system using county roads and Caltrans facilities to remove through truck traffic from the downtown area;
- o create a local circulation system that allows for safe automotive through traffic within the downtown area;
- o provide safe and convenient access to the new train station for the existing community and commuters;
- o create a safe and convenient pedestrian and bicycle system that connects local and regional destinations; and continue to ensure that adequate levels of public services and infrastructure are available to meet the needs of new and existing development; and

- o promote the creation of primary jobs for workers in the community that provide above average wages and career advancement opportunities.

(3) *Modified Community Plan Design Alternative.* The "Modified Community Plan Design Alternative" assumes development similar to the proposed Community Plan, but includes the elimination of development within sub-areas B and C of the Commuter Train Station Opportunity Area. This alternative would reduce density within the planning area; development within the Coastal Zone; and conversion of agricultural land to urban uses. This alternative would reduce the amount of mixed use/commercial square footage, park and open space use, and residential use. Approximately 962 residential units and 42,000 square feet of commercial space would be developed within the Community Plan under this "Modified Community Plan Design Alternative." Reducing the commercial and residential units would generate less traffic and subsequently result in a decrease in noise emissions in comparison to the proposed project. No development within sub-areas B and C of the Commuter Train Station Opportunity Areas would reduce the conversion of approximately 115 acres of farmland, which would reduce the significant visual impacts associated with loss of agricultural fields. Eliminating development within the Commuter Train Station Opportunity Areas would also reduce development within the Coastal Zone.

The "Modified Community Plan Design Alternative" does not meet the Community Plan objectives including protection and enhancement of the community's important natural and man-made resources; and the provision of safe and convenient access to the new train station for the existing community and commuters.

6. **FINDING: STATEMENT OF OVERRIDING CONSIDERATIONS (SOC).** In accordance with Section 15093 of the CEQA Guidelines, the Board of Supervisors has evaluated the economic, legal, social, technological, or other benefits of the Castroville Community Plan against their unavoidable significant environmental impacts in determining whether to approve the Project, and has determined that the benefits of the Project outweigh its unavoidable, adverse environmental effects and that the adverse environmental effects are considered acceptable in light of the Project's benefits.

**EVIDENCE:**

- a. Based on results and conclusions of the analysis in Chapter 3 of the EIR, the Project would result in significant and unmitigated impacts to aesthetics and visual resources, agricultural resources, air quality, noise and transportation and circulation.
- b. Finding 3 of this Resolution summarizes the impacts identified in the EIR that cannot be mitigated to a level of insignificance.
- c. Each benefit set forth below constitutes an overriding consideration warranting approval of the Castroville Community Plan Project, independent of the other benefits and despite each and every unavoidable impact.

- (1) *Achievement of the Castroville Community Plan's Vision and Goals and Objectives.* The Castroville Community Plan provides a comprehensive plan that will allow the following goals and objectives to be met:
- o maintain the community's existing small town, agricultural character, while enhancing its sense of place and safety through appropriate design programs;
  - o ensure that development and redevelopment is compatible with existing development and enhances the character of the community;
  - o 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;
  - o 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;
  - o protect and enhance the community's important natural and man-made resources;
  - o create a truck bypass system using county roads and Caltrans facilities to remove through truck traffic from the downtown area;
  - o create a local circulation system that allows for safe automotive through traffic within the downtown area;
  - o provide safe and convenient access to the new train station for the existing community and commuters;
  - o create a safe and convenient pedestrian and bicycle system that connects local and regional destinations;
  - o continue to ensure that adequate levels of public services and infrastructure are available to meet the needs of new and existing development;
  - o promote the creation of primary jobs for workers in the community that provide above average wages and career advancement opportunities; and
  - o 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.

- (2) *Further the implementation of the Redevelopment Plan.* The Community Plan assists in eliminating and preventing blight, strengthening the economic base of the Project Area, and achieving the Project Objectives as contained in the Redevelopment Plan. The County has adopted "the

Redevelopment Plan of the Monterey County Redevelopment Agency for the Castroville-Pajaro Project" (November 1986). The Castroville Community Plan boundary includes the Redevelopment Project Castroville Subarea within its boundaries. The Project will provide increased tax revenue of the Redevelopment Agency to use in the Project Area, including tax increment funds.

- (3) *Inclusionary Housing.* The Community Plan will result in twenty percent (20%) of new housing construction in the Plan area to be deed restricted affordable (very low, low and moderate income) housing.
- (4) *Public Facilities.* The Community Plan provides for public facilities, including public offices, parkland and open space facilities.
- (5) *Infrastructure.* The Community Plan provides for community-wide infrastructure including transportation improvements and flood control facilities benefiting the entire community.
- (6) *Revenue Neutrality.* The Community Plan structures the funding for infrastructure and public services to be provided within the community to result in fiscal and revenue neutrality to the County and other governmental entities.
- (7) *Housing Need.* The Community Plan provides needed market-rate housing to help meet the local demand and regional housing needs identified by the State Housing and Community Development Department and the Association of Monterey Bay Area Governments. The County's adopted Housing Element, dated October 2003, identifies Castroville as one location where the housing needs can be met.

7. **FINDING: RECIRCULATION NOT REQUIRED.** The amplifications and clarifications made to the Draft EIR in the Final EIR do not collectively or individually constitute significant new information within the meaning of Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5, and therefore re-circulation is not required. The Final EIR does not contain significant new information, as defined in CEQA Guidelines Section 15088.5, which would require re-circulation of the modified sections or the entire document.

**EVIDENCE:**

- a. In the course of responding to comments received during the public review and comment period on the Draft EIR, certain portions of the Draft EIR have been modified and some new information amplifying and clarifying information in the Draft EIR has been added into the Final EIR. Changes are identified in the Errata dated March 26, 2007 attached to the FEIR presented to and considered by the Board of Supervisors.
- b. No substantial changes to the DEIR or Community Plan were proposed as a result of the public comment process. The Final EIR responds to comments and makes only technical changes, clarifications, or additions to the DEIR. The changes, clarifications, and additions to the DEIR do not identify or result in any new significant impacts or any substantial increase

in the severity of any environmental impacts. Changes to the DEIR text clarify the discussion are based on comment letters and did not change conclusions regarding environmental effects. Changes to the mitigation measures helped clarify or amplify the content and intent of the measures and did not lessen their effect. The revisions to the text of the Community Plan made as a result of the Planning Commission recommendations, public comment, and staff correction amplified and clarified the text but did not substantially change the Plan, introduce new environmental effects not previously analyzed, or increase the severity of previously identified environmental effects. As the changes constituted clarification or amplification of existing language, and environmental conclusions were not changed, re-circulation of the DEIR is not required.

8. **FINDING: RECORD OF PROCEEDINGS.** Pursuant to Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the Monterey County Housing and Redevelopment Office and the Monterey County Planning Department are the custodian of the documents and other material that constitute the record of proceedings upon which the Planning Commission action is based. The documents and other materials that constitute the record of the proceedings are located at the Monterey County Planning Department and the Monterey County Housing and Redevelopment Office both located at 168 W. Alisal Street, Salinas CA 93901.
  
9. **FINDING: FISH AND GAME FEE.** Considering the record as a whole, there is evidence that the Project may have the potential for an effect either individually or cumulatively on wildlife resources as defined under Section 759.2 and 711.2 of the Fish and Game Code.

**EVIDENCE:**

- a. For the purposes of the Fish and Game Code, the Castroville Community Plan will have a potentially significant adverse impact on the fish and wildlife resource upon which the wildlife depends.
- b. The administrative record as a whole indicates the Castroville Community Plan could result in changes to resources listed in Section 753.5(d) of the Department of Fish and Game regulations. There is evidence that the Project, as a whole at buildout, will have the potential for some effect either individually or cumulatively on wildlife resources, including native or non-native plant life, rare and unique plant life, threatened, protected, special status or endangered plants or animals or their habitats, or biological diversity as defined under Sections 759.2 and 711.2 of the Fish and Game Code. Therefore, this project is not subject to a *de minimis* exemption and the applicants are required to pay the Fish and Game fee for an EIR.
- c. Section 3 of the EIR discusses specific impacts related to biological resources.
- d. Materials and documents are contained in the County files.

10. CONCLUSION. In accordance with Public Resources Code Section 21081 and CEQA Guidelines Sections 15091 and 15093, the Board of Supervisors finds as follows:
- a. Based on the foregoing Findings and the information contained in the record, the County hereby makes one or more of the following Findings with respect to each of the significant environmental effects of the Project:
    - (1) Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 2); or
    - (2) Specific economic, legal, social, technological, or other considerations, make infeasible some of the mitigations measures or alternatives identified in the EIR (Findings 3, 5).
  - b. Based on the foregoing Findings and the information contained in the record, the County finds that:
    - (1) As set forth in Finding 2, significant effects on the environment due to the approval of the Project will be eliminated or substantially lessened where feasible through incorporation and implementation of mitigation measures (Finding 2); and
    - (2) Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors and benefits described in the statement of Overriding Considerations in Finding 6.
  - c. These Findings are based on the Draft and Final EIR for the Castroville Community Plan, Mitigation Monitoring and Reporting Program, the Castroville Community Plan, as revised, comments from other responsible agencies and the public submitted regarding the Draft EIR, testimony during public hearings, staff analysis and commentary, and the administrative record as a whole.

#### DECISION

NOW THEREFORE, the Board of Supervisors of the County of Monterey hereby certifies the Final Environmental Impact Report, including the Draft EIR, Final EIR and Final EIR Errata, , for the Castroville Community Plan and adopts the foregoing Findings and Statement of Overriding Considerations.

PASSED AND ADOPTED on this 10th day of April 2007 upon motion of Supervisor Calcagno, seconded by Supervisor Salinas, by the following vote, to-wit:

AYES: Supervisors Armenta, Calcagno, Salinas, and Potter  
NOES: None  
ABSENT: Supervisor Smith

I, Lew C. Bauman, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof of Minute Book 73 for the meeting on April 10, 2007

Dated: April 10, 2007

Lew C. Bauman, Clerk of the Board of Supervisors,  
County of Monterey, State of California

By

  
Darlene Drain, Deputy



Before the Board of Supervisors in and for the  
County of Monterey, State of California

Resolution No. 07-102 )  
Resolution of the Monterey County Board of )  
Supervisors amending the Monterey County )  
1982 General Plan and North County Area )  
Plan (inland) to incorporate the Castroville )  
Community Plan as applicable in the inland )  
area and adopt the Mitigation Monitoring )  
and Reporting Program. )

The Castroville Community Plan came on for public hearing before the Board of Supervisors of the County of Monterey on April 10, 2007. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Board of Supervisors hereby makes the following decision with reference to the following facts:

RECITALS

1. Section 65300 et seq. of the California Government Code requires each county to adopt a comprehensive, long-term general plan for the physical development of each county.
2. On September 30, 1982, the Board of Supervisors of the County of Monterey ("County") adopted a comprehensive update of the County's General Plan ("General Plan" or "1982 General Plan."). Subsequent amendments to the 1982 General Plan established various area plans, including the North County Area Plan adopted in 1985. Pursuant to the California Coastal Act (California Public Resources Code sections 30000 et seq.), the County has also adopted a Local Coastal Program, certified by the California Coastal Commission, for that portion of the County that lies within the coastal zone.
3. In 2003, Monterey County initiated the preparation of the Castroville Community Plan to provide a long-term planning framework for the community. The Community Plan is intended to be incorporated into and become a part of the County's General Plan and Local Coastal Program. The Community Plan area straddles the coastal zone boundary and includes areas governed respectively by the inland area North County Area Plan and the coastal area North County Land Use Plan. The Board of Supervisors must amend the 1982 General Plan, including the North County Area Plan, to incorporate the Community Plan as applicable in the inland area of the County. The Local Coastal Program, including the North County Land Use Plan, must be amended to incorporate the Community Plan as applicable in the coastal zone of the County. While the

Community Plan has been prepared to provide a comprehensive approach to future development in Castroville, it is structured to allow adoption and implementation of the Community Plan as applicable in the inland area in advance of and separate from adoption and implementation of the Plan as applicable in the coastal area of the County.

4. The Castroville Community Plan establishes new land use designations that would replace the existing land use designations in the inland North County Area Plan for the Community Plan area. The Castroville Community Plan also establishes specific policies for the planning area that supplement the existing General Plan.
5. The Community Plan will provide new affordable housing opportunities, new employment opportunities, provide flood protection, improve the circulation system, provide recreational and open space amenities, and will facilitate revitalization of the downtown.
6. The policies of the General Plan and North County Area Plan have been reviewed to ensure that the proposed amendments maintain the compatibility and internal consistency of the General Plan. The Board of Supervisors finds that the Castroville Community Plan is consistent with the General Plan in respect to that portion affecting the inland area.
7. New zoning classifications, consistent with the new General Plan land use designations, and adoption of specific design guidelines and development standards for the Community Plan Area will be considered under separate future actions.
8. Pursuant to the California Environmental Quality Act (CEQA), a Final EIR has been prepared for the Community Plan, which analyzed the environmental impacts associated with adopting and implementing the Community Plan.
9. Pursuant to Government Code sections 65350 et seq., the County may amend the adopted General Plan provided the County follows certain procedures, including that the County Planning Commission hold a noticed public hearing and make a written recommendation to the Board of Supervisors on the proposed amendment of the General Plan and that the Board of Supervisors hold a noticed public hearing on the proposed amendment.
10. The Planning Commission considered the FEIR and Castroville Community Plan at noticed public hearings on January 31, 2007, February 7, 2007, and March 14, 2007. On March 14, 2007 the Planning Commission adopted Resolutions (Resolutions No. 07007 and 07007A) recommending that the Board of Supervisors certify the FEIR and adopt a Statement of Overriding Considerations; amend the 1982 General Plan to incorporate the Castroville Community Plan as it applies to the inland area; adopt a resolution of intent to amend the Local Coastal Program; and adopt the Mitigation Monitoring and Reporting Program.

11. On April 10, 2007 the Board of Supervisors held a duly noticed public hearing to certify the EIR, amend the 1982 General Plan and North County Area Plan to incorporate the Castroville Community Plan as it applies in the inland area, approve the Mitigation Monitoring and Reporting Program, and adopt a Resolution of Intent to amend the Monterey County Local Coastal Program and the North County Land Use Plan to incorporate the Castroville Community Plan as it applies in the coastal zone. At least 10 days before the public hearing date, notices of the hearing before the Board of Supervisors were published in the Monterey County Herald and the Salinas Californian and were also posted at the Castroville Library. A copy of the Castroville Community Plan (dated March 22, 2007), revised to include changes recommended by the Planning Commission and other minor clarifications, was distributed to each of the Supervisors and was available to the public for review.
12. Prior to adopting this resolution, the Board of Supervisors by separate action certified the Final EIR, adopted CEQA findings, and adopted a Statement of Overriding Considerations. The Board will separately consider adoption of a resolution of intent to amend the Local Coastal Program.

#### DECISION

NOW, THEREFORE, in regard to the Castroville Community Plan, set forth in a separate volume dated March 22, 2007 and incorporated herein by reference, the Board of Supervisors of the County of Monterey, State of California, hereby:

1. Amends the 1982 General Plan and the North County Area Plan (inland) to:
  - A. incorporate the Castroville Community Plan as applicable in the inland area of the County; and
  - B. adopt the land use designations set forth in the Castroville Community Plan for the inland Community Plan area, as depicted in Figure 4 of the Castroville Community Plan, to replace the land use designations set forth in the North County Area Plan for the inland Community Plan area.;
2. Adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit A and incorporated herein by reference.

PASSED AND ADOPTED on this 10th day of April 2007 upon motion of Supervisor Calcagno, seconded by Supervisor Salinas, by the following vote, to-wit:

AYES: Supervisors Armenta, Calcagno, Salinas, and Potter  
NOES: None  
ABSENT: Supervisor Smith

I, Lew C. Bauman, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof of Minute Book 73 for the meeting on April 10, 2007

Dated: April 10, 2007

Lew C. Bauman, Clerk of the Board of Supervisors,  
County of Monterey, State of California

By   
Darlene Drain, Deputy

Before the Board of Supervisors in and for the  
County of Monterey, State of California

Resolution No. 07-102 )  
 Resolution of the Monterey County Board of )  
 Supervisors amending the Monterey County )  
 1982 General Plan and North County Area )  
 Plan (inland) to incorporate the Castroville )  
 Community Plan as applicable in the inland )  
 area and adopt the Mitigation Monitoring )  
 and Reporting Program. )

The Castroville Community Plan came on for public hearing before the Board of Supervisors of the County of Monterey on April 10, 2007. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Board of Supervisors hereby makes the following decision with reference to the following facts:

**RECITALS**

1. Section 65300 et seq. of the California Government Code requires each county to adopt a comprehensive, long-term general plan for the physical development of each county.
2. On September 30, 1982, the Board of Supervisors of the County of Monterey ("County") adopted a comprehensive update of the County's General Plan ("General Plan" or "1982 General Plan."). Subsequent amendments to the 1982 General Plan established various area plans, including the North County Area Plan adopted in 1985. Pursuant to the California Coastal Act (California Public Resources Code sections 30000 et seq.), the County has also adopted a Local Coastal Program, certified by the California Coastal Commission, for that portion of the County that lies within the coastal zone.
3. In 2003, Monterey County initiated the preparation of the Castroville Community Plan to provide a long-term planning framework for the community. The Community Plan is intended to be incorporated into and become a part of the County's General Plan and Local Coastal Program. The Community Plan area straddles the coastal zone boundary and includes areas governed respectively by the inland area North County Area Plan and the coastal area North County Land Use Plan. The Board of Supervisors must amend the 1982 General Plan, including the North County Area Plan, to incorporate the Community Plan as applicable in the inland area of the County. The Local Coastal Program, including the North County Land Use Plan, must be amended to incorporate the Community Plan as applicable in the coastal zone of the County. While the

Community Plan has been prepared to provide a comprehensive approach to future development in Castroville, it is structured to allow adoption and implementation of the Community Plan as applicable in the inland area in advance of and separate from adoption and implementation of the Plan as applicable in the coastal area of the County.

4. The Castroville Community Plan establishes new land use designations that would replace the existing land use designations in the inland North County Area Plan for the Community Plan area. The Castroville Community Plan also establishes specific policies for the planning area that supplement the existing General Plan.
5. The Community Plan will provide new affordable housing opportunities, new employment opportunities, provide flood protection, improve the circulation system, provide recreational and open space amenities, and will facilitate revitalization of the downtown.
6. The policies of the General Plan and North County Area Plan have been reviewed to ensure that the proposed amendments maintain the compatibility and internal consistency of the General Plan. The Board of Supervisors finds that the Castroville Community Plan is consistent with the General Plan in respect to that portion affecting the inland area.
7. New zoning classifications, consistent with the new General Plan land use designations, and adoption of specific design guidelines and development standards for the Community Plan Area will be considered under separate future actions.
8. Pursuant to the California Environmental Quality Act (CEQA), a Final EIR has been prepared for the Community Plan, which analyzed the environmental impacts associated with adopting and implementing the Community Plan.
9. Pursuant to Government Code sections 65350 et seq., the County may amend the adopted General Plan provided the County follows certain procedures, including that the County Planning Commission hold a noticed public hearing and make a written recommendation to the Board of Supervisors on the proposed amendment of the General Plan and that the Board of Supervisors hold a noticed public hearing on the proposed amendment.
10. The Planning Commission considered the FEIR and Castroville Community Plan at noticed public hearings on January 31, 2007, February 7, 2007, and March 14, 2007. On March 14, 2007 the Planning Commission adopted Resolutions (Resolutions No. 07007 and 07007A) recommending that the Board of Supervisors certify the FEIR and adopt a Statement of Overriding Considerations; amend the 1982 General Plan to incorporate the Castroville Community Plan as it applies to the inland area; adopt a resolution of intent to amend the Local Coastal Program; and adopt the Mitigation Monitoring and Reporting Program.

Resolution No.: 07-102  
April 10, 2007

11. On April 10, 2007 the Board of Supervisors held a duly noticed public hearing to certify the EIR, amend the 1982 General Plan and North County Area Plan to incorporate the Castroville Community Plan as it applies in the inland area, approve the Mitigation Monitoring and Reporting Program, and adopt a Resolution of Intent to amend the Monterey County Local Coastal Program and the North County Land Use Plan to incorporate the Castroville Community Plan as it applies in the coastal zone. At least 10 days before the public hearing date, notices of the hearing before the Board of Supervisors were published in the Monterey County Herald and the Salinas Californian and were also posted at the Castroville Library. A copy of the Castroville Community Plan (dated March 22, 2007), revised to include changes recommended by the Planning Commission and other minor clarifications, was distributed to each of the Supervisors and was available to the public for review.
12. Prior to adopting this resolution, the Board of Supervisors by separate action certified the Final EIR, adopted CEQA findings, and adopted a Statement of Overriding Considerations. The Board will separately consider adoption of a resolution of intent to amend the Local Coastal Program.

#### DECISION

NOW, THEREFORE, in regard to the Castroville Community Plan, set forth in a separate volume dated March 22, 2007 and incorporated herein by reference, the Board of Supervisors of the County of Monterey, State of California, hereby:

1. Amends the 1982 General Plan and the North County Area Plan (inland) to:
  - A. incorporate the Castroville Community Plan as applicable in the inland area of the County; and
  - B. adopt the land use designations set forth in the Castroville Community Plan for the inland Community Plan area, as depicted in Figure 4 of the Castroville Community Plan, to replace the land use designations set forth in the North County Area Plan for the inland Community Plan area.;
2. Adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit A and incorporated herein by reference.

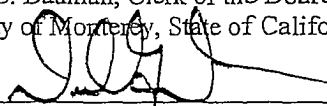
PASSED AND ADOPTED on this 10th day of April 2007 upon motion of Supervisor Calcagno, seconded by Supervisor Salinas, by the following vote, to-wit:

AYES: Supervisors Armenta, Calcagno, Salinas, and Potter  
NOES: None  
ABSENT: Supervisor Smith

I, Lew C. Bauman, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof of Minute Book 73 for the meeting on April 10, 2007

Dated: April 10, 2007

Lew C. Bauman, Clerk of the Board of Supervisors,  
County of Monterey, State of California

By   
Darlene Drain, Deputy

**EXHIBIT "I"**

**Before the Board of Supervisors in and for the  
County of Monterey, State of California**

**Resolution No. \_\_\_\_\_** )  
Resolution of the Monterey County )  
Board of Supervisors Amending the )  
Monterey County Zoning Ordinance )  
(Title 21) and Adopting a Community )  
Plan (CP) Zoning District. )

The Castroville Community Plan, Monterey County Zoning Ordinance (Title 21) Amendment (PLN090014) came on for public hearing before the Monterey County Board of Supervisors on January \_\_, 2010. Having considered all the written and documentary evidence, the administrative record, the staff report, oral testimony, and other evidence presented, the Board of Supervisors hereby resolves with reference to the following facts:

**I. RECITALS:**

- A. On September 30, 1982, the Board of Supervisors of the County of Monterey ("County") adopted a county-wide General Plan ("General Plan").
- B. On July 2, 1985, the Board of Supervisors adopted the North County Area Plan ("Area Plan") as an amendment to the General Plan.
- C. On April 10, 2007, the Board of Supervisors adopted the Castroville Community Plan as part as the General Plan for areas within the Community Plan Boundary.
- E. On December 9, 2009, the Monterey County Planning Commission held duly noticed public hearings on the following actions: the adoption of the specific Design Guidelines (Appendix A of the Castroville Community Plan) and Site Development Standards (Appendix B of the Castroville Community Plan) and the proposed amendment to the Monterey County Zoning Ordinance (Title 21).
- F. On January 13, 2010, the Planning Commission adopted resolutions recommending that the Board: 1) adopt a resolution for a General Plan Amendment to include the Castroville Community Plan Design Guidelines and Development Standards as part as the Castroville Community Plan and 2) approve the Zoning Ordinance amendments, creating a Community Plan zoning district.
- G. On January \_\_, 2010, the Monterey County Board of Supervisors held a duly noticed public hearing to consider the following actions: adoption of the specific Design Guidelines (Appendix A of the Castroville Community Plan) and Site Development Standards (Appendix B of the Castroville Community Plan) and the proposed amendment to the Monterey County Zoning Ordinance (Title 21). At

least 10 days before the public hearing, notices of the hearing before the Board of Supervisors were published in both the Monterey County Herald and the Salinas Californian.

**II. DECISION:**

**NOW, THEREFORE, BE IT RESOLVED** that the Monterey County Board of Supervisors hereby amends the Monterey County Zoning Ordinance (Title 21) and adopts a Community Plan (CP) Zoning District.

**PASSED AND ADOPTED** on this \_\_ day of January, 2010, upon motion of Supervisor \_\_, seconded by Supervisor \_\_, by the following vote, to-wit:

AYES: Supervisors  
NOES: None  
ABSENT: None

I, Lew Bauman, Clerk of the Board of Supervisors of the County of Monterey, State of California, hereby certify that the foregoing is a true copy of an original order of said Board of Supervisors duly made and entered in the minutes thereof at page \_\_\_\_ of Minute Book \_\_\_\_\_, on \_\_\_\_\_.

Dated:

Lew Bauman, Clerk of the Board of Supervisors, County of Monterey, State of California.

By \_\_\_\_\_  
Deputy