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# TABLE OF CONTENTS

## Acknowledgements

## Introduction

1. Project Background .......................................................... 1-1
2. Project Vision ................................................................. 1-3
3. Guiding Principles ........................................................... 1-5
4. Project Description ......................................................... 1-7
5. Specific Plan Purpose and Authorization ......................... 1-9
6. CEQA Compliance ......................................................... 1-10
7. Relationship to Existing Plans and Policies ....................... 1-11
8. Planning Process ............................................................ 1-17
10. User’s Guide ............................................................... 1-18

## Site and Context

1. Project Location ............................................................. 2-1
2. Project Planning Areas .................................................... 2-2
3. Existing Zoning and General Plan Land Use Designations .... 2-4
4. Existing and Surrounding Land Uses ............................... 2-4
5. Description of Site/Site Analysis ....................................... 2-7
6. Existing Parks and Open Space ....................................... 2-15
7. Existing Circulation ........................................................ 2-18
8. Existing Utilities ............................................................ 2-20
9. Public Services ............................................................. 2-23

## Development Plan

1. Land Use Concept and Vision ......................................... 3-1
2. Business Park District ...................................................... 3-7
3. Business Park District Development Standards ................ 3-12
4. Business Park District Design Guidelines ....................... 3-16
5. RetailOverlay District ...................................................... 3-27
6. RetailOverlay District Development Standards ............... 3-28
7. Retail Overlay District Design Guidelines ....................... 3-30
# Table of Contents

3.4 Interim Uses ................................................................................................................. 3-35
3.4.1 Interim Use Design Guidelines ...................................................................................... 3-36
3.5 Permitted Uses ........................................................................................................... 3-38
3.6 Workforce Residential District ..................................................................................... 3-41
3.6.1 Workforce Residential Development Standards ................................................................ 3-42
3.6.2 Workforce Residential Design Guidelines ...................................................................... 3-44
3.7 Environmental/Open Space District .............................................................................. 3-45
3.7.1 Environmental/Open Space District Development Standards ........................................... 3-46
3.8 Site Plan Components Design Guidelines ...................................................................... 3-47
3.9 Conceptual Phasing ..................................................................................................... 3-58

4 Circulation Plan
4.1 Introduction ................................................................................................................. 4-1
4.2 Vehicular Circulation .................................................................................................. 4-1
4.3 Pedestrian Bicycle and Trail Circulation ....................................................................... 4-18
4.4 Public Transportation .................................................................................................. 4-20
4.5 Street Character and Imagery ..................................................................................... 4-21

5 Infrastructure and Finance Plan
5.1 Introduction ................................................................................................................. 5-1
5.2 Wet Utilities Plan ........................................................................................................ 5-1
5.3 Dry Utilities Plan ........................................................................................................ 5-5
5.4 Financing Plan ........................................................................................................... 5-6

6 Administration
6.1 Introduction ................................................................................................................. 6-1
6.2 Purpose and Intent ..................................................................................................... 6-1
6.3 Maintenance and Operations ..................................................................................... 6-1
6.4 Amendments to the Specific Plan .............................................................................. 6-2
6.5 Development Review Process ................................................................................... 6-3
6.6 Implementation .......................................................................................................... 6-4

References

Appendices
Appendix A - Deed Restriction
Appendix B - Economic Development and Recruitment Strategy
List of Figures

Figure 2-1: Planning Areas
Figure 2-2: Existing Zoning
Figure 2-3: Existing and Surrounding Land Uses
Figure 2-4: Existing Soil Types
Figure 2-5: Existing Topography
Figure 2-6: FEMA 100 & 500 Year Floodzones
Figure 2-7: Parks & Open Space
Figure 2-8: Existing Circulation Network
Figure 2-9: Existing Wet Utilities

Figure 3-1: Illustrative Plan
Figure 3-2: Land Use Plan
Figure 3-3: North Business Park Overlay District Development Standards
Figure 3-4a: Phasing Plan - Option 1
Figure 3-4b: Phasing Plan - Option 2
Figure 3-4c: Phasing Plan - Option 3

Figure 4-1: Street Network
Figure 4-2: Pedestrian and Bicycle Circulation

Figure 5-1: Wet Utilities Plan

List of Tables

Table 3-1: Land Use Summary
Table 3-2: Business Park District Development Standards
Table 3-3: Retail Overlay District Development Standards
Table 3-4a: Retail Overlay District Permitted Uses
Table 3-4b: Permitted Interim Uses
Table 3-5: Workforce Residential District Development Standards
Table 3-6: Tree List

Table 5-1: Existing Water Demand
Table 5-2: Projected Water Demand
Table 5-3: Projected Wastewater Flows
Table 5-4: Summary of Infrastructure Cost by District
INTRODUCTION

1.1 Project Background

The 95-acre Manabe-Ow property has been a focal point of Watsonville’s economic future for the last 15 years. The City began consideration of annexation of the Manabe-Ow property for light industrial development in 1994, as part of the larger 216 acre Riverside annexation area. This proposed annexation was considered in the 2005 General Plan analysis and 2005 General Plan EIR. Controversy surrounded the original annexation request. The original annexation request was rejected by LAFCO in July 1998 and it was requested that the City work with the community to develop a plan to gain consensus on future direction of growth in the community. Through this process Action Pajaro Valley (APV) was created to discuss options for future growth areas with the Pajaro Valley. APV helped the community come together and establish a future growth plan that was supported by a significant majority of the community and a wide variety of different groups.

On November 5, 2002, a voter initiative, Measure U formulated by Action Pajaro Valley and titled the “Watsonville Urban Limit Line and Development Timing Initiative,” was approved by the voters of the City of Watsonville. Measure U defined a new Urban Limit Line (ULL) area and directed the phasing of development within that ULL to promote continued economic development and efficient urban growth while sustaining and enhancing the agricultural economy in the City and the surrounding region, and protecting and promoting open space and other natural resources areas.

Figure: Aerial photograph of the Manabe-Ow Specific Plan project site
Measure U designated ULL includes the Manabe-Burgstrom property (now known as the Manabe-Ow property due to a change in ownership), authorizing its planning and processing for development pursuant to State Law. The proposed plan is consistent with the provisions of Measure U and is supported by Action Pajaro Valley.

The *Watsonville Vista 2030 General Plan*, adopted by the City of Watsonville in May of 2006, identifies the Manabe-Ow site as a New Growth Area that is expected to meet one of the City’s primary economic growth objectives by accommodating up to 2,100 new employment-generating jobs, from office and flexible-industrial use spaces to light industrial uses and a small commercial retail area. In addition, a modest workforce housing component adjacent to existing housing is envisioned. The remaining acreage is to be set aside for environmental protection and expansion of the Watsonville slough system.

In June of 2006, the City of Watsonville and each property owner entered into annexation agreements prior to commencement of the City’s annexation of the project site. The annexation agreements establish a clear understanding of the City’s and property owner’s responsibilities in annexing the property into the City’s jurisdiction. The agreements outline various terms including permitted/allowable uses within the Specific Plan area and the commitment of the City regarding restoration and maintenance of Watsonville Slough.

In conjunction with annexation of the property, the owners agreed to the recordation of deed restrictions on the site that prohibit the development of auto dealers or “big box” retail stores. The restriction also limits the amount of retail use to five percent of the industrial square footage with no retail building exceeding 20,000 square feet. It also includes a limitation of workforce housing to residents with an income of between 50 percent to 200 percent of the median income for Santa Cruz County. See Appendix A - Deed Restriction.
1.2 Project Vision

The 95 gross-acre (53 net acres of business park and retail) Manabe-Ow Business Park (MOBP) Specific Plan is anticipated to be the primary new employment and economic development area in the City of Watsonville over the next 25 years. Within the commercial areas, a business park setting is envisioned. Varying building sizes and architectural styles will be constructed to support the needs of existing and future local and regional businesses, from corporate headquarters to small light industrial and manufacturing start-ups.

A small retail center is anticipated to be located adjacent to Ohlone Parkway that provides neighborhood retail convenience services to both the business park and adjacent neighborhoods.

Workforce housing built at a density of up to 14 dwelling units per net developable acre is being considered on 7.2 acres located on the northeast corner of the project site, adjacent to the Watsonville Slough Restoration Area. The property may also support alternative projects that supply jobs such as live/work, or assisted living projects, if a planned development is pursued. The scale and architectural character of this area will be designed to be compatible with the adjacent Las Brisas residential neighborhood. This portion of the site is anticipated to accommodate a range of incomes.

Development of the project site faces considerable physical and economic challenges. The southern portion of the site (the Manabe property) is located within a floodplain and requires up to eight feet of fill (depending on final grades and construction techniques), should construction commence prior to the US Army Corps construction of new levees on the Pajaro River, which would remove the project site from the floodplain. Additionally, the south eastern portion of the business park (east of Ohlone Parkway) contains soft, or organic peat soils which requires special foundations. Because the site is currently used for agriculture, all new infrastructure will be required including new roads, utilities, and a bridge over Watsonville Slough.

Given the challenging economic conditions and the high infrastructure and development costs, it is anticipated that a strong public/private partnership is essential in creating a successful business park. Development of the site requires creativity and flexibility in density, product type, design, and entitlement processing to help the City meet its economic (job growth) objectives. Improvement of the site is anticipated to develop in phases as economic conditions improve, but may take up to 25 years to complete. The plan provides the direction to create a quality park that reflects the desires of the community. It is anticipated that market conditions will improve as
time progresses and the project will be completed before the estimated time frame. The challenging economics of site development will necessitate close collaboration between the city and private sector to make the project viable, especially with regard to phasing and financing of infrastructure, and minimizing other development costs.

Green building and sustainable site planning techniques will be utilized to create a development that balances resource regeneration, renewal and consumption and reinforces the City’s and community’s commitment to efficient use of natural resources. MOBP is anticipated to be a catalyst for green business practices and for the promotion of businesses and industries that develop green products.

On-site roadways are intended to serve internal uses and connect to the City and regional circulation networks. Special attention has been given to industrial traffic and its needs, as well as the transportation needs of the 2,100 employees. Roadways have been designed to minimize noise and traffic impacts to the adjacent residential neighborhoods. Sidewalks and bike routes are incorporated to minimize vehicular trips and promote alternative modes of travel both to and from the site and within the site itself. A roadway proposed along the Watsonville Slough incorporates native landscaping, creating a memorable parkway entrance that supports a variety of plants and animals while serving as a buffer between the business park and the open space.

Protection of the Watsonville Slough and wetland areas is an important aspect of the project. Buffers have been incorporated into the design to minimize impacts to these environmentally sensitive areas (25 acres in total). Natural and engineered stormwater features are incorporated throughout the site to minimize impacts from stormwater runoff. Drainage improvements are enhanced through a long-term maintenance program to be funded by the City of Watsonville.

The project is consistent with and reinforces the City’s economic development goals and policies. The MOBP includes an economic development recruitment strategy to actively recruit new businesses and support the expansion of existing businesses in collaboration with the private sector. (This section is intended to be updated periodically to ensure that the goals and target industries remain current.) The project promotes job training and education to help meet the skilled workforce demand and provide higher paying jobs to local residents.
1.3 Guiding Principles

To help guide the development of the MOBP, the City of Watsonville created a Technical Advisory Committee (TAC). The 14 TAC members represented a broad array of community leaders and stakeholders including the property owners, neighborhood groups, business groups, City Council members, and City staff.

The following guiding principles are the outcome of a visioning exercise that defined the TAC’s vision for the future development of the site. These guiding principles also reflect the development parameters that were established as part of an agreement between the City and Santa Cruz County as part of the annexation process with LAFCO of Santa Cruz County and the Watsonville General Plan.

Economic Development

- Develop the project site consistent with the goals and policies as identified in the Watsonville General Plan and the economic strategy being prepared for the project.
- Develop financing strategies to address site development constraints including infrastructure, floodplain remediation, circulation improvements, and wetlands/slough development and management.
- Promote job training and education to meet the workforce demands consistent with employment requirements for new development.
- Recognizing the high development costs associated with the site, make market feasibility a high priority in consideration of projects.
- Consider phasing options and the provision of partial infrastructure on an interim basis as a means to facilitate the development of initial projects.
- Incorporate a Community Service District(s) (CSD) or other appropriate financing mechanism(s) to help achieve revenue neutrality by paying for any new services required.

Site Access/Circulation

- Primary access to the project site should be from the Ohlone Parkway, which will serve as the primary gateway to the project.
- Consider internal roadway concepts that keep roadway as narrow as feasible to maximize site utilization.
- On-site circulation and access should be compatible and enhance adjacent developments.
- Consider circulation alternatives that minimize negative impacts on adjacent residential areas and other surrounding uses while providing safe and efficient access to the site.
- Consider circulation alternatives that may include a bridge over the Watsonville Slough to provide access to the Ow property to limit impacts on residential areas.
- A network of pedestrian/bike routes should be incorporated into the site design and linked to the citywide trail network to encourage alternative modes of mobility.
- Coordinate circulation and parking areas with adjoining sites to the extent possible in manner that minimizes negative impacts on circulation patterns on surrounding uses.
- Provide convenient and safe access which meets all applicable standards and which is suitable for industrial development to and through the site and be readily accessible to the City and regional transportation network.
- Consider phased circulation development to facilitate initial site development projects.

Intensity of Development

- Consider land use alternatives that allow a wide variety of light industrial uses and provide flexible building designs.
- Buildings and associated improvements should be oriented on the site to minimize noise light and glare, and visual impacts to adjacent residential neighborhoods.
Consider flexible parking requirements that allow for creative site planning solutions tailored to various land uses and design requirements while ensuring no parking impacts to public roadways and adjacent neighborhoods.

Buildings and parking should be set back from the wetlands to provide adequate buffers for wildlife.

Retail uses should cater to the businesses and neighborhoods located within the development.

Flexible phasing options should balance the economic and environmental interests of land owners, the City, and adjacent land uses.

Consider flexible density regulations to allow for maximum site utilization and greater economic feasibility.

**Workforce Housing**

A variety of housing styles and design should be developed to create an aesthetically pleasing neighborhood character.

Development of workforce housing should respect and integrate with the adjacent wetlands and slough as an amenity feature.

Housing should accommodate residents with a range of incomes, including those with low and moderate incomes.

Housing densities should be sufficient to achieve affordability objectives and designed so as to be compatible with adjacent neighborhoods.

**Wetlands/Slough**

Site development should consider ways to integrate the wetlands and slough as an amenity to the overall site plan and design of adjacent structures.

Environmental protection of the wetlands and slough should be a high priority in conceptual designs.

Long-term maintenance of the wetlands and slough should be provided as part of site development.

**Sustainability/Green Building**

Buildings should be oriented to maximize solar access where feasible.

Energy conservation techniques are encouraged and shall be proposed on a project-by-project basis.

Sustainable building construction (i.e., LEED certified) should be encouraged.

Sustainable/Green Businesses should be encouraged as part of the City’s economic recruitment strategy.

**Building Design and Materials**

Building design, features, and materials should be appropriate to the flex-industrial uses and create an interesting and distinctive architectural character.

Variation in building form should be used to reduce the mass of building walls, accent entryways and to create architectural interest.

Cost-effective design treatments which minimize development costs while providing interest and character should be considered.

Scale and massing should be appropriate to achieve the economic and job objectives and should consider site topography and compatibility with adjacent land uses.

Landscaping should enhance the visual quality and character of the site and should be used to screen buildings, parking, and loading areas from adjacent land uses.

Landscaping should include native, drought-tolerant plant species.
1.4 Project Description

The 95 gross-acre MOBP proposes the development of a flexible-use business park, a small retail center, and workforce housing units to be developed over the next 25 years. A significant portion (25 acres) of the site will be set aside as permanent restoration area for the Watsonville Slough. A majority (18 acres) of this land has already been set aside and restored. These restoration efforts will continue as the project is built out.

The MOBP includes approximately 61 gross-acres of business park, designed as a series of flex-use buildings that can readily adapt to changing local and regional market conditions. Building design standards are incorporated into the plan to allow for a variety of light industrial uses including manufacturing, wholesale and distribution, warehousing, office, and research and development.

Given the challenging economic conditions and the high infrastructure and development costs, it is anticipated that a strong public/private partnership will be essential to creating a successful business park. Development of the site will require creativity and flexibility in density, product type, design, financing, and entitlement processing to help the City meet its economic (job growth) objectives.

Cost-effective infrastructure design needs to be an important consideration in the implementation of the plan. Improvement of the site is anticipated to develop in phases as economic conditions improve, but may take up to 25 years to complete. The plan provides the direction to create a quality park that reflects the desires of the community. It is the objective of the City and the property owners to find ways to finance infrastructure improvements and development as market conditions evolve in order that the project be completed so as to provide jobs and economic stimulus to Watsonville as soon as possible.

Design guidelines will help create a gateway business park that attracts both local and regional businesses. The internal street network will be pedestrian-friendly and include sidewalks and landscaping on both sides of the street. Employee parking will generally be located behind or to the side of buildings to the extent feasible, and loading areas will be screened from local streets, Highway 1, and the residential neighborhoods. Landscaping within individual lots and along the new street network will provide a visual buffer and create an appealing urban environment.

Generally, larger and taller buildings are anticipated to be constructed adjacent to Highway 1 and along the existing railroad, away from the Watsonville Slough and wetlands and the existing residential neighborhoods. This will allow greater visibility for corporate headquarter businesses, which typically require greater exposure as well the opportunity to utilize the existing railroad for distribution and storage operations. Buildings constructed adjacent to the Sea View Ranch residential neighborhood will adhere to special development requirements to minimize visual impacts to the neighborhood.

Due to market conditions and significant site improvement costs, interim land uses (e.g. outdoor storage, contractors yards, storage areas, temporary uses, etc.) will be conditionally allowed within a portion of the business park. Temporary uses will only be allowed between five to ten years.

Primary access to the business park is anticipated to be from the Ohlone Parkway at a new traffic circle intersection south of the Watsonville Slough. To provide internal connectivity, a new bridge is anticipated to be constructed over the Watsonville Slough. A second traffic circle is anticipated to be located at the intersection of Loma Vista Drive and Ohlone Parkway, in the future. Loma Vista will provide limited access, which currently terminates at the northeast edge of the site.
Along with new streets, the MOBP includes infrastructure improvements necessary to meet the demands of new development. Water and sewer services will be provided by the City. Stormwater will be collected via bioswales or underground storage and water treatment facilities before being discharged into the Watsonville Slough.

To help reduce the high costs associated with infrastructure construction, the City may consider the option of providing partial and/or phased infrastructure improvements on an interim basis as part of the initial site development.

Up to 25,000 square feet of neighborhood retail is anticipated to be constructed adjacent to the Ohlone Parkway to serve the business park development and nearby neighborhoods. Due to uncertainty in the market for retail space, the exact size and location (i.e. on the east and/or west of the Ohlone Parkway) will be determined at a future date.

Workforce housing built at a density of up to 14 dwelling units per net developable acre is being considered on vacant land east of the existing Las Brisas residential neighborhood. The property may also support alternative projects that supply jobs, such as live/work housing, or assisted living projects. This new development will follow the principles of good urban design and the City’s Livable Community Residential Design Guidelines. Primary access will be from Lighthouse Drive. Santa Victoria Lane will be widened to a (City standard) two-lane collector street. The internal roadway will be designed to accommodate the future extension of a northeasterly road that will connect planned future residential development to the north.

Figure: Illustrative build-out of MOBP
The MOBP also includes guidelines to ensure the long-term protection and maintenance of the Watsonville Slough. Currently, the City is restoring 18.6 acres of what will eventually become a 25 acre restored wetland area. The MOBP follows the adopted restoration plan for the Watsonville Slough to provide a buffer for the protection of plants and wildlife. The MOBP also proposes a number of trail connections that will connect with the existing trail network located along both the Watsonville and Harkin Sloughs.

Due to economic challenges and market uncertainties, MOBP anticipates a number of phasing options for project buildout. A flexible development phasing plan will help guide development in a way that is easily operable and economically feasible.

1.5 Specific Plan Purpose and Authorization

The purpose of this specific plan is to provide a blueprint for the development of the project site consistent with Measure U and other provisions of the City’s General Plan. The MOBP is authorized by Section 65450 et seq. of the California Government Code. The MOBP is also a condition of the Annexation Agreements signed by and between the City of Watsonville and the property owners.

The MOBP is not intended to be a rigid document; rather it has been developed to provide as much flexibility as allowed by State law and by local ordinance. It should also be noted that the MOBP may be amended over time to reflect the City of Watsonville’s most current vision of this vital employment area.

The MOBP is a regulatory document for the development of the project site, and is adopted by ordinance.
Requirements of the Specific Plan

California Government Code Sections 65450 to 65456 authorizes preparation of specific plans to implement a jurisdiction's General Plan. At a minimum, a specific plan must contain the information outlined below. The location of this information in the MOBP is shown following each item.

- The distribution, location and extent of the uses of land including open space within the area covered by the specific plan (See Chapter 3: Development Plan and Chapter 4: Circulation Plan).
- The proposed distribution, location, and extent of major components of public and private transportation, sewage, water drainage, waste disposal, energy, and other essential facilities needed to support the land uses proposed in the specific plan (See Chapter 4: Circulation Plan and Chapter 5: Infrastructure Plan).
- Standards and Criteria by which development will proceed and standards of conservation, development, and utilization of natural resources (See Chapter 3: Development Plan).
- A program of implementation measures including development regulation, capital improvements, public works projects, and financing measures (See Chapter 3: Development Plan and Chapter 5: Infrastructure and Finance Plan).
- A statement of the relationship of the specific plan to the general plan (See Chapter 1: Introduction).

1.6 CEQA Compliance

The project site is located in the New Growth Area as identified by Measure U and incorporated into the Watsonville Vista 2030 General Plan (described below). In accordance with the California Environmental Quality Act (CEQA), the City of Watsonville analyzed the environmental impacts associated with construction of a business park and retail center that created up to 2,100 jobs and the construction of up to seven acres dedicated for workforce housing in the General Plan EIR.

In addition, the area has been designated for industrial development for the last 15 years and was included as part of Watsonville’s 2005 General Plan and General Plan EIR. The development plan described in the MOBP is generally consistent with that anticipated in the Watsonville Vista 2030 General Plan, as well as the 2005 General Plan and EIR with the exception of the following:

A Master EIR has been prepared for the project that addresses project specific issues for future improvement of the park.
1.7 Relationship to Existing Plans and Policies

Measure U

The Watsonville Urban Limit Line and Development Timing Initiative – generally referred to as Measure U – directs the distribution of new growth within and around the City of Watsonville. This citizen-based initiative that sought to balance competing interests, was approved by 60 percent of City voters in November 2002. Measure U established twenty-year, twenty-five-year, and westerly urban limit lines around the City, and directed growth into several unincorporated areas – primarily the Buena Vista, Manabe-Ow, and Atkinson Lane areas – adjacent to the then City boundary. Measure U was designed to protect commercial agricultural lands and environmentally sensitive areas while providing the means for the City to address housing and job needs for the next 20 to 25 years.

Watsonville 2005 General Plan

The 95-acre Manabe-Ow property has been a focal point of Watsonville’s economic future for the last 15 years. The City began consideration of annexation of the Manabe-Ow property for light industrial development in 1994, as part of the larger 216 acre Riverside annexation area. This proposed annexation was considered in the 2005 General Plan analysis and 2005 General Plan EIR. Controversy surrounded the original annexation request. The original annexation request was rejected by LAFCO in July 1998 and it was requested that the City work with the community to develop a plan to gain consensus on future direction of growth in the community. Through this process Action Pajaro Valley (APV) was created to discuss options for future growth areas with the Pajaro Valley. APV helped the community come together and establish a future growth plan that was supported by a significant majority of the community and a wide variety of interest groups.

Watsonville VISTA 2030 General Plan

The Watsonville VISTA 2030 General Plan was adopted by the City Council in 2006. The General Plan is a living, periodically updated document, which provides the general direction for future growth within the City limits and fosters the core values of the residents of Watsonville.

The General Plan expresses the City’s comprehensive view of its future and how it will achieve the delicate balance of housing a growing population, stimulate job growth, protect important agricultural resources and farmland, and safeguard significant environmental lands and open space. It is also a tool to direct the costs and benefits associated with community development, and to mitigate any effects on the existing community.

The General Plan identifies the MOBP site as the Manabe-Burgstrom New Growth Area¹. The site is expected to accommodate employment-generating developments, from office and flexible-use spaces to light industrial uses. In addition, a modest housing component adjacent to existing housing is envisioned. The remaining acreage is proposed to be set aside for environmental protection and expansion of the Watsonville Slough.

1. Subsequent to the preparation of the General Plan, the Burgstrom Family sold the 26+ acre property located north of the Watsonville Slough to the Ow Family Trust.
Due to issues related to the Watsonville Municipal Airport the Watsonville Vista 2030 General Plan has been the subject of on-going litigation. The City has filed an appeal of the local decision and the 2030 General Plan is waiting for future action; however, the project was anticipated as part of the 2005 General Plan and associated environmental impact report and is considered consistent with both these planning documents.

**Relevant General Plan Goals**

The following General Plan goals, policies and implementation measures apply to the MOBP site:

**Goal**


**Policy**

3.4.1 Efficient development in the New Growth Areas shall be guided and preceded by approved specific plans.

**Implementation Measures**

3.4.11 The City shall prepare or commission the preparation of specific plans for the new growth areas designated by Measure U:

- Buena Vista I, II, and III
- Atkinson Lane
- Manabe-Burgstrom

The City shall use the following as maximum growth targets for new dwelling units and jobs for each area:

- Manabe-Burgstrom – 2,100 jobs

3.4.14 In the Manabe-Burgstrom area, the City shall allow a broad range of employment-generating land uses and intensities including offices, business parks, research and development facilities, design studios, production facilities, and others to facilitate progress towards the projected employment demand.

Buildings shall be constructed to maximize allowable floor area ratios of up to 1.5 FAR.

Buildings may allow a mix of compatible commercial and industrial uses.

The City shall require the establishment of a financial mechanism such as a Landscape, Lighting, Maintenance Assessment District (LLMAD) to address long-term maintenance of the twenty-five (25) acre wetland restoration area.

Shared parking shall be allowed in this employment area. A small component of workforce housing will be considered adjacent to existing housing development.

No big box retail.

3.4.15 The City shall allow a broad range of housing types and densities – including some moderate and possibly some high densities – to facilitate progress towards the projected 2030 housing demand and new jobs.

3.4.16 The City shall incorporate Community Service Districts (CSD) in new growth areas to make new development help achieve revenue neutrality by paying for any new services required.

In addition, the General Plan identifies the following MOBP issues and considerations for the site:

1. Developing a land use plan that will meet the growth targets of this plan and Measure U.

2. Develop an economic development plan in conjunction with the specific plan that will develop targets and specific industry groups that could be attracted to this area.
A marketing plan should be developed in conjunction with the specific plan, and the development standards should be tailor made for the targeted industries.

3. Develop land use regulations that will permit a wide variety of employment generating uses, but will prevent large-scale retail uses or low employment density uses. As this is one of the best new employment areas for the City, this area should be where approximately 2,000 new jobs are located. Because of this, uses such as big box retail, low density warehousing employment and car sales should be prohibited.

4. Develop a financial plan for the extension of urban services (sewer, water, storm drainage) to the area based on the demands anticipated by the specific plan. These plans should consider their impact in the financial feasibility of developing the targeted industries of system development charges, and ensure that the development costs in this area remain regionally competitive.

5. Develop plans for internal circulation, and connection to the City and the region. Special attention should be given to industrial traffic and its needs, as well as the transportation needs of the 2,100 employees. Transportation demand management plans for commuting traffic should be included in the specific plan. The plan should include methods of financing the transportation improvements for the area contained in this General Plan and in specific transportation designs developed for the specific plan.

6. Develop the plan to respect adjacent slough areas by incorporating design features that provide visibility to the slough and design adequate buffers to promote enhanced wildlife corridor connections to other slough systems in the vicinity.

7. Develop a long term financing plan and mechanisms to address long-term maintenance of the wetland restoration area including: recontouring, replanting, and weeding and maintaining and modifying water control structures.

Annexation Agreement

In June of 2006, the City of Watsonville and each property owner entered into annexation agreements as part of the City’s annexation of the project site. The agreements establish a clear understanding of the City’s and property owner’s responsibilities in annexing the property into the City’s jurisdiction. The agreements include acknowledgement that a specific plan will be prepared by the City for the property upon annexation, which occurred in August 1, 2006, and that the owners intend to pursue a development agreement (DA) in conjunction with the specific plan process. Under the DA, the owners have agreed to dedicate land for wetland restoration and the City is committed to pursuing grants and other funds to complete design and construction of the restoration projects. The DA outlines various terms including the commitment of the City to restoration and maintenance of restored wetlands.

LAFCO Deed Restriction

As part of the annexation agreement with LAFCO, the property owners agreed to a deed restriction. This deed restriction also establishes the principal permitted use for the site as a business park. Any retail uses may not exceed five percent of the gross floor area of the proposed business park and individual retail structures cannot be larger than 20,000 square feet in size. No residential use is permitted on the site except for workforce housing on the portion of the project site that borders the Las Brisas Subdivision. Additionally, the agreement prohibits “big box” retail and automobile sales to locate within MOBP for a designated length of time.

A complete copy of the deed restriction is provided in Appendix A.
Watsonville Slough Resource Conservation and Enhancement Plan

The Watsonville Slough Resource Conservation and Enhancement Plan is a comprehensive resource assessment and enhancement project for the 12,500-acre watershed of the system of sloughs in and around Watsonville. The overall goal of the Plan is “the identification of specific measures for the long-term protection of the Watsonville Slough system’s ecological values” consistent with the needs of agriculture and other land uses in the watershed.

Intended to improve slough conditions to the point where the natural ecological processes occur over a large enough area that they become self-sustaining, the Plan represents a cooperative and collaborative effort between eight public agencies and private entities: City of Watsonville, Santa Cruz County, Pajaro Valley Water and Management Agency, Santa Cruz County Farm Bureau, the California State Coastal Conservancy, Watsonville Wetlands Watch, Santa Cruz County Resource Conservation District, and the U.S. Environmental Protection Agency. Implementation of the Plan is ongoing, since it’s adoption in 2002.
Watsonville Wetlands Trails Master Plan

In 2003, the Watsonville Wetlands Trails Master Plan (the Trails Master Plan) was prepared to improve public access and recreation to the areas surrounding Watsonville and Struve Sloughs. The Trails Master Plan provides a well-designed network of trails that allows both better public access to the sloughs and promotes greater community awareness of its assets through lookouts and interpretive displays. The Trails Master Plan incorporates existing infrastructure where available and maps out linkages for nearby commercial and residential areas, including the MOBP site.
Watsonville Livable Community Residential Design Guidelines

The *Livable Community Residential Design Guidelines* document is designed to respond to the growing housing needs of Watsonville’s residents. The Guidelines express the City’s objective to develop more housing in a way that conserves the desirable characteristics of established neighborhoods, while improving new and evolving neighborhoods.

Based on seven neighborhood and architectural design principles, the Guidelines provide a framework of neighborhood and design criteria for shaping residential development in Watsonville.

In terms of the workforce house component of the MOBP, the Guidelines indicate that new housing should connect to the community, use block patterns that are similar to Watsonville’s traditional neighborhoods, avoid flood and wetland areas, and fully integrate parks and community facilities where appropriate.

The workforce housing component is anticipated to be developed in similar fashion to the existing adjacent neighborhoods of Las Brisas and Sea View Ranch, which were developed in accordance with these guidelines.

Figure: Watsonville Livable Community Residential Design Guidelines
1.8 Planning Process

The 95-acre Manabe-Ow property has been a focal point of Watsonville’s economic future for the last 15 years. The City began consideration of annexation of the Manabe-Ow property for light industrial development in 1994, as part of the larger 216 acre Riverside annexation area. This proposed annexation was considered in the 2005 General Plan analysis and 2005 General Plan EIR. Controversy surrounded the original annexation request. The original annexation request was rejected by LAFCO in July 1998 and it was requested that the City work with the community to develop a plan to gain consensus on future direction of growth in the community. Through this process Action Pajaro Valley (APV) was created to discuss options for future growth areas with the Pajaro Valley. APV helped the community come together and establish a future growth plan that was supported by a significant majority of the community and a wide variety of interest groups.

The planning process for the MOBP continued with the preparation of the Watsonville Vista 2030 General Plan starting in 2003. Through extensive outreach both with the community-at-large and business leaders, it was determined that economic development was a key guiding principle for the General Plan.

In particular, the General Plan identifies the need to recognize and enhance the skills and needs of Watsonville’s workforce, while devising strategies that coordinate trends and the professional aspirations of Watsonville’s youth with business development, business recruitment, education, and skill development programs.

The General Plan recommends public and private investment to help retain agriculture-related business and environmental assets, while encouraging visitor, research, and service-related enterprises.

From these economic development guiding principles, the Manabe-Burgstrom New Growth Area was identified as having the best potential to accommodate a large portion, approximately 2,100, of the City’s new jobs. These jobs will account for about 28 percent of all new employment opportunities in the City in the next two decades. The General Plan recommended that a specific plan be prepared to further define a development program for the area.

In May of 2007, a Technical Advisory Committee (TAC) was formed to help guide the specific plan process. The TAC was comprised of key public, business, and community stakeholders including the property owners, neighborhood community groups, agriculture interests, business interests, and the City of Watsonville.

The TAC provided extensive input on all aspects of the MOBP including the guiding principles, the land use plan, design guidelines and development standards, circulation, infrastructure, and protection of the environmental resources (i.e. Watsonville Slough). The result is a specific plan that reflects the views, concerns, and aspirations of the greater Watsonville Community.

Figure: Manabe-Ow project site
1.9 Economic Development and Recruitment Strategy

The MOBP represents an opportunity for Watsonville to diversify its local economy, supplementing the historical base of food processing and distribution firms with companies that are engaged in technology and business services sectors prevalent in the larger San Francisco Bay Area. In terms of design goals for the project, the proposed flex-use development in the MOBP are anticipated to feature building products that accommodate a broad range of uses and tenants with space and ownership requirements.

To achieve its economic development goals, it is important for the City to collaborate with the property owners and developers of the MOBP to ensure that the project is able to attract the desired segments of the market. The City has anticipated this in the Economic Element of the General Plan and in its Economic Development Strategy.

As part of this Specific Plan, an Economic Development and Recruitment Strategy (EDRS) is included in Appendix B. It includes a discussion of emerging local and state-wide target industries for MOBP, including potential business targets in the clean technology sector. Additionally, the EDRS identifies key marketing approaches to firms outside Watsonville. A discussion of local workforce development is also included.

1.10 User’s Guide

The MOBP Specific Plan provides development regulations and design guidelines for the development of a business park on the 95 gross acre Manabe-Ow site. The plan has been developed through an extensive public process and has been coordinated with a complete environmental review through a Master EIR. If projects are consistent with this Specific Plan, development applications will be administratively reviewed at a staff level as part of a streamlined permitting process, enabling new businesses to move quickly in making Watsonville a business destination.
SITE AND CONTEXT

2.1 Project Location

The MOBP is located in the City of Watsonville, which is in the Pajaro Valley portion of Santa Cruz County. Watsonville is located in the greater Monterey Bay Region which is known for its natural beauty, beaches, recreation opportunities and close proximity to the San Francisco/San Jose Business areas. Watsonville is strategically located in a manner to support a variety of new business opportunities with its close proximity to South San Jose and Gilroy. Watsonville is a business hub of Santa Cruz County with many major agricultural businesses i.e. Martinelli’s, Driscoll’s Berries, and a variety of important technology based businesses including CSC Laboratories, Fox Racing Shocks, West Marine etc.

Watsonville is located 12 miles south of the City of Santa Cruz and 26 miles north of the City of Monterey. Regionally it is only 45 minutes from the San Francisco Bay Area via Highway 1 and 17, and 30 minutes from Gilroy and Highway 101 via Highways 152 and 129 (see Figure: Regional Map). A major rail corridor also runs through the City of Watsonville with a Southern Pacific switching yard located in the nearby town of Pajaro.

The project site is located on the edge of existing industrial, manufacturing and warehousing facilities that serve the agricultural industry and other regional businesses and services. The project site was annexed from Santa Cruz County and is located on the southwestern edge of the city limits.
The project site is bordered by Highway 1 on the west. Highway 1 is a four-lane divided highway and provides direct access to cities north and south along the Monterey Bay that lead to major business hubs of San Jose and San Francisco (north) and the major tourist attraction of Monterey and Carmel (south). Ohlone Parkway is the major north-south arterial that extends through the project site. The Ohlone Parkway terminates at West Beach Drive south of the site. A single-track of the Southern Pacific Railway extends along the southern border of the site and includes a fully-signalized/gated crossing at the intersection of the Ohlone Parkway.

### 2.2 Project Planning Areas

For planning and project phasing purposes, the 95-acre project site has been divided into six planning areas. There is also one off-site planning area (see Figure 2-1: Planning Areas).

- **The North Business Park Planning Area** (25.2 acres) extends north of Watsonville Slough, adjacent to Highway 1.
- **The West Business Park Planning Area** (27.3 acres) is located south of Watsonville Slough and on the west side of Ohlone Parkway and bordered to the south by the Southern Pacific Railroad right-of-way.
- **The East Business Park Planning Area** (10.2 acres) is located south of Watsonville Slough and on the east side of the Ohlone Parkway. The Southern Pacific Railroad right-of-way boarders the southern edge of this area.
- **The Retail Overlay Planning Area** is an overlay area that extends over a portion of both the West and East Business Park Planning Areas. To provide flexibility due to changing market conditions, the exact size and ultimate location of this area has not been defined.
- **The Workforce Residential Planning Area** (7.2 acres) is located east of Santa Victoria Avenue and west of the Watsonville Slough Restoration Area.
- **The Environmental/Open Space Planning Area** (25.0 acres) generally extends east to west and includes the Watsonville Slough and its associated wetlands and buffer areas.
2.3 Existing Zoning and General Plan Land Use Designations

The project site is currently zoned Industrial Park (IP) and Environmental Management/Open Space (EM-OS).

Sea View Ranch and Las Brisas residential neighborhoods are zoned Multiple Residential Medium Density (RM-2). The remaining adjacent lands are zoned either EM-OS (associated with Watsonville and Struve Sloughs) or General Industrial (IG) (see Figure 2-2: Existing Zoning).

The Watsonville Vista 2030 General Plan and 2005 General Plan designates the project site as a Specific Plan Area. Adjacent general plan designations include Residential Medium Density to the north (Las Brisas and Sea View Ranch), and Employment and Light Industrial to the south.

2.4 Existing and Surrounding Land Uses

Much of the project area is used for agricultural production. Intensive row crop production has included strawberries, lettuce, and broccoli. Due to the wetlands restoration project, agricultural production has been abandoned on the portion of the site east of Ohlone Parkway.

There are four existing single-family residences on the site. One house is located adjacent to Highway 1 in the North Business Park Planning Area. This house is accessed from an unimproved dirt road that extends south adjacent to Highway 1, through an underpass, and west to Lee Road.

Three additional houses are located in the Workforce Residential Planning Area adjacent to the Watsonville Slough. These houses are accessed from an improved paved drive that extends east across the Slough to Kearney Street Extension, as well as a temporary driveway extending from Santa Victoria Avenue.

**Figures:** Existing house located in the Workforce Residential Area
Source: City of Watsonville (2007)
Throughout the site there is a series of unimproved dirt roads that are used to access the agricultural fields. There is also an agriculture equipment storage area currently located in the North Business Park Planning Area.

The residential neighborhoods of Sea View Ranch and Las Brisas border the northern edge of the site. Both of these neighborhoods are relatively new, having been built in the last five years. Primary access to both of these neighborhoods is via Lighthouse Drive. Sea View Ranch is also accessed by Loma Vista Drive to the north. An eight- to ten-foot high retaining wall provides a visual barrier along a portion of the western boundary of Sea View Ranch. Both neighborhoods have neighborhood parks, which serve the local residents.

North of the Workforce Residential Planning Area is an auto salvage yard which is anticipated to be redeveloped as single- and/or multi-family residential in the future.

South of the project site is existing light industrial land uses. These include agricultural processing, manufacturing, and warehouse distribution. See Figure 2-3: Existing and Surrounding Land Uses.
2.5 Description of Site/Site Analysis

Geology and Soils

The site is located within a seismically active region of northern California that is comparable to the remainder of the Bay Area. The San Andreas Fault is located about six (6) miles northeast of the site and is part of a major fault zone that extends approximately 700 miles from the Gulf of California to Point Arena.

The site is located within the Coast Range geomorphic province of California, which consist of a series of north-south trending valleys and ridges that parallel the coastline. The bedrock in this region is composed of granitic and metamorphic rocks, ranging in age from the Paleozoic era to Cretaceous period. More recent non-marine terrace and alluvial deposits derived from the Santa Cruz Mountains comprise the surface sedimentary materials in Watsonville.

As shown in Figure 2-4: Existing Soil Types, a majority of the project site consists of an association of Clear Lake Clay, Conejo Clay Loam, Diablo Loam, and Watsonville Loam. These soils derive from sandstone, shale, and mixed sedimentary rocks that were eroded, transported and then deposited as alluvium. Conejo soils are suitable as sites for urban development, however the majority of the other soils have high shrink-swell potential and low strength which limit their ability to support building foundations, roads, and other structures without amendment.

Soils in the East Business Park Planning Area includes soft, saturated, silty and peaty clay soils to a depth of about 60 feet before transitioning into denser and more granular soils.

Peat is a low bulk density organic material that consists of predominantly plant remains, and is found in southern portions of the East Business Park Planning Area. Peat and organic soils are extremely soft and unconsolidated superficial deposits constituting the subsurface of wetland systems. These soils are problematic due to their very high compressibility and low shear strength. Peat also has very low bulk density, very high permeability and liquid limit. As such, peat is considered as unsuitable material for engineered construction.

From an engineering perspective, the choice of construction method in areas underlain by peat deposits is a matter of finding optimal solutions between the economic and technical factors, available construction time, and the target performance standards. Avoidance of construction on fills over peat layers, replacement of surface peat layers by granular fill materials, stage-construction, use of light-weight fill in situ improvements (preloading, stone and sand columns and vacuum consolidation), and piles are some of the methods that can be used in construction over peat. Geotextile and strip drains (paper or polyester) can also be incorporated into construction to improve stability, improve constructability and accelerate construction. Newer developments in construction methods include lightweight geo-materials, thermal pre-consolidation, deep in situ chemical stabilization and preload pier technologies.
25.2 Acres
4.7 Acres
27.3 Acres
10.2 Acres
18.8 Acres
7.2 Acres

Existing & Surrounding Land Uses
### Existing Soil Types

**Site & Context | 2.0**

*Source: US Department of Agriculture, Natural Resources Conservation Service (2002)*

**LEGEND**
- Red dashed line: Peat Soil Line (Approximate Location)

**Map Details**
- Diablo Clay II
- Cropley Silty Clay
- Watsonville Loam
- Clear Lake Clay
- Aquents
- Conejo Clay Loam
- Conejo Loam
- Southern Pacific Railroad

**Legend**
- Peat Soil Line (Approximate Location)

**Map Scale**
- 0 300 600 1200 Feet

**Map Area**
- Highway 1
- Loma Vista Drive
- Santa Catalina Avenue
- San Luis Avenue
- Kearney Street Extension
- Ford Street
- Paseo Drive
- Santa Victoria Avenue
- Lee Road
- Kearney Street Extension
- Southern Pacific Railroad

**Note:** The map provides a visual representation of the existing soil types within the specified area in Watsonville, California, with a focus on Diablo Clay II and other soil types. The map includes a scale and a legend for understanding the geographical context and soil distribution.
Topography/Grading

As shown in Figure 2-5: Existing Topography, the northern portion of the North Business Park Planning Area has the highest elevation on the project site with a height of 52 feet above sea level. This area gradually slopes downward to a low of 12 feet above sea level adjacent to Watsonville Slough.

Both the West and East Business Park Planning Areas slope downward from south to north. Adjacent to the Southern Pacific Railroad, the elevation is approximately 15 feet. The elevation drops to approximately 11 feet (for a net change of four feet) near the Watsonville Slough.

Topography in the Workforce Residential Planning Area slopes downward from the northwest to the south and east from an elevation of 26 feet to a low of 11 feet near the Watsonville Slough.

Because the area south of the Watsonville Slough is located within the 100-year floodplain, building pad elevations may need to be raised to a minimum of within three (3) feet of the base flood elevation with imported fill material unless the levee improvements along the Pajaro River are completed. Based on current topographic conditions, this will require approximately 225,000 cubic yards of fill.

The West and East Business Park Planning Areas slope gently from the railroad (elevation 16) north to the edge of the slough restoration (elevation 12). As such, approximately four to five feet of fill will be required closer to the railroad and approximately seven to eight feet of fill will be required closer to the Watsonville Slough. This differential in fill requirements will affect project phasing, as discussed below.

To help reduce the amount of fill required, the parking area may be sloped (at approximately 4%). Within the West Business Park, it is envisioned that building pads will be filled to an elevation of 17 to 18 feet with parking pads at 15 to 16 feet in elevation. In the East Business Park where the floodplain is higher, building pads will need to be set at 19 to 20 feet in elevation, and parking lots 18 to 19 feet in elevation.

Additionally, a portion of the soils located east of Ohlone Parkway contain peat soils. These soils are very high in organic materials and are generally not conducive to engineered construction. Special engineering considerations (e.g. soil replacement, piles, etc.) will be required when constructing buildings and/or surface parking in these areas.
Hydrology

Drainage and Groundwater

The project site is within the Pajaro River drainage basin, which covers over 1,300 square miles and extends over portions of Santa Cruz, Monterey, Santa Clara and San Benito counties. The Pajaro River, which is located less than a mile south of the project site, flows year round. A levee, constructed by the U. S. Army Corps of Engineers, extends along its final 11 miles through Santa Cruz and Monterey counties before entering the Pacific Ocean. The current levee is inadequate for full 100-year flood protection.

The Struve Slough forms the northern most boundary of the site. The Watsonville Slough traverses the site from east to west. These sloughs are part of the Watsonville Freshwater Slough System.

Watsonville Slough, which runs along the northern property edge of the West and East Business Park Planning Areas, is mostly cleared of vegetation and channelized in the area from Highway 1 to the bridge crossing at Ohlone Parkway. East of the Ohlone Parkway, the slough has undergone extensive wetland restoration.

The project site contains a number of drainage channels that drain directly into Watsonville Slough. In particular, a significant drainage ditch, approximately 10 feet wide, extends south to north along the project boundary (adjacent to the Highway 1 right-of-way) from the railroad right-of-way north to Watsonville Slough.

Recent (Fall 2006) groundwater calculations in the West Business Park Planning Area indicate that the groundwater across the site showed a range of three (3) to nine (9) feet below the ground surface, with the most shallow groundwater levels not surprisingly found adjacent to the Watsonville Slough drainage ditch.
Flooding

Significant flooding has historically occurred within low-lying areas of Watsonville and the Pajaro Valley. As evidenced by the flood events of 1995 and 1998, flooding has usually resulted from overbank flow caused by limited channel capacity along reaches of the Pajaro River.

The existing channel capacity in the lower reaches of Pajaro River (downstream of the confluence with Salsipuedes Creek) is approximately 22,000 cubic feet per second (cfs), whereas the estimated 100-year flood event is 44,400 cfs. Therefore, the Pajaro River currently has the capacity to carry floodwaters from a 20-year storm event—a flood that has a 1 in 20 chance (5 percent) of occurring in any given year.

To solve the Pajaro River flooding problem, the Counties of Monterey and Santa Cruz, the City of Watsonville, and other local partners began working with the US Army Corps of Engineers on the Pajaro River Flood Protection Project, a local and federal response to address the immediate and future flood protection needs of the region. The project’s main task is to rebuild the levees along the main stem of the Pajaro River. Once the project is completed, the areas at risk of flooding could qualify to be mapped out of the FEMA 100-year floodplain, and would no longer be required to participate in the National Flood Insurance Program (NFIP) (The Pajaro River Flood Protection Plan, 2007).

While the East and West Business Park Planning Areas are shown within the Watsonville Slough flood zone, wetland restoration efforts have removed the developable portions of the project from that flood zone.

As shown in Figure 2-6: FEMA 100 & 500 Year Floodzones, all of the West and East Business Park Planning Area sites are within the 100-year flood zone (Zone A). The base flood elevations across these sites vary from 20 to 23 feet and the existing ground surface in some areas is as much as 13 feet below the 100-year floodplain.

FEMA Regulations

The City of Watsonville participates in the National Flood Insurance Program (NFIP), which is regulated by the FEMA. As such, the City is required to follow FEMA regulations for new construction in flood hazard areas.

NFIP regulations require new non-residential structures be protected. This can be accomplished by raising the buildings above the BFE, by floodproofing, or by a combination of the two.

NFIP regulations require that a non-residential building located in a Special Flood Hazard Area (the land area covered by the floodwaters of the base flood) be floodproofed for that portion of a building that is located below the floodplain. “Floodproofing” is defined as a combination of adjustments and/or additions of features to buildings that eliminate or reduce the potential for flood damage.” (FEMA Technical Bulletin 3-93, page 1). Examples of such adjustments and additions include:

“anchoring the building to resist flotation, collapse and lateral movement; installation of watertight closures for doors and windows; reinforcement of walls to withstand floodwater pressures and impact forces generated by floating debris; use of membrane and other sealants to reduce seepage of floodwater through walls and wall penetrations; installation of pumps to control interior water levels; installation of check valves to prevent the entrance of floodwater or sewage flows through utilities; and the location of electrical, mechanical, utility, and other valuable damageable equipment and contents above the expected flood level.” (Ibid).

NFIP regulations regarding to the design of floodproofing for non-residential buildings state that a community that participates in the NIFP shall:
Source: City of Watsonville (2007)

FEMA 100 & 500 Year Floodzones

LEGEND
- 100-Year
- 500-Year
- Base Flood Elevation

Site & Context | 20
“Require that all new construction and substantial improvements of non-residential structures within zones A1-A30, AE, and AH on the community’s Flood Insurance Rate Maps (FIRM) (i) have the lowest floor (including basement) elevated to or above the base flood level, or (ii) together with attendant utility and sanitary facilities, be designed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effect of buoyancy.” (Ibid, page 2).

It should also be noted that while buildings need only be protected to the base flood elevation (BFE) for floodplain management purposes, freeboard is considered for flood insurance rating purposes. Because of the additional risk associated with any floodproofed building, one (1) foot is subtracted from the elevation to which a building has been floodproofed. Therefore, to receive an insurance rating based on 100-year flood protection, a building must be floodproofed to an elevation at least one (1) foot above the BFE.

FEMA regulations limit the types of buildings that may be wetproofed (i.e. ability to withstand penetration of water) to parking garages, historic structures which are undergoing addition or renovation, agricultural buildings and buildings dependent on being proximate to a waterway. FEMA requires commercial buildings to either be elevated to the BFE or elevated to no more than three feet below the BFE and fitted with removable watertight flood barriers and watertight exterior walls.

Within the West and East Business Park Planning Areas, the BFE ranges between elevation 20 at the westerly edge near Highway 1 to 23 feet to the east (see Figure 2-6: FEMA 100 & 500 Year Floodzones). If these two planning areas are developed before the Pajaro Flood Control project is completed and flood hazard maps revised, finished building pad elevations would need to be raised as much as eight feet.

2.6 Existing Parks and Open Space

The City of Watsonville has a network of trails over five (5) miles in length that provide public access to Struve and Watsonville Sloughs (see Figure 2-7: Parks & Open Space). These trails consists of both paved and permeable surfaces (i.e. decomposed granite), which provide critical access to open space and recreation. Development of the trail system is on-going. A critical trail linkage between the two sloughs extending through the project site (namely within the North Business Park Planning Area) is yet to be completed. Current plans call for a north-south connection trail between Watsonville Slough and Struve Slough adjacent to Highway 1.

There are no active parks within the project site and park development is not required to serve the industrial projects. The workforce housing site will require the development of a new park site or the payment in of lieu park development fees. The closest parks are the four-acre Sea View Ranch Park and the 1-acre Las Brisas park, both located north of the project site.
The City of Watsonville has more than 800 acres of wetlands, one of the largest remaining freshwater marshes on the Central Coast of California. Over the past several years, the City of Watsonville, working in close cooperation with Watsonville Wetlands Watch, have made a concerted effort to protect, restore, and maintain these wetland areas. The most recent restoration project has been the Upper Watsonville Slough Wetlands Restoration Project.

This project covers 25 acres and includes the excavation of agricultural lands on the site for the restoration of wetlands, construction of storm water treatment features, and pedestrian access improvements. The restoration project is currently underway, and is in the process of establishing refuge islands, a fresh-water marsh, riparian woodland, and open-water zones.

Of the three phases, Phase 1A and 1B have been completed, which includes a trail connection between Kearney Street and the Ohlone Parkway. Phase 2 anticipates a trail connection between Ohlone Parkway and Highway 1.
Source: City of Watsonville (2007)
2.7 **Existing Circulation**

Regional access to the MOBP area is provided by Highway 1, a freeway/major arterial that connects cities within Santa Cruz County to the north with communities in Monterey County to the south (see Regional Map on page 2-1). Highway 1 between Watsonville and Highway 17 in Santa Cruz is a four-lane divided highway. A portion of Highway 1 extending south from Watsonville to SR 156 is a two lane road. The segment of Highway 1 adjacent to the site includes an interchange at Riverside Drive (SR 129). Riverside Drive becomes Riverside Road east of Watsonville and provides regional access to Highway 101 near San Juan Bautista via SR 129. Additional regional access is provided by West Lake Drive / Hecker Pass Road (SR 152) to Highway 101 at Gilroy.

Important local roadways in the vicinity of the project site include the following, as shown in Figure 2-8: Existing Circulation Network:

- **Ohlone Parkway**, a two- to four-lane, minor arterial that crosses the project site. The roadway extends north-south from Main Street (SR 152) to West Beach Street.
- **West Beach Street**, a two-lane, arterial that continues east-west south of the site. The roadway extends from Main Street to Lee Road, connecting downtown to the western city limits and ultimately Sunset State Beach.
- **Lee Road**, a two-lane, minor north-south collector that parallels the west side of Highway 1. The roadway extends from Harkins Slough Road (dead-end) to Riverside Drive (SR 129).
- **Loma Vista Drive**, a two-lane, collector road that extends from Ohlone Parkway to the north end of the project site, adjacent to Struve Slough and the Sea View Ranch Subdivision.
- **Lighthouse Drive**, a two-lane, local road that extends east and west from the Ohlone Parkway to both the Las Brisas and Sea View Ranch residential neighborhood.

- **Santa Victoria Avenue**, a two-lane, local road that extends north-south along the eastern edge of the existing Las Brisas neighborhood and adjacent to the Workforce Residential Planning Area.

The Santa Cruz Metropolitan Transit District (SCMTD) provides local public transportation services to the City, including five transit routes that run throughout. The MOBP area is currently serviced by SCMTD Route 74, which runs along West Beach Street south of the site and up Ohlone Parkway intersecting the site as shown in Figure 2-8: Existing Circulation Network. The Watsonville Transit Center is located at Rodriguez Street and West Beach Street, approximately one mile east of the site.

Monterey-Salinas Transit (MST) provides public transportation for areas within Monterey County. MST operates three regional bus routes from downtown Watsonville, including two routes to Salinas and one route to the Marina Transit Exchange in Marina.
Source: City of Watsonville General Plan (2006), Santa Cruz Metropolitan Transit District (2007)
2.8 Existing Utilities

Existing Potable Water System

The Watsonville Public Works and Utilities Department (WPWUD) provides water to more than 13,500 metered accounts within a service area that extends well beyond the City limits. About 85 percent of the City’s water supply is groundwater from the Aromas Red Sands Aquifer, while the remaining 15 percent is surface water collected from Corralitos and Browns Creeks. The City operates 12 wells and two surface water intakes.

The City has adequate water capacity to serve this project. Although the project will increase the number of water connections, it will result in a net reduction in the overdraft of the overall basin due to cessation of agricultural related water use. It is estimated that this transition from agriculture (183 acre feet/year) to industrial use (72 acre feet/ year) will result in a net reduction in the overdraft condition by approximately 111 acre feet annually, with greater benefits being realized during the years leading up to full buildout; representing a greater than 50-percent reduction in water use over commercial agricultural uses on the site.

Potable water is currently delivered to development adjacent to MOBP by various transmission mains ranging in size from 8 to 14 inches in diameter. As shown on Figure 2-9: Existing Wet Utilities, potable water lines are located along the major transportation routes bordering the site. These include a 14-inch main that runs along Ohlone Parkway, a 10-inch main along Loma Vista Drive, a 12-inch main along the Southern Pacific Railroad corridor, and a 8 to 10 inch main along Kearney Street Extension connecting to Ford Street.

Water flow tests performed by the City in 2000 at the intersection of West Beach Road and Lee Road tested at a discharge rate of 3,820 gpm, on a 4.5-inch diameter hydrant outlet. Furthermore, tests performed in 2004 at the intersection of Ohlone Parkway and Lighthouse Avenue tested at a discharge rate of 3,522 gmp, on a 4.5-inch diameter hydrant outlet, resulting in more than adequate flows to serve the project area.

Existing Wastewater System

The WPWUD is also the service provider for a 21 square mile area that is composed of Watsonville, Pajaro, Freedom and Salsipuedes sanitary district. The City maintains 115 miles of collection pipelines and 18 pump stations to ensure that wastewater flows without interruption to the wastewater treatment facility located at 401 Panabaker Lane. While the facility has the capacity to treat 12.1 million gallons per day (mgd), this facility treats on average seven (7) mgd of wastewater from residential, commercial and industrial sources.

Wastewater is treated to a secondary treatment level, and undergoes extensive monitoring and testing to insure compliance with all regulatory pollution prevention laws before being discharged to the Monterey Bay over a mile offshore. The City is completing a tertiary treatment system to help supply 4,000 acre-feet of water to serve agriculture fields.

Figure: Water Main

Figure: Example of a wastewater treatment facility
Existing wastewater facilities adjacent to MOBP include various gravity sanitary sewer mains that collect the generated wastewater flows adjacent to the site and convey the flows to City’s wastewater treatment facility located. These include mains along Ohlone Parkway bisecting the site, Lighthouse and Paseo Drive, Kearney Street Extension, and Ford Street (see Figure 2-9 Existing Wet Utilities) There is more than adequate wastewater capacity to serve this project.

**Existing Storm Drain System**

They City of Watsonville is responsible for construction and maintenance of stormwater facilities. Stormwater drainage infrastructure in the City’s Urban Limit Line consists of natural streams, sloughs, subsurface stormwater drainage pipelines, pump stations (which discharge into Corralitos Creek and Pajaro River) and regional detention basin facilities.

The MOBP project area is adjacent to various storm drain facilities that collect surface runoff and providing conveyance to the main flood control channel in the area, the Watsonville Slough. Existing storm drain facilities are indicated on Figure 2-9: Existing Wet Utilities.

A majority of the catch basins near MOBP drain to mainlines in streets that cross under the roadway, and the nearby sloughs, including Watsonville Slough. These catch basins and laterals are located on nearly all sides of the project area. Runoff from the northern portion of MOBP flows south and deposits into the Watsonville Slough. Runoff from the southern portion of the site flows northeast, also depositing into the Slough. As depicted on Figure 2-9: Existing Infrastructure, the adjacent streets providing storm drain mainlines include Lighthouse Drive, Paseo Drive, the northern portion of Ohlone Parkway, and Kearney Extension. Additionally, a mainline currently exists on the east side of Highway 1 outside the southwest corner of the project site.

The City maintains a storm water management plan in accordance with the State Regional Water Quality Control Board requirements. The project will be required to meet the low impact design (LID) requirements of the plan including the provision of bioswales and other systems needed to meet the plans water quality goals.

**Dry Utilities**

Electrical and natural gas services are provided to the City through Pacific Gas and Electric (PG&E), which is regulated by the Californian Public Utilities Commission. PG&E charges connection and user fees for all new development in addition to sliding rates for electrical and natural gas services based on use.

AT&T is the primary provider of telephone service to the City. The California Public Utilities Commission regulates telephone service. AT&T is compensated for its operations, maintenance, and capital improvement costs by connection and user fees, which it collects from all new development.

Charter Communications provides cable television service to the City. This company is privately owned and operated and recovers its operations, maintenance, and capital improvement costs by connection and user fees.
LEGEND
- Water Main
- Sanitary Sewer
- Storm Drain

Existing Wet Utilities

Source: City of Watsonville (2007)
2.9 Public Services

Solid Waste

The City’s Public Works and Utilities Department handles solid waste management, including waste disposal and curbside recycling. Currently, this City operates a landfill located off of San Andreas Road as well as a materials recovery facility (MRF) on Harvest Drive. The MRF also handles construction/demolition debris and other selected waste streams.

Law Enforcement

Police protection services are provided by the Watsonville Police Department, which consists of a headquarters station in downtown approximately one mile from MOBP, and unstaffed satellite neighborhood stations located throughout the rest of the City.

Police activities include directed and self-initiated services, including dispatch calls for police services, foot patrol, area checks, warrants service, welfare safety checks, investigation of suspicious activities, and other law enforcement services.

Fire protection

The Watsonville Fire Department provides fire suppression services from two stations; one at Second and Rodriguez (one mile from MOBP), and a second at 370 Airport Boulevard (three miles from MOBP). The quality of fire suppression capabilities is demonstrated by the Insurance Services Office (ISO) rating of 2, the highest in Santa Cruz County.

In addition to fire protection, the department has the responsibility of regulating, monitoring, managing, and clean-up hazardous materials, providing rescue and basic life support for medical emergencies, and managing the City’s safety and disaster management programs. The department has also developed programs to prevent and mitigate the threats associated with fire, medical emergencies, hazardous materials, and accidental injury through prevention and public education activities. The Fire Department also prepares safety evaluations for the Community Development Department on proposed development.

The Fire Department’s current goal is provide a response time of four to six minutes or less from the nearest fire station to all portions of the City.
General Government

City Council

Watsonville is a charter city operating with a city manager and city council form of government. The City has seven council districts that are represented by one City Council member each. The project is in Council District One that is currently filled by Manuel Bersamin. The Plan will be reviewed by the City’s Planning Commission and granted final approval by the City Council.

Cabrillo College

The City is also located in the Cabrillo College community college district. Cabrillo College is a two year community college with the main campus located in Aptos (approximately 10 miles north). A satellite campus is located in downtown Watsonville was recently expanded in 2003 and is pursuing additional expansion of the vocational training program, where the old City library was located. The City intends to coordinate with Cabrillo College through their college training program to help create opportunities for the communities to participate in the new jobs created by the Manabe-Ow project.
DEVELOPMENT PLAN

3.1 Land Use Concept and Vision

The MOBP land use concept and vision will guide the development and management of approximately 95 gross acres incorporating a business park, limited neighborhood retail, workforce housing and environmental/open space areas.

At full buildout, the MOBP is anticipated to contain just over one million square feet of flex-use light industrial commercial uses and 25,000 square feet of retail uses. It will become a significant employment center for the City of Watsonville serving as a major economic catalyst providing well-paying, high-skilled and semi-skilled employment. Located between two significant City-owned environmental assets, namely Watsonville Slough and Struve Slough, the MOBP presents a unique opportunity to create a destination business park in south Santa Cruz County that is synonymous with the City’s economic development and environmental stewardship goals. The project will also provide needed workforce housing and assist in the long-term maintenance of more than 25 acres of restored wetlands associated with the Watsonville Slough.

Given current and anticipated market conditions and development costs, development of the site will require creativity and flexibility in density, product type, design, and entitlement processing to help the City meet its economic (job growth) objectives.

Methods to encourage economically feasible development may include; construction of infrastructure that is only required to functionally serve the project, phasing/deferring initial capital outlays, defining flexible and economically practical design guidelines and parking ratios, allowing for maximization of development density, and allowing a wide range of uses and building types to appeal to a broad market.
This chapter provides a summary of the major features of the plan, including Development Standards and Design Guidelines for each respective land use district within MOBP. Additionally, this section addresses permitted uses within MOBP, and considers various project build-out scenarios. Figure 3-1: Illustrative Plan, illustrates at a conceptual level what the project might look like at buildout. Table 3-1: Land Use Summary provides an overview of acreages and the development program.

Following is a brief description of the purpose and intent of the Development Standards and Design Guidelines contained in this chapter.

Development Standards

Each land use district within MOBP will carry distinct development standards and permitted uses. Figure 3-2: Land Use Plan illustrates the location and relationship of the permitted land uses, including business park, open space, retail, residential, and roadways. This Land Use Plan will serve as the main reference for all future planning work and implementation activities within MOBP.

As shown in the Figure, the four land use zoning districts established for the MOBP site include:

- Business Park District;
- Retail Overlay District;
- Workforce Housing District; and
- Environmental/Open Space District.

The development standards of this Specific Plan shall supersede the zoning requirements as set forth in the Watsonville Municipal Code. Should any development standards contained in this Specific Plan conflict with the zoning requirements described in the Watsonville Municipal Code the standards of this Specific Plan shall prevail. For applicable standards or procedures not expressly stated in the Specific Plan, the zoning requirements of the Watsonville Municipal Code shall prevail.
### Table 3-1: Land Use Summary

<table>
<thead>
<tr>
<th></th>
<th>North Bus. Park</th>
<th>West Bus. Park</th>
<th>East Bus. Park</th>
<th>Bus. Park Total</th>
<th>Neighborhood Retail</th>
<th>Workshare Residential</th>
<th>Envl. / Open Space</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Site Area</td>
<td>ac.</td>
<td>25.2</td>
<td>26.4</td>
<td>9.3</td>
<td>61.0</td>
<td>1.8</td>
<td>7.2</td>
<td>25.5</td>
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<tr>
<td>Less - Public Roads</td>
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<td>3.4</td>
<td>5.5</td>
<td>0.9</td>
<td>9.8</td>
<td>1.4</td>
<td></td>
<td>11.2</td>
</tr>
<tr>
<td>Less - Envl./Open</td>
<td>ac.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25.5</td>
<td>25.5</td>
</tr>
<tr>
<td>Net Buildable Area</td>
<td>ac.</td>
<td>21.8</td>
<td>20.9</td>
<td>8.4</td>
<td>51.1</td>
<td>1.8</td>
<td>5.8</td>
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</table>

#### Development Program

<table>
<thead>
<tr>
<th></th>
<th>North Bus. Park</th>
<th>West Bus. Park</th>
<th>East Bus. Park</th>
<th>Bus. Park Total</th>
<th>Neighborhood Retail</th>
<th>Workshare Residential</th>
<th>Envl. / Open Space</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Footprint</td>
<td>sf.</td>
<td>421,300</td>
<td>417,760</td>
<td>160,629</td>
<td>999,688</td>
<td>25,889</td>
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<td>1,025,578</td>
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<tr>
<td>Landscaping &amp; Hardscape</td>
<td>10%</td>
<td>95,041</td>
<td>90,957</td>
<td>36,770</td>
<td>222,768</td>
<td>7,623</td>
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<td>230,391</td>
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<tr>
<td>Parking Area</td>
<td>sf.</td>
<td>361,114</td>
<td>358,080</td>
<td>137,682</td>
<td>856,876</td>
<td>42,718</td>
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<td>899,593</td>
</tr>
</tbody>
</table>

**Realized Site Coverage Ratio**: 0.44 0.46 0.44 0.34

#### Parking

<table>
<thead>
<tr>
<th></th>
<th>North Bus. Park</th>
<th>West Bus. Park</th>
<th>East Bus. Park</th>
<th>Bus. Park Total</th>
<th>Neighborhood Retail</th>
<th>Workshare Residential</th>
<th>Envl. / Open Space</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Street spaces</td>
<td>112</td>
<td>161</td>
<td>27</td>
<td>300</td>
<td></td>
<td></td>
<td></td>
<td>300</td>
</tr>
<tr>
<td>Off- Street spaces</td>
<td>1,080</td>
<td>1,071</td>
<td>411</td>
<td>2,562</td>
<td>142</td>
<td>180</td>
<td></td>
<td>2,884</td>
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<tr>
<td>Total spaces</td>
<td>1,192</td>
<td>1,232</td>
<td>438</td>
<td>2,862</td>
<td>142</td>
<td>180</td>
<td></td>
<td>3,184</td>
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</table>

**Notes:**
1. This table is illustrative. The actual development program may vary.
2. On-site parking is based on the assumption of 1 parking space per 390 square feet of gross area (parcel).
Design Guidelines

The Design Guidelines establish a range of encouraged design approaches that allow for flexibility and innovation in the design of development projects while maintaining a level of quality commensurate with the Land Use Concept and Vision as described in this Chapter. The MOBP envisions a unique industrial park that provides a distinct visual entry to the City of Watsonville that is accomplished in an economical but attractive fashion. The park includes a variety of modern styles that compliment and emphasize the flexible industrial uses that are envisioned to occupy the park. The buildings also are a complement to the existing wetland that surrounds the area.

As the MOBP site is developed, the guidelines will assist the City of Watsonville in evaluating the conformance of individual projects. The guidelines are designed to provide the City of Watsonville with the necessary assurance that the MOBP area will develop in accordance with the quality and character proposed herein; and to provide guidance to City staff, Planning Commission and the City Council in the review of future development project in the MOBP area.

During the review of proposed development projects, the City may use discretion in applying various provisions in the design guidelines to specific projects. It is not anticipated that each guideline will apply equally to every project. In some of the cases, one or more of the guidelines may be relaxed to facilitate compliance with a more important or appropriate guideline for that project. When implementing the guidelines, the overall object is to ensure that the intent and spirit of the guidelines are followed and that the project respects its surroundings and honors the desired character of the area.

The guidelines will be used in the review of proposed projects in compliance with requirements of the City’s General Plan and Municipal Code. The guidelines are applicable to all new development proposed in the MOBP area and address the following design categories:

- Business Park Design
- Retail Overlay Design
- Workforce Residential Design
- Interim Use Design
- Site Plan Components Design (including landscape, signage, and lighting design)

Sustainable and Green Design Principles

Sustainable and green development is the practice of increasing the efficiency of buildings and their use of energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal.

Effective green building can lead to: 1) reduction in operating costs by increasing productivity and using less energy and water, 2) improved public and occupant health due to improved indoor air quality, 3) reduced environmental impacts by, for example, lessening storm water runoff and the heat island effect (Wikipedia, 2007).

The Design Guidelines found in this chapter provide an opportunity to encourage sustainable and green design through specified recommendations. These guidelines incorporate green design features where feasible, giving a definite advantage to those seeking Leadership in Energy and Environmental Design (LEED) certification on the site. The particular guidelines that consider “green” design are identified with the following symbol bullet: [ ].
3.2 Business Park District

The business park will be comprised a series of functional grouping of office, research and development, professional services, warehousing, and light manufacturing buildings that are economically constructed yet visually attractive and inviting. Buildings will be constructed in a flexible manner to respond to changing market conditions and tenancy requirements and suit a broad economic market.

Lot size will be no less than 20,000 square feet, however, industrial condominiums will be considered for lots meeting the minimum requirements. Cross-easements will be required for smaller lots (less than one acre) to allow for efficient internal circulation and to minimize the number of driveway curb cuts along public streets.

Building sizes will generally range from 6,000 square feet to 30,000 square feet, although some buildings may be larger depending on market demand. Buildings will vary in height depending on the uses, but generally will not be taller than 50 feet (unless approved through a special use permit). Given the nature of the uses, some one-story buildings will be considered and may incorporate partial floor mezzanines and other features to maintain the greatest amount of flexibility and adaptability for a variety of users and market appeal. Under building parking will be considered in areas that are in the flood zone to limit potential effect of flooding.

Figure: Single lot design example

Figure: By allowing cross-easements, adjacent properties can share common parking areas, driveways, and internal circulation
Building design will incorporate simple architectural forms and massing while utilizing a variety of building materials (concrete, steel, masonry, stucco, wood, glass etc.), colors, and accent features that make them distinctive and enduring. Modulation in building setbacks will be provided to avoid long, monotonous building facades and to create diversity.

The use of vegetated lattices and awning structures as well and vine plantings on buildings will also be encouraged to help create cost-effective entry features and soften the visual effect of buildings.

Landscaping will be used around buildings, parking lots, and along street frontages to soften the appearance of the built form and create a setting that is inviting and visually attractive.
Entries from the public roadways will be easily identifiable and enhanced with signage and accent landscaping. Buildings are anticipated to be located closer to the street frontages with some parking (i.e., for customers), while a majority of the parking (i.e., for the employees) will be located between and/or to the rear of the lots. Loading docks and auxiliary structures such as trash enclosures, utilities, etc. will be located away from public view and visually screened appropriately.

A series of pathways within the complex of buildings will be constructed to allow pedestrian connection between buildings, parking lots, and to the Watsonville Wetlands Slough trails, where applicable.

Building placement that create opportunities for plazas, courtyards, patios, and outdoor eating areas will be created to provide opportunities for people to interact and socialize. Wherever practical, buildings will be oriented to maximize solar exposure and help reduce energy consumption.
**Highway 1** – Highway 1 forms the western boundary of the project site. The business park will be designed to create a positive visual effect along Highway 1. Buildings design will incorporate quality, yet economical architectural features to create an aesthetically attractive image and avoid public views of back-of-lot features such as blank walls, loading docks, expansive parking, etc. The focus of these properties will be to encourage larger corporate headquarter-type buildings that can capitalize on greater highway visibility.

Groupings of trees located adjacent to Highway 1 should be interspersed allowing views of buildings and distant vistas. A signature freeway monument sign noting the name of the business park may be constructed in the North Business Park Planning Area. This sign will be ground-based (no pole[s]) using quality materials (e.g. stone, concrete, masonry, etc.) and visible to both northbound and southbound highway travelers.

**Watsonville Slough** – Buildings located adjacent to the Slough Road and the associated buffer should be located and designed to maximize views of the Watsonville Slough.

---

**Figure:** Relationship to Highway 1

**Figure:** Relationship to the Watsonville Slough
Southern Pacific Railway – Generally larger warehouse-type buildings are anticipated along Southern Pacific Railway line allowing for flexible transport options.

Sea View Ranch – Generally smaller buildings, set back from the rear property line and screened with a dense vegetated buffer, will be located adjacent to the Sea View Ranch residential neighborhood to minimize visual, noise and light and glare impacts. Specific building height regulations apply to this area.

Figure: Relationship to the Southern Pacific Railway

Figure: Relationship to Sea View Ranch
3.2.1 Business Park District Development Standards

The Business Park (BP) District is intended to serve as a new employment center within the City, providing a variety of small- to large-scale land uses including but not limited to manufacturing and assembly, warehousing and distribution, office, and research and development. Development standards for all development within this district are provided in Table 3-2: BP District Development Standards.

The BP District represents the majority of the Specific Plan area and is located in three areas: the North Business Park, located north of the Watsonville Slough, in between Paseo Drive and Highway 1, the West Business Park, located south of Watsonville Slough and west of Ohlone Parkway, and the East Business Park located south of Watsonville Slough and east of Ohlone Parkway.

Development within the BP District will share common driveways, parking areas, public space, and landscaping. On parcels less than one acre, cross-easements will be required between lots to allow for shared driveways and parking lot isleways. Driveways extending from public roadways shall be generally spaced at a minimum of 100 feet. On-street parking will be allowed on designated internal public streets as described in Chapter 4 - Circulation Plan.

Lot sizes shall be a minimum of 20,000 square feet for interior lots, and 26,000 square feet for corner lots. Industrial-condominiums may be allowed for lots that meet the minimum standards. In most cases, buildings shall be setback at least 10 feet from internal public streets (front yard).

The North Business Park area will be allowed to develop up to 130,000 square feet of light industrial development with access off Loma Vista Drive. Once that threshold is reached the bridge and slough road access shall be installed. The Loma Vista access will be closed to through traffic and used as emergency access only.

Table 3-2: BP District Development Standards

<table>
<thead>
<tr>
<th>Minimum Lot Area &amp; Dimension Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lot Location/Type</strong></td>
</tr>
<tr>
<td>Area (interior lot) [1]</td>
</tr>
<tr>
<td>Area (corner lot)</td>
</tr>
<tr>
<td>Street frontage (interior &amp; corner lot)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum Yard Setback Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lot Location/Type</strong></td>
</tr>
<tr>
<td>Front yard</td>
</tr>
<tr>
<td>Rear yard [2]</td>
</tr>
<tr>
<td>Side yard (interior)</td>
</tr>
<tr>
<td>Side yard (corner, street side)</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Landscaping Requirements</th>
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</thead>
<tbody>
<tr>
<td><strong>Site coverage [3]</strong></td>
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<tr>
<td>Perimeter landscaping</td>
</tr>
<tr>
<td>Building adjacent to a public street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Requirements</th>
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</thead>
<tbody>
<tr>
<td><strong>Maximum building height [4]</strong></td>
</tr>
<tr>
<td><strong>FAR</strong></td>
</tr>
<tr>
<td>Parking [5] [7 - see bottom left]</td>
</tr>
<tr>
<td>Bicycle storage facilities</td>
</tr>
<tr>
<td>Cross-easements</td>
</tr>
<tr>
<td>Driveway entrances [6]</td>
</tr>
<tr>
<td>Permitted uses</td>
</tr>
</tbody>
</table>

**Notes:**

[1] Lot Area - Industrial-condominiums may be allowed for lots that meet the minimum standards.

[2] A 20-foot minimum rear yard setback is required within the North Business Park Overlay District.

[3] Site Coverage - Landscaping requirement may be reduced under special circumstances due to site constraints and approved through a Special Use Permit.

[4] Building Height - Building height as measured from the midpoint of a gabled roof. Architectural features and appurtenances that compliment the design of a building, as well as roof-top mechanical equipment is exempt from the height limit up to 10 feet. Buildings over 50 feet will require a Special Use Permit.

[5] Parking - If uses are known, applicant may use parking standards as defined in the Municipal Code Section 14.17. Under building parking is encouraged to maximize parking opportunities in the flood zone.

[6] Exceptions may apply in instances where unusual site constraints exist.

[7] On-site parking regulations shall be reviewed every 25% of anticipate square footage to determine if adequate parking is provided.
There are no rear yard setbacks with the exception of the North Business Park Overlay District (described below) where a minimum 20-foot setback will be required. Buildings generally are not to be taller than 50 feet in height. Buildings over 50 feet in will require a Special Use Permit.

Landscaping shall make up no less than 10 percent of the total parcel area. Parking lots adjoining public streets shall be separated with a minimum 5 foot landscape strip. Buildings fronting public streets shall be separated with a minimum 10 foot landscape strip.

To minimize the adverse visual impact of large, expansive parking lots, a majority of the parking should be located behind or to the sides of buildings. Additionally, loading docks should also be located at the rear or side of buildings and screened.

Parking spaces shall be provided for each lot as defined in the Watsonville Municipal Code Section 14.17. Parking lots should include both compact and standard size spaces at 40 percent and 60 percent, respectively, of the total amount (see Figure: Parking Lot Design Standards). Under building parking is encouraged in the flood zone to maximize parking opportunities.

See Section 3.2.2 design guidelines for additional development recommendations.
North Business Park Overlay District

Because of its proximity to the existing homes along Paseo Drive, development located within the North Business Park Overlay District (see figure) is subject to special development standards to minimize impacts associated with aesthetics, noise, and glare.

As Figure 3-3: North Business Park Overlay District Development Standards illustrates, development within this area requires a minimum setback of 20 feet from the rear property line. Additionally, building heights are restricted relative to their elevation above sea level.

Special attention shall be given to project lighting to minimize the effect of light and glare on adjacent residential properties. All lighting at rear of buildings shall be fully shielded using sharp cut-off lights and pole heights not exceeding 14 feet.

Any type of land use that could potentially create excessive noise (i.e. manufacturing, processing, warehouse/distribution, etc.) shall be required to submit a noise study demonstrating that exterior noises do not exceed 65 dB (CNEL)\(^1\)

\(^1\) The standard unit of measurement of the loudness of sound is the decibel (dB). CNEL standards shall follow the regulations in the City’s General Plan.
Notes:

- Elevations are Relative to Sea Level
- *Road elevation (RE) shall be measured from Paseo Drive, perpendicular to the centerline of the relative Business Park building

Source: RBF Consulting
3.2.2 Business Park District Design Guidelines

The following guidelines are intended to create the building and site design framework for fostering the desired character and quality of new development within the MOBP Business Park (BP) District.

It is the intent that these guidelines provide flexible design techniques that can be applied to an array of project types, site plans, and uses seeking to create a business park that conveys a sense of quality, yet economically constructed development projects. The images shown on this page provide examples of the types of projects that respect the desired business park design of the MOBP.
Site Design

Objectives: To achieve the desired character of MOBP, site design within the BP District should:

- Maximize the development potential for each project through efficient site design by including the use of shared facilities (on lots smaller than one acre) such as common driveways, parking lots, isleways, landscape screening, trash enclosures, etc.
- Pay special attention to areas visible to the public by considering views from streets and highways.
- Maximize opportunities to relate to sloughs and highway visibility and minimize “backside” exposure where feasible.
- Consider impacts to existing built features such as the industrial development and railway, and Sea View Ranch residential development.
- Avoid overly large expanses of parking adjacent to public streets.

To achieve these objectives, site design should consider the following guidelines:

Building Placement and Orientation

- Where feasible, orient buildings toward the adjoining public streets. Main building entrances should be located on the street facing facade whenever feasible.
- Projects located adjacent to Watsonville Slough should consider building orientation, views, pedestrian access, landscaping, public areas, etc. as part of site design to capitalize on the benefits of the slough as a project amenity.
- Buildings should orient towards Highway 1 where appropriate by providing elements of interest such as signage and architectural features appropriate to project and building type.
- Buildings on the same parcel should be oriented on the site to create public spaces where feasible and practical.
- Optimal building orientation is encouraged for the use of active and passive solar energy features.

*Figure*: Maximize development potential by including the use of shared facilities (parking, driveways, landscaping, etc.). Figure shows adjacent lots with shared facilities versus individual lot development.
Parking

- Where appropriate to building type and use, encourage parking areas to the sides and/or rear of the building and away from public view. Small visitor parking lots at the front of the building may be appropriate.

- To maximize development potential and efficiency, shared parking areas between adjacent properties is strongly encouraged.

- Under building parking is encouraged in the flood zone.

Site Access

- Provide the minimum required turning radius and roadway widths for driveways isles and fire lanes, or otherwise consistent with the adopted City standards.

- To maximize development potential and efficiency, adjacent properties are strongly encouraged to share driveway access to parking lots and service/loading areas for smaller properties.

On-site Circulation

- For lots less than one acre, shared driveways may be located along the rear of buildings for access to service areas and through parking areas where appropriate.

- When appropriate based on use and function of the building, the use of pedestrian exclusive paths are encouraged to connect building entrances, sidewalks, parking, and public spaces.

Figure: Example of a project with parking located to the sides and rear of the building.

Figure: Shared access and parking for adjacent buildings.

Figure: Pedestrian path connecting building and public spaces.
Entry Driveways

- Entry driveways should incorporate design features such as pavers, stamped and/or colored concrete, etc. to create a sense of arrival and clearly separate vehicular and pedestrian spaces.
- Entry driveways should be located at all entrances from public streets, where feasible.
- No entry driveways should be located directly off of Ohlone Parkway.
- Entry driveways and loading area access drives should be wide enough to accommodate the movement of trucks.
- To maximize development potential and efficiency, the use of shared entry driveways between properties is strongly encouraged.

Loading/Service Areas and Mechanical Equipment

- Service/loading areas, storage areas, trash enclosures, and mechanical equipment should be located behind or to the sides of buildings and screened from views through a combination of wall/fences and/or landscaping.
- Trash enclosures and mechanical equipment housing should be compatible with building architecture.
- Outdoor storage should not be permitted (except as allowed by temporary use permit); however, exceptions may be approved by the Planning Director if extenuating circumstances warrant the exception and a design permit is approved.
Adjacent Relationships

Individual project site design should consider its location within the greater project area as follows:

- Lots near adjacent existing neighborhoods should consider special design techniques to minimize impacts to existing development.
- Lots adjacent to the Watsonville or Struve Sloughs should incorporate the sloughs as an amenity by providing views and pedestrian connections to the sloughs.
- Lots adjacent to Highway 1 should consider placing appropriate signage, building orientation, or other means towards to Highway to maximize site exposure. Consider designs that include dual front sides relating to both Highway 1 and the internal public roadway.

Figure: Buildings should be oriented towards sloughs to provide access and views.
Architectural Design

Objectives: To achieve the desired character of MOBP, architectural design within the BP District should:

- Establish a sense of quality and attractiveness
- Seek economical architectural design techniques
- Design with sensitivity to building flexibility, materials, color, size, and articulation
- Encourage sustainable building design

To achieve these objectives, architectural design should consider the following guidelines:

Flexible Design

- Where appropriate and practical, buildings should incorporate flexible design features (i.e. partially removable interior walls) to accommodate a variety of users and tenant types
- Buildings should be capable of being subdivided as needed

Facade Design

Facades that front the street should be articulated and present the building in a quality and attractive manner. These facades should include architectural variation over at least 15 percent of the facade’s linear surface. This can be accomplished through the following techniques:

- Various changes in wall directions or facades
- Stepping back an upper floor
- Maximize the number and/or size of window openings
- Projecting trellises, canopies or awnings over window openings
- Recess entrances and windows into the facade
- Towers, buildings projections, unique or design features at building entrances and/or corners
- Accent landscaping
Encouraged Architectural Design

- Landscaping, signage, building treatment along roadway
- Building and landscape design at primary entrance
- Appropriate building massing, landscape and signage
- Appropriate design of building using steel materials
- Building massing elements at primary entrance
- Variety of building materials; architecturally distinguishable entry
- Corner of building featuring tower/massing design
- Use of windows/tower element at building entrance
Discouraged Architectural Design

- Minimal architectural variation and landscaping
- Signage out of scale with building, lack of articulation
- Poor building articulation, indistinguishable entrance, repetitive building form
- Low quality building materials, minimal landscaping
- Lack of a variety of building materials, no landscaping
- Obtrusive color, lack of windows, minimum landscaping
- Inappropriate signage, lack of building articulation, no landscaping

Dec 23, 2010
Quality Economic Design

Building should be made of quality yet economical materials, used in a simple and straight-forward design. Functional building elements should be used to help articulate its design where appropriate. The following techniques are encouraged:

- Articulated structural elements of the building
- Variation in window placement, size, and operation
- Articulated entries and stairways
- Solar shading devices or other weather protection devices
- Trellises or other structures to support vegetation

Roof Design

- Roof designs that use a combination of pitched and flat articulation are encouraged
- Roof overhangs are encouraged on sloping roofs, and should be appropriately proportioned with the overall frame of the building
- Roofing should be of light color or reflective materials, reducing heat island effect
- All roof mounted mechanical equipment should be consolidated and housed in architecturally articulated enclosures to ensure they are not visible from surrounding areas, including Highway 1

Figure: Roof mounted equipment hidden from public view

Figure: Unique shape and use of building materials to create an interesting yet economical design solution

Figure: Appropriate roof overhang and articulation

Figure: Functional building elements should articulate its design
Building Materials

Use quality economical building materials. Appropriate building materials include but are not limited to a combination of:

- Tilt-up concrete
- Glass
- Poured-in-place rammed earth
- Brick or concrete masonry
- Steel frame construction
- Steel/metal-clad exteriors
- Wood frame construction

Steel/Metal Building Design

As an economic strategy, steel or metal building materials are allowed. However, when these materials are used it is recommended that the architectural design of the building include various articulation elements (as described earlier under “Quality Economic Design.”)
Building Height and Mass
Building heights, massing and setbacks should be varied to define different functions and uses such as office and warehouses. Office spaces should be located along the front perimeter of the building whenever practical. Appropriate techniques for varying building height and mass include:

- Varying rooflines
- Incorporating tower elements
- Incorporating vaulted areas

Building Corners
Where appropriate, key building corners should include design features that provide clear articulation of building shape and wall direction. Consider the following design techniques:

- Towers or projecting columns
- Color or material variations
- Accent landscaping at the base of the building

Building Colors
- Encourage building colors chosen from a palette of subtle tones
- Color as accents are encouraged

Figure: Building massing and corner design elements

Figure: Example of tower articulation defining both the building corner and entrance

Figure: Appropriate color palette of subtle tones
3.3 Retail Overlay District

Approximately 25,000 square feet of neighborhood-scale retail is proposed adjacent to the Ohlone Parkway. Commercial Services may include convenience retail and services designed to serve the adjacent business park and residential neighborhoods. To allow flexibility due to changing market conditions for retail space, the exact size and location (i.e. on the east and/or west of the Ohlone Parkway) will be determined at a future date.

The project’s deed restriction allows up to five percent of the industrial space to be developed as retail, which allows up to 35,000 square feet of retail.
3.3.1 Retail Overlay District Development Standards

The Retail Overlay (RO) District is intended to provide convenience retail and services to meet the needs of the Business Park and adjacent residential neighborhoods. Types of goods and services include but are not limited to restaurants, convenience stores, professional and personal care services, and other uses of a similar nature (see Table 3-3: RO District Development Standards, and Table 3-4: Permitted Uses).

The RO District is located on the east and west sides of Ohlone Parkway, south of the Watsonville Slough. To allow flexibility due to changing market conditions, the exact location of retail development within this district (i.e., on the east and/or west side of Ohlone Parkway) will be determined at a future date.

Development within the RO District is intended to create a strong relationship with Ohlone Parkway. Buildings shall include storefronts facing Ohlone Parkway with pedestrian pathways connecting storefronts to the public sidewalks.

To avoid conflicts and congestion at the Ohlone Parkway/Slough Road West intersection, vehicular access to/from the retail in the West Business Park shall be from the Connection Road. A similar configuration will be required in the East Business Park. Vehicle access directly from Ohlone Parkway is not encouraged, but a right in/right out turn lane may be considered at the time of design. The median design shall follow the existing Ohlone Parkway median design.

Lot sizes shall be a minimum 10,000 square feet. Development shall be setback from Ohlone Parkway a minimum of 10 feet (front yard). Landscaping shall be provided at a minimum of 10 percent of the total parcel area. Parking lots fronting public streets shall be separated with a minimum 5 foot landscape strip. Buildings fronting public streets shall be separated with a minimum 10 foot landscape strip. One parking space per 200 square feet of gross building space shall be provided, which can include restaurant uses.

See Section 3.3.2 design guidelines for additional development recommendations.
Key:
1. Parking Area
2. Frontage: 100’ minimum
3. Front yard setback: 10’ minimum
4. Side yard setback (internal): 0’ minimum
5. Side yard setback (corner): 10’ minimum
6. Rear yard setback: 5’ minimum
7. Interior courtyards are encouraged

Table 3-3: RO District Development Standards

<table>
<thead>
<tr>
<th>Minimum Lot Area &amp; Dimension</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Location/Type</td>
<td>Minimum Size</td>
</tr>
<tr>
<td>Area (interior &amp; corner lot) [1]</td>
<td>10,000 square feet</td>
</tr>
<tr>
<td>Street frontage (interior &amp; corner lot)</td>
<td>75-100 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum Yard Setback Requirements</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Location/Type</td>
<td>Minimum Size</td>
</tr>
<tr>
<td>Front yard</td>
<td>10 feet</td>
</tr>
<tr>
<td>Rear yard</td>
<td>5 feet</td>
</tr>
<tr>
<td>Side yard</td>
<td>0 feet</td>
</tr>
<tr>
<td>Side yard (corner, street side)</td>
<td>10 feet</td>
</tr>
<tr>
<td>From building on same lot</td>
<td>0 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landscaping Requirements</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site coverage</td>
<td>10% of total area</td>
</tr>
<tr>
<td>Perimeter landscaping</td>
<td>Parking fronting public street: 5 feet</td>
</tr>
<tr>
<td></td>
<td>Building fronting public street: 10 feet</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Requirements</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum building height</td>
<td>24 feet</td>
</tr>
<tr>
<td>Parking spaces</td>
<td>1 per 200 gross square feet</td>
</tr>
<tr>
<td>Driveway location</td>
<td>No driveway access permitted on Ohlone Parkway. Right-in/right-out only allowed on Slough Road West</td>
</tr>
<tr>
<td>Bicycle storage facilities</td>
<td>2% of total parking spaces</td>
</tr>
<tr>
<td>Permitted uses</td>
<td>See Table 3-5: Permitted Uses</td>
</tr>
</tbody>
</table>

Notes:
No building may exceed 20,000 square feet. [1] Commercial condominiums are permitted.
3.3.2 Retail Overlay District Design Guidelines

The following guidelines are intended to create the building and site design framework for fostering the described character and quality of new development for the MOBP Retail Overlay (RO) District.

Site Design

Objectives: To achieve the desired character of MOBP, site design within the RO District should:

- Seek to establish a relationship with Ohlone Parkway through appropriate building orientation, visual articulation, and connections
- Create an identifiable gateway for MOBP by presenting an attractive and inviting appearance along Ohlone Parkway
- Maximize the development potential for each project through efficient site design by including the use of shared facilities

To achieve these objectives, site design should consider the following guidelines:
Figure: Conceptual retail site design

Building Orientation and Entries

- Create a strong relationship with Ohlone Parkway through appropriate orientation of buildings
- Avoid placing main building entries directly against parking lots. Design techniques that allow main building entries to open up to courtyards or public space is encouraged
- Encourage building configurations that create usable outdoor public space where appropriate
- Consider a secondary building entrance. This entrance may be located to the back, or facing the parking area.

Parking

- Locate parking to the sides or rear of the building and away from the public view
- Allow limited visitor parking in front of buildings where appropriately integrated with the building design and site plan.
- Shared parking areas between adjacent properties is encouraged to maximize development efficiency
Loading/Service Areas and Mechanical Equipment

- Service/loading areas, storage areas, trash enclosures, and mechanical equipment should be located behind or to the sides of buildings and screened from views through a combination of wall/fences and/or landscaping.
- Outdoor storage should not be permitted.

On-site Circulation

- Driveway isles should be located through parking areas, where appropriate. Driveway width should conform to City standards.
- Consider the use of pedestrian exclusive paths connecting building entrances, public sidewalks, parking, and public spaces.
- Pedestrian paths should connect the main building entrance with the public sidewalk along Ohlone Parkway.

Entry Driveways

- Entry driveways should incorporate design features such as pavers, stamped, and/or colored concrete, etc. to create a sense of arrival and clearly separate vehicular and pedestrian spaces.
- Access to parking should be provided by entry driveways located on internal streets.
- Shared driveways that accommodate access to multiple retail tenants are strongly encouraged to maximize site development efficiency.

Figure: Pedestrian exclusive paths provide safe connections to parking lots.

Figure: Private driveway entry including entry features such as landscaping and special pavers.
Architectural Design

Objective: To achieve the desired character of MOBP, architectural design within the RO District should:

- Seek to establish a relationship with Ohlone Parkway through appropriate articulation, entry design, and signage
- Design with sensitivity to building materials, color, size, and articulation
- Seek economical architectural design techniques

To achieve these objectives, site design should consider the following guidelines:

Facade Design

Facades fronting Ohlone Parkway should incorporate architectural variation and character that is visually attractive and appealing. This can be accomplished through the following techniques:

- Provide widows, entries, transoms, awnings, cornice treatments, etc.
- Segment facade using a series of columns, masonry piers, tower elements or other architectural treatments
- Incorporate attractive signage as an integrated element of the building facade

Roof Design

Roofs should be designed with vertical and horizontal articulation. Consider the following techniques:

- Full gabled roofs
- Hipped roofs
- Shed roofs
- Varied roofline
Development Plan

CITY OF WATSONVILLE
MANABE-OW BUSINESS PARK SPECIFIC PLAN

3-34 December 2010

Building Height and Mass

- Building elevations should be a mix of one and two stories and should vary so that the building appears to be divided into distinct components.
- Buildings should be segmented into distinct massing elements. Consider designing building with horizontal and vertical offsets to minimize large blank walls and reduce building bulk.

Building Materials

Appropriate building materials include but are not limited to a combination of:

- Stucco, smooth, sand or light lace finish
- Clay or concrete roof tiles
- Native fieldstone, sandstone and flagstone
- Brick, or tile as accent material
- Slumpstone garden walls
- Metal accents
- Glass, metal, concrete

Building Colors

Encourage building colors chosen from a palette of subtle tones.

Color as accents are encouraged.

Figure: Appropriate massing elements and material variety

Figure: Appropriate building materials and colors

Figure: Appropriate color palette of subtle tones
3.4 Interim Uses

The plan recognizes that initial development of the project may be delayed due to existing economic conditions. In order to support the ultimate build out of the these improvements the plan recognizes that allowing carefully controlled interim uses may allow faster build out of the ultimate future plans for the site. Prior to build out, interim uses may be permitted within the business park with an Administrative Use Permit. Interim uses can be non-permanent structures that can include uses such as; outdoor storage, staging or stockpiling areas, seasonal outdoor sales, contractors yards, or uses of similar nature as determined by the zoning administrator (see Table 3-5: Permitted Uses). All interim uses must meet designated screening criteria. Because interim uses could create visual conflicts with adjacent areas, extensive landscaping will be required in accordance with the approved design guidelines.

Primary access to the interim uses will be encouraged from Slough Road East or West off of Ohlone Parkway. These areas shall be improved with an all weather road surface that can support emergency vehicles and shall be built at an elevation of the future anticipated permanent road. Interim uses shall not be allowed in the North Business Park except for agricultural uses.

Interim uses shall be permitted for up to five years with a renewal permit of between one to five years which will be at the discretion of the Planning Commission. Should the City determine that interim uses are detrimental to the surroundings additional restrictions may be required or the Use permit may be revoked. Interim uses can be considered after subdivision as long as improvements are installed or phased in accordance with tentative map.
3.4.1 Interim Use Design Guidelines

Objective: The following design guidelines apply to all interim uses as defined in Section 3.2.1 Development Standards. It is the intent of these guidelines to ensure that the area is not subject to inappropriate development during the preparation of the Business Park. Interim uses are subject to all design guidelines as defined in this Chapter, and should also consider the following:

Screening

- All interim uses should be screened with landscaping as defined in this chapter under Landscape Design. A ten-foot landscape strip planted with trees should be placed around the perimeter of each lot.

Fencing

- The perimeter of each interim use should include slat chain link fencing or other visually appropriate materials at a minimum of six feet in height.
- Fences should be landscaped appropriately so that they are visually attractive.

Internal Roadways

- Roadways shall be improved with an all weather road surface.
- Internal roadways should support vehicle movement in both directions and emergency vehicles.
- Build roadways at an elevation of the future anticipated permanent roadway.
Figure: Appropriate interim use site design
3.5 Permitted Uses

This section sets forth the uses permitted within the Business Park and Retail Overlay land use districts. Additionally, this section sets forth permitted interim uses. The location of each land use is shown on Figure 3-2: Land Use Plan.

The following symbols indicate if the use is permitted and the type of permit, if any, required for a given use type within a specific land use designation:

- x Not permitted
- P Principally permitted
- AUP Administrative Use Permit
- SUP Special Use Permit

Please see Table 3-4a: Retail Overlay District Permitted Uses and Table 3-4b: Permitted Interim Uses on the following page.

Business Park Permitted Uses

Job-generating uses shall be allowed by right or with a Special Use Permit (see second paragraph) unless expressly prohibited by LAFCO declaration and Covenants for the time period of the deed restrictions. The uses prohibited under the terms of the LAFCO deed restrictions (Section 3.03 of Appendix A) include:

- ☐ Big box stores
- ☐ Automobile sales
- ☐ Residential uses except for Workforce housing on the 7.4 acres on the west side of Watsonville Slough that is part of parcel (APN 18-711-14)
- ☐ Uses other than business park and ancillary retail and personal services defined in Section 3.01 and 3.02 of Appendix A.

All non-prohibited uses typical of business parks or light industrial areas are permitted including but not limited to manufacturing, construction and trades related, business and financial services, research and development, educational/research partnerships, medical facilities and medical research, technical services, agricultural processing, energy services technologies, etc.

A Special Use Permit is required for any use with the potential to generate significant impacts such as noise, odor, use of hazardous materials, significant water demand, or any use that is difficult to clearly classify as a business park use. The Zoning Administrator or designated staff member shall make the determination when Tier Two review (Special Use Permit review) is required in accordance with Chapter 6, Section 5 of this Specific Plan. Any warehousing exceeding 30% of the floor area of a business will require a Special Use Permit. No use that requires overnight residential occupancy will be allowed within the Business Park District.
### Table 3-4a: Retail Overlay District Permitted Uses

<table>
<thead>
<tr>
<th>RETAIL OVERLAY (RO) DISTRICT - PERMITTED USES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commercial &amp; Business Service Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Automobile repair services</td>
<td>SUP</td>
</tr>
<tr>
<td>Laundry &amp; Dry Cleaning [4]</td>
<td>SUP</td>
</tr>
<tr>
<td>Education services</td>
<td>AUP</td>
</tr>
<tr>
<td>Finance &amp; Insurance</td>
<td>P</td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td></td>
</tr>
<tr>
<td>Corporate office</td>
<td>X</td>
</tr>
<tr>
<td>Professional office</td>
<td>AUP</td>
</tr>
<tr>
<td>Research medical and development</td>
<td>X</td>
</tr>
<tr>
<td><strong>Recreation Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Health club</td>
<td>SUP</td>
</tr>
<tr>
<td><strong>Retail &amp; Personal Service Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Appliance stores, household, sales</td>
<td>P</td>
</tr>
<tr>
<td>Art, antiques, collectible and gifts</td>
<td>P</td>
</tr>
<tr>
<td>Bakeries, retail</td>
<td>P</td>
</tr>
<tr>
<td>Banks and financial institutions</td>
<td>P</td>
</tr>
<tr>
<td>Barbershops/beauty salons</td>
<td>P</td>
</tr>
<tr>
<td>Book store</td>
<td>P</td>
</tr>
<tr>
<td>Building material or garden store</td>
<td>X</td>
</tr>
<tr>
<td>Bar and cocktail lounges</td>
<td>SUP</td>
</tr>
<tr>
<td>Clothes and apparel</td>
<td>P</td>
</tr>
<tr>
<td>Convenience store</td>
<td>P</td>
</tr>
<tr>
<td>Convenience store with beer &amp; wine sales</td>
<td>X</td>
</tr>
<tr>
<td>Gasoline sales - retail</td>
<td>SUP</td>
</tr>
<tr>
<td>Grocery store</td>
<td>AUP</td>
</tr>
<tr>
<td>Grocery store with beer &amp; wine sales</td>
<td>AUP</td>
</tr>
<tr>
<td>Hardware store</td>
<td>P</td>
</tr>
<tr>
<td>Liquor store</td>
<td>X</td>
</tr>
<tr>
<td>Merchandise, general</td>
<td>P</td>
</tr>
<tr>
<td>Miscellaneous store retailers</td>
<td>P</td>
</tr>
<tr>
<td>Music store</td>
<td>P</td>
</tr>
<tr>
<td>Restaurant</td>
<td>P</td>
</tr>
</tbody>
</table>

**Notes:**

1. Land Use Types not identified in the table may be allowed, subject to approval of a Special Use Permit (SUP).
2. Accessory uses identified as Principally Permitted (P) are allowed only if located on the same lot as the principal use it serves. All setbacks, building heights, etc. shall be the same for accessory use structures as for the primary structure as determined by its land use.
3. Uses not listed but similar to principal permitted uses may be approved by the Planning Director as principally permitted.
4. An SUP is required if a Hazardous Materials Plan is required for this use.
Permitted Interim Uses

Interim uses shall be allowed and encouraged as a way of providing short-term economic activities on the properties. Interim uses may be allowed before the subdivision of property if access roads are developed along routes designated in the Specific Plan, to standards that allow emergency vehicle access. No permanent structures will be allowed without subdivision improvements. Interim uses may be allowed concurrently with the build-out of the business park provided such uses are not detrimental to the development and operation of the business park.

While lands may not be subdivided solely for the purpose of facilitating interim uses, interim uses may locate on areas that have been subdivided, on a temporary basis, as long as subdivision improvements are installed or phased in accordance with tentative map. An interim use may be approved for up to five years with an Administrative Use Permit as established by the Specific Plan. Interim uses may be renewed from between one and five years at the discretion of the Zoning Administrator. Interim uses not expressly listed in the Specific Plan may be approved with a Special Use Permit provided that the use does not prevent or adversely affect the long term development potential of the property.

### Table 3-4b: Permitted Interim Uses

<table>
<thead>
<tr>
<th>PERMITTED INTERIM USES (1-5 Years) [1]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contractors yard</td>
</tr>
<tr>
<td>Dirt stockpiling</td>
</tr>
<tr>
<td>Farmers market</td>
</tr>
<tr>
<td>Manufactured housing</td>
</tr>
<tr>
<td>Outside storage [2]</td>
</tr>
<tr>
<td>Temporary outdoor sales</td>
</tr>
<tr>
<td>Recreational uses</td>
</tr>
<tr>
<td>Temporary education or tourist</td>
</tr>
<tr>
<td>Supporting uses</td>
</tr>
<tr>
<td>Special events, fairs, festivals,</td>
</tr>
<tr>
<td>circuses</td>
</tr>
</tbody>
</table>

**Notes:**

1. Zoning Administrator may require interim uses to obtain Special Use Permits when determined to be warranted.
2. Any storage uses not in permanent structures.
3.6 Workforce Residential District

Workforce housing, constructed at a density of no more than 14 dwelling units per net developable acre, consistent with surrounding residential development, will be constructed east of Santa Victoria Avenue on a 7.2 acre parcel of land.

In accordance with the LAFCO Agreement, these workforce residential units may be purchased or rented by households whose median income is 50 to 200 percent of the annual Santa Cruz County median household income.

The workforce housing will be designed to be visually compatible in scale, massing, and architectural character with surrounding neighborhoods. The housing styles could include a variety of attached and multifamily units (i.e. duplexes, triplexes, townhomes, apartments, etc.). They will be designed to be consistent with the principles of good urban design based on the City’s Livable Community Residential Design Guidelines.

Should the three existing houses located on the eastern side adjacent to the Watsonville Slough be retained, a new internal access road would be constructed connecting these houses to the workforce housing street network.

As an alternative the property owner may consider other employment-generating development projects. For example, live/work and/or an assisted living project may be considered as part of a Planned Development Permit application. This type of project will require additional review through the Planning Commission and City Council.
3.6.1 Workforce Residential District Development Standards

The Workforce Residential (WR) District is intended to provide medium-density housing at a scale that is compatible with adjacent the adjacent residential neighborhood. This includes single-family attached and multi-family residential, including townhomes, condominiums, and apartments.

Workforce housing density will be a maximum of 14 dwelling units per net developable acre. In accordance with the LAFCO Agreement, residential units may be purchased or rented by a household whose median income is between 50 to 200 percent of the annual Santa Cruz County median household income.

The WR District is located northwest of and adjacent to the Watsonville Slough, and east of the residential neighborhood along Santa Victoria Avenue. Development within this District shall be well designed and visually compatible with the existing neighborhood to the east. To maintain the existing street circulation pattern, San Luis and Santa Catalina Avenues will extend into WR District.

The WR District will be designed in accordance with the City’s Livable Community Residential Design Guidelines, which are incorporated herein by reference. A traditional townhome design that discourages garage access from the street is desirable. Parking should be located either in shared parking courtyards, or single garages at the rear of each unit to the greatest extent feasible.

Multi-family development must include a minimum of 200 square feet of usable open space per unit. Typically, 96 square feet shall be private, and the remaining 104 square feet can be shared open space located in common courtyard areas (see Table 3-5: Workforce Residential Development Standards).

<table>
<thead>
<tr>
<th>Minimum Yard Setback Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lot Location/Type</strong></td>
</tr>
<tr>
<td>Front yard</td>
</tr>
<tr>
<td>Front yard (attached garage)</td>
</tr>
<tr>
<td>Rear yard</td>
</tr>
<tr>
<td>Rear yard (detached garage)</td>
</tr>
<tr>
<td>Rear yard (attached garage)</td>
</tr>
<tr>
<td>Side yard (interior)</td>
</tr>
<tr>
<td>Side yard (corner, street side)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum building height</td>
</tr>
<tr>
<td>Density [1]</td>
</tr>
<tr>
<td>Parking spaces</td>
</tr>
<tr>
<td>Multi-family Private open space</td>
</tr>
<tr>
<td>Multi-family Common open space</td>
</tr>
<tr>
<td>Parking Lot Landscaping</td>
</tr>
</tbody>
</table>

Permitted uses: single-family attached and detached and multi-family.

Planned Development uses: assisted living facilities, live/work facilities, residential care homes, single-family detached.

Notes:

The property may also support alternative projects that supply jobs such as live/work developments and/or assisted living projects subject to a Planned Development Permit.
Figure: WR development standards diagram: multi-family housing

Key:
1. Main building
2. Surface parking
3. Front yard setback: 10’ minimum
4. Side yard setback (interior): 0’ minimum
5. Side yard setback (exterior): 5’ minimum
6. Rear yard setback: 10’ minimum

Figure: WR District development standards diagram: townhome lots

Key:
1. Private garage
2. Front yard setback: 10’ minimum
3. Front yard setback (garage): 20’ minimum
4. Side yard setback (internal): 0’ minimum
5. Side yard setback (corner): 5’ minimum
6. Rear yard setback: 15’ minimum
7. Rear yard setback (detached garage): 0’ minimum
8. Rear yard setback (attached garage): 15’ minimum
3.6.2 Workforce Residential District Design Guidelines

Design guidelines as they pertain to the Workforce Residential (WR) District should be consistent with the City of Watsonville’s Livable Community Residential Design Guidelines, which are incorporated herein for reference.
3.7 Environmental/Open Space District

At ultimate buildout, a 25+ acre restored wetlands which make up the Watsonville Slough will be developed by the City and Watsonville Wetlands Watch as a key environmental and aesthetic amenity of the business park. The Watsonville Slough and associated trails will incorporate a variety of native plants that attract wildlife and provide passive recreation for the public.

The Watsonville Slough Restoration Plan establishes the boundary of the Environmental/Open Space District (EM-OS), and is incorporated by reference as part of this Plan. This area will be landscaped utilizing native plants, the design of which will be planned in coordination with Watsonville Wetlands Watch.

To ensure long-term environmental protection of the Watsonville Slough, a slough maintenance program, managed cooperatively between the City of Watsonville, Watsonville Wetlands Watch and the business park common ownership association will be prepared. Details of the maintenance program will be part of the Final Map review.

The developer shall install those sections of the City-designated trail system identified in Figure 2-7 of the Specific Plan adjacent to developing areas at the time of development of the adjacent land within the Manabe-Ow Business Park.
3.7.1  Environmental/Open Space District Development Standards

The EM-OS District (see Figure 3-2: Land Use Plan) applies to the Watsonville Slough and associated wetlands and habitat areas within the MOBP area. The EM-OS designation provides a variety of integrated and overlapping functions that are a key to the sustainability of this critical natural resource. These functions include wildlife movement, habitat preservation, landscaped buffers between development and sensitive habitat, trails, water treatment, and stormwater management (i.e., bioswale conveyance, percolation, and detention). Therefore, while this area is primarily set aside for the protection and preservation of sensitive natural resources associated with the slough’s wetland habitat, the EM-OS is also intended to serve the community through the provision of passive recreational uses.

Cost for maintenance of the EM-OS District will be the responsibility of the City of Watsonville and likely maintained by Watsonville Wetlands Watch.

No specific development standards are proposed within this Specific Plan. The City’s existing (as may be amended) regulations for the EM-OS zone apply.
3.8 Site Plan Components
Design Guidelines

This section provides guidelines intended to create the landscape, public space, lighting, and signage framework for fostering the desired character and quality of all new development for the MOBP. These guidelines apply to all development within MOBP and all public spaces including public streets and sidewalks.

Infrastructure components addressed in this section include the following:

- Landscape Design
- Signage Design
- Lighting Design
Landscape Design

Objectives: To achieve the desired character of MOBP, landscape design should:

- Establish a design character and visual quality for the overall development of MOBP
- Enhance various features within MOBP, such as entries, sidewalks, and public spaces
- Provide screening/buffering between MOBP and existing development where appropriate
- Utilize soft edges for screening of unattractive visual elements such as parking lots

To achieve these objectives, site design should consider the following guidelines:

General Landscaping

- Planting should include native and drought-tolerant plants and trees to minimize the amount of water needed for irrigation
- A minimum of 10 percent of the net project area should be landscaped, five percent of which may include hardscape (entries, plazas, and walkways)

Internal Public Streets

All streets designed with a landscape strip (as designated in Chapter 4 Circulation Plan) should include landscaping as follows:

- Plant trees a minimum of one 24-inch box tree for each 30 feet of linear footage
- Tree planting should include a combination of 24-inch and 36-inch box trees
- A 10-foot wide bioswale designed to filter surface water runoff should run parallel along the north side of Slough Road East/West, in between the Watsonville Slough and street (see Chapter 4 Circulation Plan)
Trees should be provided as appropriate along on-street parking on Slough Road East and West (see Chapter 4 Circulation Plan).

See Table: 3-6: Tree List (below) for a list of recommended trees for MOBP

**Streetscape Types**

The streetscape of MOBP are an important part of the overall open space and pedestrian network. The following characteristics should be considered for MOBP:

- Where appropriate, streets should be more intimate and include narrow rights-of-way with the travel lanes having sidewalks at their curb edges
- Other selected streets should have wider street sections with planted verges between the sidewalk and curb or pathways with street trees
- In all cases, the streets are designed to carry pedestrian travel on designated sidewalks

---

**Table 3-6: Tree List**

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eriobotrya Deflexa</td>
<td>Bronze Loquat</td>
</tr>
<tr>
<td>Geijera Parviflora</td>
<td>Australian Willow</td>
</tr>
<tr>
<td>Laurus Noblis</td>
<td>Sweet Baby</td>
</tr>
<tr>
<td>Ligustrum Lucidum</td>
<td>Glossy Privet</td>
</tr>
<tr>
<td>Magnolia Grandiflora</td>
<td>Magnolia ‘Little Gem’</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
</tr>
<tr>
<td>Phillyraeoids</td>
<td>Pittosporum</td>
</tr>
<tr>
<td>Platanus acerifolia</td>
<td>London Plane</td>
</tr>
<tr>
<td>Pyrus Calleryana</td>
<td>Ornamental Pear</td>
</tr>
<tr>
<td>Rhaphiolepis “Majestic Beauty”</td>
<td>Standard India Hawthom</td>
</tr>
</tbody>
</table>
Project Site Perimeter

Landscaping should be provided in various locations around the perimeter of the project site to be used for screening, noise buffering, and to soften edges. Requirements are as follows:

- A minimum eight-foot landscape strip should be placed along all rear lot lines adjacent to Paseo Drive within the Business Park North. Landscaping should include trees for screening and noise buffering from the adjacent residents.

- Trees should be grouped at various intervals adjacent to Highway 1 to soften the visual appearance of the built form as seen from Highway 1.

- Landscaping, including trees for visual buffering, should be incorporated as part of the graded slope adjacent to the Southern Pacific Railroad line on the south edge of the project site.

- A minimum ten-foot landscape strip should be placed along all lot lines fronting Ohlone Parkway. Landscaping should include a variety of trees, shrubs, grasses, etc. to create a visually attractive edge.

Interior Property Lines

- Where appropriate, property lines should be planted with a minimum of one tree per 30 lineal feet of property.
Larger deciduous trees are encouraged on the west and south sides of the lots to block wind and summer heat and to utilize solar heat.

**Parking Lots**

Parking lot treatments should be consistent and contribute to the project landscape unity. Parking lots should be planted with trees in such a manner as to provide shade for vehicles and pedestrians. To achieve this, parking lots should be landscaped as follows:

- Landscape strip medians between bays of parking should be installed with one tree for every 30 linear feet of landscape strip or fraction thereof. Additional trees should be provided in parking bulb-outs, and at both ends of each parking isle. Bulb-outs should be provided every 8 parking spaces.

- Parking lot trees should be a minimum of 15 gallon trees.

- Perimeter parking lots adjacent to public streets should be provided with additional landscape treatment to ensure that parking areas are adequately screened from adjacent street views.

- Consider using bioswales, or vegetated grass swales at the edges of parking lots to collect, filter, and distribute stormwater runoff from parking lots.
Project Entry

Project entry at Ohlone Parkway should be easily identifiable. To achieve this, consider the following techniques:

- Include larger 36-inch box specimen trees, various shrubbery, flowering, and/or ground cover on both sides of the entry. (Note: trees should be located a minimum of 10 feet back from the face to the street curb to avoid interference with drivers line-of-sight)

Parking Access Drives

Parking access drives should be easily identifiable and marked with landscaping treatment. Consider the following techniques:

- Include ground cover, 24-inch box specimen trees on both sides of the entry. (Note: trees should be located a minimum of 10 feet back from the face to the street curb to avoid interference with drivers line-of-sight)

Pedestrian Walkways

Pedestrian walkways should be designed to unify the entire project area and provide pedestrian site access to buildings, parking and site activity areas. The following design should be considered:

- Pedestrian walkways should be a minimum of four feet in width. When appropriate, include landscape strips on one or both sides
- Pedestrian walkways are encouraged and should be incorporated in parking areas where practical and feasible
Plazas and Courtyards

- Plazas, courtyards, and outdoor eating areas should be provided for employee and guest use. These areas are encouraged to be an integral part of the building architecture and be connected by pedestrian walkways when possible.
- Lots in close proximity to the Watsonville and Struve Sloughs are encouraged to locate plazas and courtyards so to take advantage of such amenities.

Walls and Fences

Walls and/or fencing should be provided along the project site perimeter where appropriate, including along the Southern Pacific Railroad and Highway 1. Design walls as follows:

- Wall design and fences should be compatible with the architecture of the main building(s) and should use similar materials when appropriate.
- Long continuous walls are discouraged where appropriate and feasible.
- Incorporate landscaping and other features to minimize the visual appearance of long continuous walls.
- Un-slatted chain link fencing is prohibited.

Figure: Provide outdoor public spaces such as outdoor eating areas.

Figure: Provide fencing adjacent to railroad tracks.

Figure: Creative wall and landscaping consistent with building design.
Signage Design

Objectives: To achieve the desired character of MOBP, signage design should:

☐ Advertise a place of business, provide directions, or other information in an attractive manner and without detracting from the overall quality of the site
☐ Be integrated into the overall site design by considering design, color, materials, size and placement

To achieve these objectives, site design should consider the following guidelines:

Freeway Monument Sign

A project defining monument sign should be placed within the North Business Park adjacent to Highway 1 and tall enough to be seen by passing traffic in both directions. The monument should be visually attractive and should only advertise the name of the business park.

Appropriate Signage

To provide cohesive and homogenous signage for the project site, signage should be provided as such:

☐ Wall Signs: wall signs are vehicle- and pedestrian-oriented signs that are mounted flat on the facade of a building. These signs should be restricted to the name of the firm, company, corporation, or business only and should not exceed 40 square feet in area. Wall signs should be limited to one sign per tenant with exception to buildings adjacent to Highway 1, where buildings may include wall signs oriented towards the Highway and interior street
☐ Entry Signs: entry signs are attached to a freestanding structure. These signs should be located at both the east and west entrances at Ohlone Parkway and should not exceed ten feet in height and 100 square feet in area. These signs should include the name of the business park
☐ Freestanding Signs: freestanding signs are for tenant identification and should include the building address(es). Freestanding signs should be installed within or adjacent to private entry driveways. These signs should be limited to 32 square feet and should not exceed eight feet in height
☐ Directory Signs: are freestanding signs and should be located near the primary entry drive at Ohlone Parkway. These signs should be limited to identifying the building address and tenants, and should be visible from the intersection of the applicable private driveway and Ohlone Parkway. These signs should not exceed five feet in height
☐ Directional Signage: should be used to provide direction to on-site/off site traffic or pedestrians and include directional arrows and should not exceed five feet in height. One directional sign should be placed at the Loma Vista/Ohlone Parkway intersection.
Figure: Entry sign
Figure: Wall sign
Figure: Directory sign
Figure: Entry sign with addresses
Figure: Freestanding tenant sign
Figure: Directional sign
Lighting Design

Objective: To achieve the desired character of MOBP, lighting design should:

- Be sensitive to adjacent uses, development, and natural slough features
- Enhance various features within MOBP, such as entries, sidewalks, and public spaces
- Consider energy-efficient light sources

To achieve this, site design should consider the following guidelines:

Project Site Lighting

Lighting design should respect the following areas:

- Lighting should not be projected towards slough areas.
- Lighting should not impose on adjacent residences.
- Lighting adjacent to Highway 1 should be noticeable and attractive without overlighting.
- Minimize night sky lighting

Figure: Lighting should not impose on adjacent uses
Appropriate Lighting

To provide cohesive and homogenous illumination for the project site, lot lighting should be provided as such:

☐ **Parking lots**: Total pole and fixture type should be a maximum of 20 feet. Lighting should be spaced to meet industry-recommended light levels for safety and uniformity, but avoid glare and overlighting. Illumination should be a maximum of one foot candles, average, measured at ground level. Cut-off type fixtures are encouraged. “Corbra-head” lights are not permitted.

☐ **Public streets**: Total pole and fixture type should be a maximum of 35 feet. Lighting should be spaced every 150 of linear footage, and should meet industry recommended light levels for safety and uniformity. Lighting should be designed with cut-off type fixtures that avoid light leakage and overlighting. “Cobra-head” fixtures are not permitted. Illumination should be a maximum of one foot candle average measured at ground level.

☐ **Landscape and buildings**: Lighting should be carefully shielded to avoid spill light onto adjacent properties and into the night sky. Lighting should be subtle. Bollard type light fixtures are encouraged.

☐ **Security lighting**: Security lighting is exterior lighting installed solely to enhance the security of people and property. Security lighting should meet the above guidelines and should be designed to control glare. Security lighting fixtures should be aimed at a building rather than mounted on the building.

☐ **Solar power lighting**: The use of solar powered LED light fixtures are encouraged provided that they meet the recommendations as noted above. Solar lighting supports energy conservation as well as the sustainability of MOBP. Applications of solar powered lighting range from lighting streets to parking lots, pathways, public areas, and landscaping.
3.9 Conceptual Phasing

Given market uncertainties, constraints in acquiring sufficient fill for the East and West Business Park Planning Areas, and considerable infrastructure construction costs associated with the MOBP, three phasing options have been developed to provide greater flexibility in project development.

It should be noted that these three phasing options are not necessarily sequential and are only meant to provide a conceptual notion of how the site could be developed over time. Actual phasing will be determined in coordination with City staff to ensure that all development is logically sequenced to minimize infrastructure improvement costs and is consistent with City public services and safety requirements.

Because the Workforce Planning Area has adjacent infrastructure in place and is physically independent of the rest of the project, this area is considered an Opportunity Phase that can be developed at any time following final approval of this Specific Plan.

For all phasing options, the final stage of restoration of the Watsonville Slough is to occur prior to approval of any interim uses or issuance of a building permit, whichever comes first.

Regardless of the phasing approach, development in the North Business Park shall be limited to no more than 130,000 square feet of office, research and development, or similar use until such time that: a) A bridge is constructed over Watsonville Slough; and b) Slough Road is constructed as the primary access point into the Business Park from Ohlone Parkway.

Phasing Plan Option 1

As shown in Figure 3-4a, Phasing Plan Option 1 would develop the business park in three phases. Phase I would start with development of the lower one-third portion of the North Business Park Planning Area. To provide access to this area, Slough Road West would have to be built-out to its final design configuration as would the bridge over the Watsonville Slough. A portion of the Business Park North Road would also need to be constructed. Underground utilities such as water, sewer, gas, electric, telecommunication, etc. would also have to be constructed.

During this first phase, it is assumed that fill would be brought in to the East and West Business Park Planning Areas and have time to settle and be compacted, which typically requires 1-3 years depending on the types of soils and amount of fill material.

Once Phase I is completed, construction in the Phase II areas would commence, namely the East and West Business Park Planning Areas and the second third of the North Business Park Planning Area. This would include construction of the Business Park South Road and the Connector Road and another portion of the Business Park North Road.

Phase III would involve development of the northern-most portion of the North Business Park Planning Area as well as the roadway connections to Loma Vista Drive.
development plan

3.0

Phasing Plan - Option 1

Note: Additional phasing options will be considered.
Phasing Plan Option 2
As shown in Figure 3-4b, Phasing Plan Option 2 would also develop the business park in three phases, however, the sequencing would be change to initiate development adjacent to existing infrastructure first, and then build-out as necessary.

Phase I development would include the East and North Business Park Planning Areas and the retail portion of the West Business Park Planning Area (at the option of the developer). Located directly adjacent to the Ohlone Parkway, the East Business Park would require considerably less fill then the West Business Park and extension of infrastructure would be relatively straightforward.

Development of the northern one-third of the North Business Park would occur as an extension from Loma Vista Drive. However, to minimize traffic and construction impacts to the Sea View Ranch neighborhood, two constraints would be imposed. First, this area would be limited to the construction of no more than 130,000 square feet of office and/or research and development uses. Secondly, large construction equipment (i.e. graders, bulldozers, cranes, heavy delivery trucks etc.) would be required to access the site via an existing Highway 1 underpass located north of the Watsonville Slough.

This temporary road shall be at least 20 feet wide and be improved with an all-weather surface. A temporary construction gate shall be installed across the project entrance at Loma Vista to limit construction access to only those vehicles that cannot pass under the existing underpass.

No further development would be allowed in the North Business Park until the bridge is completed and the slough road access is installed. Once these facilities are completed the Loma Vista access will be closed to through traffic and available only as emergency access.

Phase II would include development of the Connection Road and a portion of the West Business Park Planning Area.

Phase III would include development of the rest of the North and West Business Park Planning Areas, the remaining portion of the Slough Road West, and the bridge over Watsonville Slough.

Phasing Plan Option 3
As shown in Figure 3-4c, Phasing Plan Option 3 would allow for complete or partial construction of the backbone infrastructure (roads, water, sewer, stormwater, and joint utilities) as part of Phase 1. This would make the entire business park (or portion thereof where the backbone infrastructure is constructed) accessible and potentially available for development. As each parcel is developed, the remaining infrastructure (permanent sidewalks, street trees, streetscape) would be constructed. Phasing of roads and sidewalks will be allowed in a manner that is consistent with accessibility requirements and meets good design practices.
Future access option to Lee Road

LEGEND
- Phase I
- Phase II
- Opportunity Phase

Note: Additional phasing options will be considered

Phasing Plan - Option 3

Source: RBF Consulting

Approximate Feet

0 250 500 1000
CIRCULATION PLAN

4.1 Introduction
This chapter describes the circulation improvements, including vehicular, bicycle, pedestrian and public transportation desired by the City to serve the business park. Moreover, modifications to the circulation requirements and standards contained in this chapter (with certain exceptions noted) may be approved by the City Council if deemed necessary to facilitate development of the business park.

4.2 Vehicular Circulation
A hierarchical pattern of various street types (see Figure 4-1: Street Network), each with a different character and function, will serve the transportation needs of the project site. Nearly all the streets will integrate automobile, bicycle and pedestrian travel together, and will function to connect uses within the area, and adjacent neighborhoods beyond the area.

Primary access to the business park is from Ohlone Parkway, just south of the Watsonville Slough. This traffic circle intersection will form the primary entry into the East and West Business Parks and will incorporate appropriate gateway signage utilizing enduring materials such as concrete, stone, metal, etc. and significant landscaping to re-enforce a sense of arrival into a quality development. Secondary entries are designated from Loma Vista. Very simple, low-scale directional signage at the project entries should assist in wayfinding into the business park.

Within the West and East Business Park Planning Areas, the main road will parallel the Watsonville Slough, adjacent to a wetlands buffer. This roadway will be designed as a visually attractive and inviting parkway. It will be well-landscaped with native trees and bushes and will serve both as a transition between the environmental/open space of the slough and the business park, and as a visual amenity feature.

Within the West Business Park, a connector loop road will be constructed providing access to the southern areas adjacent to the Southern Pacific Railway. A north-south road will also be constructed parallel to Highway 1. To provide connectivity between the West and North Business Parks Planning Areas, a two-lane bridge, approximately 100 feet in length, will be constructed over the Watsonville Slough.
Within the North Business Park Planning Area, a centrally located two-lane road will be constructed extending south to north. At the northern end, a cul-de-sac will be constructed to allow turnaround movement for vehicles to return south. A limited-access roadway, designed to only be passable by automobiles and small trucks, will extend north and east from this cul-de-sac, providing limited vehicular access to Loma Vista Drive. Signage is intended to be provided at this entrance to reinforce this notion.

No parking from the industrial park shall be allowed on Loma Vista Drive. The Public Works and Utilities Department will work with the community to create effective traffic calming devices and pedestrian safety improvements on Lomas Vista Drive to maintain neighborhood safety.

Roadways within the Workforce Residential Planning Area will be designed as two-lane local streets similar to the existing street pattern in the Las Brisas residential neighborhood. Access will be from the existing Santa Victoria Avenue, which will be widened and a permanent curb and sidewalk installed on the east side of the street. To accommodate future residential development to the north, the primary internal roadway will be designed so that it can eventually be extended north to a future residential neighborhood.

The following identifies streets characteristics by type (Local Streets and Industrial Streets).

**Local Street**

Local streets are internal neighborhood streets providing access between individual residences within and adjacent to the MOBP area. Typically, local streets are low volume streets designed for 25 miles per hour traffic speeds.

**Industrial Streets**

Industrial streets function as a moderate speed roadway providing secondary access for office and light-industrial areas.
Local Street - Loma Vista Entry

This street segment will tie into the existing Loma Vista Drive, providing a northerly access point to the North Business Park Planning Area.

This street consists of a 31-foot paved section within a 46-foot right-of-way. The paved section is designed to accommodate two 12-foot travel lanes. 5-foot sidewalks are provided on both sides, with a 5-foot landscaped buffer on the south side of the street with street trees spaced at 30 feet.

Table: Road Design Details

<table>
<thead>
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<th>Movement: restricted (no large trucks)</th>
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<tbody>
<tr>
<td>Design Speed: 25 mph</td>
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<tr>
<td>Travel Lanes: two way, two lanes</td>
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<tr>
<td>Parking: none</td>
</tr>
<tr>
<td>Right of Way Width: 46 feet</td>
</tr>
<tr>
<td>Travel Lane Width: 12 feet</td>
</tr>
<tr>
<td>Sidewalk Width: 5 feet</td>
</tr>
<tr>
<td>Bicycle Lane: none</td>
</tr>
<tr>
<td>Landscape: 5 foot planting strip on south side</td>
</tr>
</tbody>
</table>
Figure: Loma Vista Entry Cross-Section
Industrial Street - Business Park Road (North and South)

This street segment serves as the primary roadway extending north/south through the Business Park from the Connection Road north to the circular turnaround near Loma Vista Drive.

This street consists of a 38-foot wide paved section within a 56-foot right-of-way. The paved section accommodates two 12-foot wide travel lanes and 7-foot wide on street parking on both sides. A 5-foot sidewalk is provided on both sides, separated from the street by a 4-foot wide landscaped buffer with trees spaced at 30 feet. Bike route signage will also be placed along this street.

Please see Business Park Road (North and South) Cross-Section on the following page.

<table>
<thead>
<tr>
<th>Table: Road Design Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Movement:</strong> free</td>
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<tr>
<td><strong>Design Speed:</strong> 25 mph</td>
</tr>
<tr>
<td><strong>Travel Lanes:</strong> two way, two lanes</td>
</tr>
<tr>
<td><strong>Parking:</strong> 7 feet on both sides</td>
</tr>
<tr>
<td><strong>Right of Way Width:</strong> 56 feet</td>
</tr>
<tr>
<td><strong>Travel Lane Width:</strong> 12 feet</td>
</tr>
<tr>
<td><strong>Sidewalk Width:</strong> 5 feet on both sides</td>
</tr>
<tr>
<td><strong>Bicycle:</strong> bike route signage</td>
</tr>
<tr>
<td><strong>Landscape:</strong> 4 foot planting strip on both sides</td>
</tr>
</tbody>
</table>
Figure: Business Park Road (North and South) Cross-Section.

* Bike lanes to be added if funding is available.
Industrial Street -- Slough Overpass Bridge

This segment is a bridge over the Watsonville Slough providing an internal connection between the West and North Business Park Areas. The bridge segment will consist of a 24-foot wide paved section within a 38-foot right-of-way. The paved section can accommodate two 12-foot travel lanes. Two 5-foot sidewalks will be provided on both sides of the bridge. Additionally, 2-foot concrete barrier railings are provided on each side of the road. The bridge span will be between 75 and 100 feet.

Please see Slough Overpass Bridge Cross-Section on the following page.

Table: Road Design Details

- **Movement:** free
- **Design Speed:** 35 mph
- **Travel Lanes:** two way, two lanes
- **Parking:** none
- **Right of Way Width:** 38 feet
- **Travel Lane Width:** 14 feet
- **Sidewalk Width:** 5 feet (both sides)
- **Bicycle:** none
- **Landscape:** none
Figure: Slough Overpass Bridge Cross-Section
Industrial Street - Slough Road (West and East)

This street segment serves as the primary roadway extending east/west through the Business Park and adjacent to the preserved Watsonville Slough area. This street intersects with the existing Ohlone Parkway where a traffic circle will be constructed.

This street consists of a 40-foot wide pave section within a 59-foot wide right-of-way. The paved section will accommodate two 13-foot wide travel lanes and a 7-foot wide on-street parking lane on the south side of the street with an option for future on-street parking on the north side of the street. The sidewalk and the street will be separated by a 4-foot landscaped buffer with trees space at 30 feet. A 5-foot sidewalk is also provided on the south side. A 10-foot wide bioswale will be extended along the north side of the street segment to filtrate stormwater before it enters the Watsonville Slough. A traffic circle will be installed at the main entrance to facilitate future traffic flow along the street. This roadway will also include bike route signage.

Please see Slough Road (West and East) Cross-Section on the following page.

---

**Figure:** Key Map - Slough Road (West and East)

**Table:** Road Design Details

- **Movement:** free
- **Design Speed:** 25 mph
- **Travel Lanes:** two way, two lanes
- **Parking:** 7 feet, south side (north side optional)
- **Right of Way Width:** 59 feet
- **Travel Lane Width:** 13 feet
- **Sidewalk Width:** 5 feet (one side)
- **Bicycle:** bike route signage
- **Landscape:** 5 foot planting strip on south side
- **Bioswale:** 10 foot on north side

---
Figure: Slough Road (West and East) Cross-Section.

* Bike lanes to be added if funding is available.
Industrial Street - Connection Road

This street segment will serve as a connector roadway within the West Business Park area. It consists of a 38-foot wide road section within a 56-foot right-of-way. The paved section will accommodate two 12-foot wide travel lanes and 7-foot wide on-street parking on both sides of the street. A 5-foot wide sidewalk will be provided on both sides, separated from the street by a 4-foot wide landscape buffer with trees spaced at 30 feet.

Please see Connection Road Cross-Section on the following page.

Table: Road Design Details

<table>
<thead>
<tr>
<th>Movement</th>
<th>free</th>
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</thead>
<tbody>
<tr>
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<tr>
<td>Parking</td>
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<tr>
<td>Right of Way Width</td>
<td>56 feet</td>
</tr>
<tr>
<td>Travel Lane Width</td>
<td>12 feet</td>
</tr>
<tr>
<td>Sidewalk Width</td>
<td>5 feet</td>
</tr>
<tr>
<td>Bicycle Lane</td>
<td>none</td>
</tr>
<tr>
<td>Landscape</td>
<td>4 foot planting strip on both sides</td>
</tr>
</tbody>
</table>
Figure: Connection Road Cross-Section
Local Street - Residential Street

These street segments are located in the workforce residential area. They consist of a 36-foot paved section within a 54-foot right-of-way. The paved section will accommodate two 12-foot travel lanes and 6-foot wide parking lanes in both directions. A 5-foot sidewalk is provided on both sides, separated from the street by a 5-foot wide landscaped buffer with trees spaced at 30 feet.

Please see Residential Street Cross-Section on the following page.

Table: Road Design Details

- **Movement:** free
- **Design Speed:** 25 mph
- **Travel Lanes:** two way, two lanes
- **Parking:** 6 feet on both sides
- **Right of Way Width:** 54 feet
- **Travel Lane Width:** 12 feet
- **Sidewalk Width:** 5 feet
- **Bicycle Lane:** none
- **Landscape:** 4 foot planting strip on both sides
Figure: Residential Street Cross-Section
Local Street - Santa Victoria Improvement

This street segment applies the widening of Santa Victoria Avenue by adding 17 feet to the existing 37-foot right-of-way. The additional space will accommodate improvements to include a 6-foot on-street parking lane, 4-foot landscaped buffer with trees spaced at 30 feet, and a 5-foot sidewalk.

Please see Santa Victoria Improvement Cross-Section on the following page.
Figure: Santa Victoria Improvement Cross-Section
4.3 Pedestrian, Bicycle and Trail Circulation

The MOBP area will have a well-developed pedestrian circulation network (see Figure 4-2 Pedestrian and Bicycle Circulation). Pedestrian access could be in the form of sidewalks on one or both sides of the roadways, or by other means such as pathways integrated throughout the site. The network of sidewalks and paths is intended to connect the uses to each other. Paths and trails along the Watsonville and Struve Slough and throughout the open spaces will extend the pedestrian system through the natural areas and parks.

The pedestrian network will be enhanced by traffic-calming strategies at critical locations. The traffic calming will occur where pedestrians might conflict with automobiles.

Bicycle access is provided in the form of Class III routes or off-street pathways along the two main transportation corridors planned for the site (Slough Road East/West and Business Park Road North/South). Other roadways connected to adjacent streets will be accessible to bicycles sharing the road with vehicles. These roadways will be designed for low volumes and slow automobiles traffic (25 mph). Bicyclists will find these streets to be safe for cycling.
4.4 Public Transportation

The Santa Cruz Metropolitan Transit District (SCMTD) provides transit service in the City of Watsonville and all of Santa Cruz County. Recent changes have been made in the routes for SCMTD service to the Watsonville area. The focus of the changes is to reduce waiting times and transfers, and to improve connections to Santa Cruz and the mid-county area. These changes are intended to increase transit use within the Watsonville area and between Watsonville and northern areas of the County.

The project site is served by the SCMTD local bus service through the Ohlone Parkway corridor. Transit stops will be located throughout the development so that all residents, employees, and visitors will have convenient access to their destination. Transit stops may include transit shelter and benches.
4.5 Street Character and Imagery

Lighting

MOBP will include lighting designed to pedestrian-scale. Various types of light fixtures will be used for all streets, common spaces, trails, bike paths, parking lots, and walkways. All fixtures should be cut-off luminaries to control light and glare.

For additional details on recommended lighting fixtures, please see Chapter 3 Development Standards.

Furnishings

Pedestrian oriented furnishings convenient for MOBP users will be provided. Furnishings will include a simple palette of durable traditional street furnishings, including signs, trash receptacles, bike racks, and benches. Furnishings made with recycled materials are encouraged.

For more details, please see the design guidelines section in Chapter 3.
5

INFRASTRUCTURE & FINANCE PLAN

5.1 Introduction

This chapter describes the utility infrastructure improvements required by the City to serve the business park. Moreover, some modifications to the circulation requirements and standards contained in this chapter (with certain exceptions noted) may be approved by the City Council if deemed necessary to facilitate development of the business park. As this project is a policy-level plan, it should be noted that the timing of all infrastructure improvements identified in this chapter represent the ultimate buildout conditions of the MOBP.

5.2 Wet Utilities Plan

Along with new streets, utility infrastructure improvements necessary to meet the demands of new development will be constructed. Infrastructure improvements are to include water, wastewater, and stormwater management systems designed to tie in with the City’s existing infrastructure (see Figure 5-1: Wet Utilities Plan). Electrical, gas, and telephone lines to service the development will be placed underground.

To minimize infrastructure costs, sewer lines will be designed to gravity flow to the existing trunk sewer line on Ohlone Parkway and to the low point in the south west corner if the West Business Park Planning Area. From there, a new sewer trunk line will be constructed adjacent to the existing stormwater drainage ditch parallel to Highway 1 and connect into the existing sewer trunk line on Beach Street.

Furthermore, project design guidelines will ensure that the environmental quality of this open space is not degraded. The project is subject to stormwater best management practices (BMPs) and Low Impact Development (LID) regulations will be required for all public and private areas to address issues associated with stormwater runoff and water quality. In particular, stormwater will be collected via bioswales, or underground storage and water treatment if bioswales are not possible, before being discharged in to the Watsonville Slough.
Water Supply and Distribution

New water lines will need to be constructed to provide potable service and water for fire protection. The development within MOBP will be served by a new potable water distribution system consisting of various sized water mains (generally 6 to 14 inches), service connections, and appurtenances. As shown on Figure 5-1: Wet Utilities Plan, water mains will be located in conjunction with the proposed roadway system and tie into the existing infrastructure in four locations. These locations include an existing 10-inch main along Loma Vista Drive, a 14-inch main along Ohlone Parkway, an 8-inch main along Santa Victoria Avenue, and a 12-inch main along the Southern Pacific railroad corridor.

A water demand analysis was performed for the development project based on the proposed uses. According to the Watsonville Vista 2030 General Plan, new residential development generates water demand of approximately .25 acre feet per dwelling unit and new commercial/industrial development generates water demand of approximately 1.1 acre feet per acre. Based on this analysis and given the development projections for MOBP, it is estimated that the project will require approximately 98 acre feet of potable water per year at project build out (see Table 5-1: Existing Water Demand, and Table 5-2: Projected Water Demand). This represents a reduction in water use by 84 acre-feet per year.

### Table 5-1: Existing Water Demand

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Acreage</th>
<th>Demand Factor (acre feet/acre)</th>
<th>Annual Demand (acre feet/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture (Strawberries)</td>
<td>26 acres</td>
<td>2.8</td>
<td>72.8</td>
</tr>
<tr>
<td>Agriculture (Row Crop)</td>
<td>56 acres</td>
<td>1.95</td>
<td>109.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>182</strong></td>
</tr>
</tbody>
</table>

Source: Demand factor provided by the Watsonville Vista 2030 General Plan (2006)

### Table 5-2: Projected Water Demand

<table>
<thead>
<tr>
<th>Proposed Land Use</th>
<th>Acres/Unit or Square Feet</th>
<th>Demand Factor</th>
<th>Ultimate Projected Water Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental/Open Space District</td>
<td>25.5 acres</td>
<td>0 AFY/acre</td>
<td>0 AFY</td>
</tr>
<tr>
<td>Workforce Housing District (Multi-family)</td>
<td>7.2 acres/100 units</td>
<td>0.29 AFY/unit</td>
<td>29 AFY</td>
</tr>
<tr>
<td>Business Park District</td>
<td>61 acres/999,688 sf</td>
<td>1.10 AFY/acre</td>
<td>67.1 AFY</td>
</tr>
<tr>
<td>Neighborhood Retail District</td>
<td>1.8 acres/25,889 sf</td>
<td>1.10 AFY/acre</td>
<td>1.98 AFY</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>95.5 acres</td>
<td>--</td>
<td><strong>98.08 AFY</strong></td>
</tr>
</tbody>
</table>

Source: RBF Consulting
Wastewater Collection, Storage and Treatment

New wastewater collection lines will need to be constructed and connected to the existing wastewater service system. It is anticipated that these facilities will operate through a gravity system, however, in a worst case scenario a pump system may be required. This would include a new collection system consisting of either a series of gravity mains, service laterals, related appurtenances and a pump station at the low point on the site or system-wide force main composed of individual small pumps on each lot that extend from service laterals to sewer pipelines. Whichever system is chosen, these facilities will collect wastewater flows and convey them to the trunk sewer line within Ohlone Parkway. From here, the wastewater flows will continue through the City system to the City’s regional wastewater treatment facility located two miles west of City Hall on Panabaker Lane, adjacent to the Pajaro River. The proposed wastewater collection facilities are shown on Figure 5-1: Wet Utilities Plan.

The existing wastewater treatment plant has a total capacity of 12.1 million gallons per day (City of Watsonville, 2008). The current average daily flow is about 7 million gallons per day, leaving an existing capacity of approximately 5 million gallons per day. The City is currently designing an upgrade to the wastewater treatment plant, which will treat up to 4,000 acre-feet per year of wastewater to the tertiary treatment level.

Based on the development projections for MOBP, it is estimated that the project will generate up to 80,510 gallons per day of wastewater, as shown on Table 5-3: Projected Wastewater Flows. Based on this analysis, there is significant capacity to serve MOBP.

### Table 5-3: Projected Wastewater Flows

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Net Developable Area (acres)</th>
<th>Generation Rate</th>
<th>Wastewater Generation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial</td>
<td>51.1</td>
<td>1,500 gpd</td>
<td>76,650</td>
</tr>
<tr>
<td>Retail</td>
<td>1.8</td>
<td>1,500 gpd</td>
<td>2,700</td>
</tr>
<tr>
<td>Residential</td>
<td>5.8</td>
<td>200 gpd</td>
<td>1,160</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>58.7</strong></td>
<td><strong>--</strong></td>
<td><strong>80,510 gpd</strong></td>
</tr>
</tbody>
</table>

Notes: Gallons per day (gpd)
Source: City of Watsonville (2009)
Storm Drainage

New storm drainage facilities must be constructed to serve MOBP. These will include conventional drainage facilities and the existing sloughs that will act as collection basins. The use of the Watsonville Slough as a collection basin will help regulate peak stormwater flows.

The purpose of the conventional storm drainage facilities is to intercept stormwater flows, collect it within the development, and convey it to a controlled point of discharge. These conventional facilities will include bioswales, concrete curbs and gutters, manholes, catch basins, and underground storm drain pipes.

A series of bioswales, designed to remove silt and pollution from surface runoff before it is released into the Slough will be incorporated into the stormwater design wherever feasible. Bioswales will be located along the project boundary encompassing the North Business Park areas and along the north edge of Slough Road West. It is anticipated that the bioswales will catch surface water with automotive pollution from roads and parking lots that is typically collected by the pavement and then flushed by the rain. The proposed storm drainage design system is shown on Figure 5-1: Wet Utilities Plan.

5.3 Dry Utilities Plan

Electricity

An electrical distribution system will be installed in a common joint trench along with gas, telephone, and cable television facilities. In addition, the expansion of existing transmission facilities outside of MOBP may be required. The need for these improvements will be determined by PG&E.

Natural Gas

New facilities will be constructed at MOBP to provide natural gas service. Existing PG&E operated gas mains will be extended and new distribution mains will be installed in a joint trench adjacent to roadways. The joint trench will include natural gas, electric, telephone, and cable TV facilities. In addition, the expansion of existing gas transmission facilities outside of MOBP may be required. The need for these improvements will be determined by PG&E.

Communications

A fiber-optic telephone distribution system will be installed in a common joint trench along with gas, electric, and cable TV facilities. In addition, expansion and/or upgrade of existing transmission facilities outside of MOBP may be required. The need for these improvements will be determined by SBC or an alternative telephone provider.
5.4 Financing Plan

Implementation of MOBP will entail considerable cost for infrastructure and facilities serving the project. The costs for the facilities described in Chapter 4, Circulation Plan and this chapter, are summarized in Table 5-4: Summary of Infrastructure Cost by District, totaling an estimated $32 million ($2007). This is a conservative cost estimate which addresses on-site improvements, connections to existing utility systems, and off-site road improvements to Ohlone Parkway.

In addition to the roadways, significant cost categories include importation of fill material for the West and East Business Park areas (included in the Site Grading category) and more than $12 million in contingencies. As planning and design efforts continue, there is a possibility these costs can be reduced, but at this time they represent a conservative estimate.

The economic analysis for the project (see Economic Analysis of the Proposed Manabe-Ow Specific Plan Project, Applied Development Economics, May 2008) indicates that under current market conditions, the project will be difficult to finance. The Financing Plan, therefore, highlights a variety of potential outside funding sources that the City may pursue to help implement the project. In addition to possible state and federal grant funds, the City should allow consideration of on-site land-based financing mechanisms such as a Community Facilities District or other form of assessment district, to help spread out the timing of the cost burden of the project.

### Table 5-4: Summary of Infrastructure Cost by District

<table>
<thead>
<tr>
<th>Item</th>
<th>Residential</th>
<th>North Business Park</th>
<th>West Business Park</th>
<th>East Business Park</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Grading</td>
<td>$155,291</td>
<td>$853,206</td>
<td>$2,997,850</td>
<td>$1,130,510</td>
<td>$5,136,856</td>
</tr>
<tr>
<td>Sanitary Sewer</td>
<td>$66,375</td>
<td>$1,073,700</td>
<td>$979,300</td>
<td>$110,600</td>
<td>$2,229,975</td>
</tr>
<tr>
<td>Storm Drains</td>
<td>$165,750</td>
<td>$562,750</td>
<td>$539,000</td>
<td>$99,250</td>
<td>$1,366,750</td>
</tr>
<tr>
<td>Domestic Water</td>
<td>$132,750</td>
<td>$511,875</td>
<td>$363,450</td>
<td>$63,450</td>
<td>$1,071,525</td>
</tr>
<tr>
<td>Dry Utilities</td>
<td>$337,500</td>
<td>$1,162,000</td>
<td>$1,155,000</td>
<td>$263,000</td>
<td>$2,917,500</td>
</tr>
<tr>
<td>Roadways</td>
<td>$310,400</td>
<td>$2,279,470</td>
<td>$2,463,688</td>
<td>$349,975</td>
<td>$5,403,533</td>
</tr>
<tr>
<td>Landscaping</td>
<td>$88,350</td>
<td>$391,875</td>
<td>$391,875</td>
<td>$45,375</td>
<td>$917,475</td>
</tr>
<tr>
<td>Construction Total</td>
<td>$1,256,416</td>
<td>$6,834,876</td>
<td>$8,890,162</td>
<td>$2,062,160</td>
<td>$19,043,614</td>
</tr>
<tr>
<td>Mobilization, Fees, &amp; Design Contingencies</td>
<td>$884,312</td>
<td>$4,593,036</td>
<td>$5,974,189</td>
<td>$1,385,771</td>
<td>$12,797,309</td>
</tr>
<tr>
<td>Total Opinion of Probable Cost</td>
<td>$2,100,728</td>
<td>$11,427,916</td>
<td>$14,864,352</td>
<td>$3,447,931</td>
<td>$31,840,922</td>
</tr>
</tbody>
</table>

Note: Assumes 2007 costs
Financing Objectives

The goal of this Financial Plan is to identify appropriate and available sources of funding for the identified site improvement and infrastructure costs. Within this context, the following statements represent the primary objectives that the MOBP financing program is intended to achieve:

- The primary objective of this Financing Plan is to develop a funding strategy that will make the project economically viable and competitive.
- The Financing Plan will maintain consistency with the goals, policies, and implementation measures outlined in the Watsonville Vista 2030 General Plan.
- The Financing Plan will be reflective of and responsive to prevailing market conditions in such a way that neither developers and property owners, nor the existing or future residents and businesses, will be expected to bear an unreasonable burden for the cost of MOBP improvements.

Financing Mechanisms

A variety of mechanisms are available for financing and maintaining the required improvements for the MOBP. These include:

- Developer/Property Owner Responsibility
- Development Impact and Connection Fees
- Redevelopment Tax Increment
- Assessment Districts
- Mello Roos Community Facilities District Bonds (CFD)/ Communities Service District (CSD)
- Special Tax Levy
- General Obligation Bonds
- State and/or Federal Funds/Grants

The following is a description of each of these mechanisms.

Developer/Property Owner Responsibility

Developers/property owners will bear the primary responsibility to fund and construct the site and infrastructure improvements as part of their individual development projects. Other funding sources, as described below, may become available to assist in completing the financing of the plan improvements.

Development Impact and Connection Fees

Impact fees are direct charges to developers that are collected by a public agency on a one-time basis as a condition of project approval. They are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project, generally for off-site facilities. Builders or developers pay impact fees typically at the time a building permit is issued.
Connection fees are direct charges to developers for the right to connect to a municipal utility system, such as water or wastewater system. They are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project.

For the MOBP, both the impact fees and connection fees will be negotiated and determined as part of the preparation of the Development Agreement.

**Redevelopment Tax Increment**

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

The MOBP site is not in the City's redevelopment project area but it is adjacent to the project area that includes the industrial area along West Beach Street. The RDA is considering legislation to add the area to the RDA plan. Development of the MOBP would certainly have a beneficial effect on efforts to upgrade the nearby industrial areas. It may be possible for the City to use redevelopment tax increment funds to assist with some of the infrastructure improvements for the MOBP, particularly along Ohlone Parkway. The City should consider whether appropriate findings of benefit can be made to make tax increment financing available to assist the project. In addition, redevelopment housing set aside funds may be used to assist in achieving greater affordability levels in the residential area of the MOBP.

**Assessment Districts**

Assessment district legislation, such as the Municipal Improvement Act of 1913 and the Improvement Bond Act of 1915, provide a method of leveraged financing whereby a public entity identifies an area that needs public facilities. Because specific properties will benefit from the facilities, the costs of them are paid for by the benefiting property owners through an assessment (e.g. land-secured financing). There is no risk to the public agencies' general fund for the provision of these facilities, as a lien is established against property within the benefiting area. Municipal bonds are floated to obtain the initial funds to build the public facilities, and are paid back by the annual assessments against the benefited property. The assessments are normally collected along with the underlying property tax on the benefiting properties.

**Mello Roos Community Facilities District Bonds (CFD)**

The Mello Roos Community Facilities District Act of 1982 provides communities with the mechanism to finance the construction of public improvements and facilities. As such, communities may sell bonds secured by and payable from an annual special tax levied on property owners within an established district. Special taxes collected through the CFD could provide a portion of the capital funding necessary for public infrastructure improvements in MOBP.

**Special Tax Levy**

Proposition 218 controls how general taxes are levied and allows certain previously levied general taxes to be ratified by voters. It reduces all taxes to either general taxes or special taxes. It defined a general tax as "any tax imposed for general governmental purposes" and a special tax as "any tax imposed for specific purposes, including a tax imposed for specific purposes, which is placed into a general fund." General and special taxes can be reduced or repealed through the initiative process. Benefit assessments and "property related fees and charges" cannot be imposed without prior approval. Fees, charges, and assessments can be reduced or repealed through the initiative process.

A city, county, or district contemplating a special tax
levy must hold a noticed public hearing and adopt an ordinance or resolution prior to placing the tax on the ballot. The ordinance or resolution must specify the purpose of the tax, the rate at which it will be imposed, the method of collection, and the date of the election to approve the tax levy.

**General Obligation Bonds**

Through Proposition 46, local governments are able to issue general obligations (G.O.) bonds. General obligation bonds require approval by 2/3 of the jurisdiction’s voters and are used to finance the acquisition and construction of public capital facilities and real estate. G.O. bonds are repaid through an increase in the ad valorem property tax being levied by the issuing jurisdiction.

G.O. Bonds may be used to fund such things as schools, libraries, jails, fire protection and capital improvements.

**State and/or Federal Funds**

The local sources described above may be supplemented by state and federal funds that may be applicable to projects within the MOBP.

**Economic Development Administration (EDA).**

Preparation of the MOBP was funded in part by an Economic Adjustment planning grant from the Federal EDA. Future funding may be available from EDA to assist in constructing portion of the MOBP infrastructure. Recently, the cities and County government in Santa Cruz County collaborated to update the Comprehensive Economic Development Strategy (CEDS), which identifies priority projects for EDA funding throughout the county. For the City of Watsonville, the MOBP was identified as the top priority for EDA funding assistance. EDA typically funds up to 50 percent of approved projects and average funding levels per project have ranged from about $600,000 to $1.2 million, but have reached as high as $4 million.

**California Enterprise Development Authority (CEDA).**

CEDA is a statewide Joint Powers Authority established to provide a clearinghouse for economic development financing sources. Low interest loans are available through CEDA to companies whose primary business activity is manufacturing or processing. This program combines tax exempt industrial development bonds (IDBs) and below rate second-mortgages for lower down payments and lower blended interest rates compared to commercial lenders.

**US Small Business Administration (SBA) 504 Loan Program.** This program allows small business owners to purchase an industrial or commercial building at below-market interest rates with a minimum of ten percent down or equity injection. The loan proceeds may be used to purchase or remodel an existing building, construct a new facility or purchase equipment with a minimum economic useful life of ten years. Private lenders provide 50 percent of the financing with Certified Development Companies (CDCs) putting up 40 percent in 504 funds.

**North American Development Bank (NADBANK)/Business and Industry (B&I) Guaranteed Loan Program.** These programs, offered through Cal Coastal CDC, provide large loans to finance buildings and equipment in rural areas. Federal loan guarantees up to 80 percent are offered on loans up to $5 million and 70 percent for loans between $5 million and $10 million.

The City could also issue its own industrial development bonds:

**California Infrastructure and Economic Development Bank.** The I-Bank operates the infrastructure State revolving Loan Program, which provides low-cost, long term financing to local governments for a variety of public infrastructure projects. Loans may range in amounts from $250,000 to $10,000,000 and may be leveraged with other funds, but no match is required.

**Community Development Block Grant Program.** The City receives an annual entitlement of federal funds under the CDBG program. Projects that create jobs for Target Income group workers in the community are eligible for CDBG funds.
6

ADMINISTRATION

6.1 Introduction
This chapter identifies potential maintenance of public facilities, and details the development review procedures applicable to the Specific Plan. Implementation of the proposed land uses shall be through a tiered process as outlined in this chapter. A process for amendments to this Specific Plan are also discussed.

6.2 Purpose and Intent
This Specific Plan is intended to streamline the approval process for development of the MOBP site. Projects that are consistent with the design standards and guidelines of this plan will be reviewed at a staff level, in conjunction with the adopted environmental review as required under the California Environmental Quality Act (CEQA). Projects that are required to obtain a special use permit or are inconsistent with the design standards and guidelines will be referred to the Planning Commission for review, with a public hearing consistent with Section 14.12.509 of the Watsonville Municipal Code.

6.3 Maintenance and Operations
On-going finance for maintenance and administration of facilities within MOBP will be the responsibility of the City and of a common business park owners association (BPOA). It is anticipated that the City will manage facilities within the public right-of-way (e.g. streets, sidewalk, street lights, landscaping), while a BPOA will manage common facilities outside the public right-of-way (e.g. signage, landscaping, lighting, common spaces).

Utilities (e.g., water, electricity, gas) will be maintained by utility companies as otherwise defined herein.

Environmental/Open Space
Cost associated with the maintenance of the Environmental/Open Space features within the MOBP, including the Watsonville Slough and associated wetlands will be the responsibility of the City of Watsonville in cooperation with maintenance support from Watsonville Wetlands Watch.
6.4 Amendments to the Specific Plan

Over time, various sections of the MOBP Specific Plan may need to be revised to respond to changing economic or political conditions. Any amendment to the MOBP Specific Plan shall follow Government Code procedures (Sections 65453, 65454, and 65456), as well as local procedures as described in this chapter. Furthermore, the proposed specific plan amendment must be consistent with the goals, policies, and implementation measures of the Watsonville Vista 2030 General Plan.

Amendments to the Specific Plan will fall under one of two categories, (1) administrative amendments and (2) other amendments, and will follow a separate procedure process as discussed below. A decision as to which category an amendment falls under shall be made at staff level.

Administrative Amendments

Administrative amendments to the Specific Plan are considered minor revisions and do not require formal approval by the Planning Commission or City Council. Administrative amendments do not deviate from the overall vision and plan of the MOBP. Examples of administrative amendments include, but are not limited to minor text changes, corrections and/or updates to existing conditions information, and other relatively minor changes that do not materially change the nature or intent of the Specific Plan such that it would constitute a change in land use, result in a new environmental impact, or adversely affect the economic development goals of the City.

Approval of administrative amendments shall be granted by the Director of Community Development and are subject to a 14 day appeal period after being publicly noticed. All appeals to administrative amendments shall be submitted to the Planning Commission.

Other Amendments

Other amendments to the Specific Plan are considered significant revisions and require formal approval by the Planning Commission and/or City Council. Other amendments deviate from the overall vision and intent of the MOBP. Examples of other amendments include, but are not limited to changes to the land use plan, permitted uses, circulation improvements, and/or substantive changes to the development standards.
6.5 Development Review Process

This section establishes the procedural and content requirements for the review and approval for development occurring within the MOBP. It is the intent of this section to provide clearly defined procedures for the streamlined review of such development, while insuring consistent implementation of the objectives and standards of each Specific Plan land use designation.

The MOBP will also be applicable to future development projects (i.e., parcels maps, lot line adjustments, construction, etc.) which are processed in conformance with this Specific Plan, thus requiring no further environmental documentation except as noted in Section 15182 and 15162 of the CEQA Guidelines.

All development within the MOBP must proceed through a review process. The review process is intended to encourage site development which respects the overall vision of the MOBP. Within MOBP, the development review process shall be used to determine development consistency with the following components of this Specific Plan:

- Development Plan (Chapter 3)
- Circulation Plan (Chapter 4)
- Infrastructure and Finance Plan (Chapter 5)

Development review for all new development and redevelopment within MOBP is a two level process. Review shall begin at the Tier One review level and if deemed necessary, a Tier Two review will follow. Both levels are follows:

- **Tier One Review**: Tier One development review is an administrative, or staff level process, and is applicable to projects that meet the Specific Plan’s purpose and intent, development standards, and design guidelines. Tier One review allows City staff to make a final consistency determination on development projects, which will streamline and simplify the approval process. If a project is not determined to be consistent with the Specific Plan as noted, it is subject to a Tier Two review. Furthermore, if a project requires a Special Use Permit (SUP) per the development standards, then a Tier Two review will be required.

- **Tier Two Review**: Tier Two development review requires review and approval by the City Planning Commission and that which is applicable to the City Council. Tier Two review is applicable to projects that require conditional approval, or that deviate from the prescribed development standards and design guidelines.

**Permits**

There are three types of development permits applicable to MOBP as granted by the City of Watsonville, of which include (1) Administrative Permits, (2) Special (Conditional) Use Permits, and (3) Temporary Use Permits. Within MOBP, the type of development permit will be granted based on a project’s use (as described in Table 3-4: Permitted Uses [Chapter 3]), and conformance with the Specific Plan. The procedure for application, review, and action by the appropriate authority shall be the same as defined in Chapter 14-12 of the Watsonville Municipal Code.
6.6 Implementation

Administration and Enforcement

It shall be the duty of the Community Development Director to enforce the provisions as set forth in the MOBP Specific Plan. All officers, employees, and officials of the City of Watsonville who are vested with the duty or authority to issue permits or licenses shall ensure that the project complies with the provisions of this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be reconsidered.

Relationship to Zoning Code

The provisions contained in this Specific Plan constitute the primary land use and development standards for the project area. Where provisions are not addressed in this Specific Plan, regulations as described in the Watsonville Municipal Code shall apply.

Severability

If any portion of the Specific Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining portion of the Specific Plan.
REFERENCES

City of Watsonville, *City of Watsonville Bicycle Plan*, prepared by Santa Cruz County Regional Transportation Commission’s Bicycle Committee and the Pajaro Valley Transportation Management Association, March 24, 1998.


City of Watsonville, *Watsonville Vista 2030 General Plan*, prepared by the City of Watsonville Community Development Department, 2006.


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APPENDICES

A. Deed Restriction
B. Economic Development and Recruitment Strategy
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APPENDIX

Deed Restriction
PREAMBLE

The intent and purpose of this Declaration is to establish mutual covenants, conditions, and restrictions as provided in Section 1468 of the California Civil Code, equitable servitudes as provided in California law, facilitate and maintain job creating uses and prohibit other uses on property located north of the Union Pacific Railroad tracks and east of State Highway One in the unincorporated area of Santa Cruz County for the term of this Declaration.

The quality and economic vitality of future development depends on the people, increased employment opportunities and a healthy business community in the Pajaro Valley. The covenants in this Declaration are directed toward the goal of creating a job producing Business Park where businesses will desire to locate, own or lease, and prosper.

DECLARATION AND ESTABLISHMENT OF PROTECTIVE COVENANTS AND RESTRICTIONS

This Declaration is made this ___ day of March, 2006, by and among the following parties:

- George Ow, Jr., David L. Ow and Terry L. Ow, as Trustees of that certain Declaration of Trust Dated July 10, 1984 between George Ow as Settlor; George Ow Jr., David L. Ow and Terry L. Ow, as Trustees of that certain Declaration of Trust

- City of Watsonville, a municipal corporation ("Watsonville").
- M F Farming Company, a corporation ("MF").
- Watsonville Wetlands Watch, a corporation ("Wetlands Watch").
- County of Santa Cruz, a political subdivision of the State of California ("County").

RECITALS

WHEREAS, the above identified property owners, hereafter “Declarants”, own certain real property described in Article 1 of this Declaration; and

WHEREAS, Declarants intend by this Declaration to establish restrictions, limitations and covenants that run with the land and will be binding on owners of the MF Property and the Ow Trusts Property and their Successor Owners having or acquiring any right, title, or interest in the real property described in Article 1; and

WHEREAS, it is the desire and intention of Declarants to impose upon the Property described in Article 1, mutual, beneficial restrictions under a general plan or scheme of improvement for the benefit of all the property described in Article 1 and the future owners of that property; and

WHEREAS, it is the intent to benefit the City Property, County Property and the Wetlands Watch Property and encumber the MF Property and the Ow Trusts Property described in Article 1 to
ensure that the purposes set forth herein are enforced and enforceable, and that this Declaration remains in effect and is not rescinded or modified; and

WHEREAS, said County property consists of approximately 20 acres located off Buena Vista Drive south of Harkins Slough Road in southern Santa Cruz County consisting largely of bottom and wetlands, and assigned Santa Cruz County Tax Assessor’s Parcel Numbers 52-531-04 and 52-531-05, the location of which two parcels is more particularly identified on Santa Cruz County Assessors Map Book 52, page 53 which are depicted on Exhibit E-1 and described on Exhibit E-2 attached hereto and incorporated at this point as if set forth in full (“County Property”); and

WHEREAS, Wetlands Watch is a legally existing and properly constituted corporation, dedicated to the protection, restoration and appreciation of the wetlands of the Pajaro Valley; and

WHEREAS, Wetlands Watch is the owner of a parcel of land, commonly called “Tarplant Hill” and more particularly described in the deed from Alvin King and Penslope King and APASK Corporation, a corporation, to Wetlands Watch, dated December 15, 2005, and recorded January 3, 2006, as document number 2006-0000002 in the Office of the Santa Cruz County Recorder; and

WHEREAS, the land between the proposed annexation and the County Property is primarily dedicated to commercial agricultural uses and serves as a buffer between urban uses; and

WHEREAS, Declarants agree that the restrictions on uses in this Declaration will substantially lessen the pressure to develop more intense urban uses in the vicinity, and will thus help preserve this agricultural buffer from development; and

WHEREAS, Declarants agree that the restrictions on uses on the MF Property and the Ow Trusts Property in this Declaration will substantially lessen the pressure to develop more intense urban uses in the vicinity of the Tarplant Hill parcel owned by Wetlands Watch; and

WHEREAS, portions of Declarants’ properties contain wetlands, including a portion of Strode Slough, a habitat for wildlife; and

WHEREAS, Declarants agree that the restrictions on uses of the MF Property and Ow Trusts Property set forth in this Declaration will substantially lessen potential adverse impacts on the wetlands areas within Declarants’ properties by minimizing traffic and the number of persons on these properties, which will help enhance and preserve the wetlands on Declarants’ properties and the Wetlands Watch Property.

DECLARATION

NOW THEREFORE, Declarants declare that the parcels described in subdivisions (a) and (b) of Article 1 are held and will be held, conveyed, hypothecated, encumbered, leased, rented, used, occupied, and improved subject to the following limitations, restrictions, covenants, and reservations, all of which are declared and agreed to be in furtherance of a plan for the subdivision, improvement, use and sale of such properties, and are established and agreed on for the purpose of enhancing and protecting the value, desirability and commercial attractiveness of such parcels and every part thereof.

All of the limitations, restrictions and covenants will run with the land and will be binding on all parties having or acquiring any right, title or interest in the properties described in Article 1 or any part thereof, and will inure to the benefit of the properties described in Article 1, and the future owners of such properties or any portion thereof. Each grantee of a conveyance or purchaser under
a contract or agreement of sale covering any right, title, or interest in the properties described in
Article 1, by accepting a deed or a contract of sale or agreement of purchase, accepts the document
subject to, and agrees to be bound by, any and all of the benefits, burdens, restrictions, covenants,
and limitations set forth in this Declaration.

The preamble and recitals set forth at the beginning of this Declaration of any matters or facts shall
be conclusive proof of the truthfulness thereof and the terms and conditions set forth in the
preamble and recitals, if any, shall be deemed a part of the Declaration.

ARTICLE 1 PROPERTY
The Property burdened by this Declaration is identified below in this Article as subdivisions (a) and
(b). The property benefited by this Declaration is identified below in subdivisions (c) through (e)
inclusive.

(a) M F Farming Company parcels – See Exhibit A, attached hereto and incorporated at
   this point as if set forth in full ("M F Property").

(b) Otw Trusts parcels - See Exhibit B, attached hereto and incorporated at this point as if
   set forth in full ("Otw Trusts Property").

(c) City of Watsonville parcel - See Exhibit C attached hereto and incorporated at this
   point as if set forth in full ("Watsonville Property").

(d) Wetlands Watch parcel - The real property described in the deed from Alvin King
   and Penelope King and APASK Corporation, a corporation, to Wetlands Watch,
   dated December 15, 2005, and recorded January 3, 2006, as document number 2006-
   0000002 in the Office of the Santa Cruz County Recorder ("Wetlands Watch

(e) County of Santa Cruz bottom land and wetlands parcels - Two parcels near Buena
   Vista Drive and Harkins Slough Road, Santa Cruz County Tax Assessor’s parcel
   numbers 052-531-04 and 052-531-05., the location of which is more particularly
   identified on Santa Cruz County Assessors Maps Book 52, pages 35, a copy of
   which is attached and identified as Exhibit E-1. The legal description of said parcels
   is set forth on Exhibit E-2, attached hereto and incorporated by reference. ("County
   Property").

ARTICLE 2 DEFINITIONS
For purposes of this Declaration, the following definitions shall apply:

(a) ‘Ancillary Retail and Personal Services” means uses that provide retail or personal
   services primarily serving the needs of those employed in the Business Park.
   Examples of these uses include restaurants, delicatessens, pastry shops and coffee
   shops, bank service centers, ATM machines, accounting services, legal services,
   utility company offices, health and fitness and related facilities, health care
   providers, day care centers, dry cleaning and laundry services, service stations,
   convenience stores, copy centers, personal care services such as tanning salons,
   barber and/or beauty shops, small scale repair shops, and other uses of a similar
   nature.
(b) "Automobile Sales" means the retail sale and leasing of automobiles, trucks, motorcycles, off road vehicles, tractors, farm implements, boats or recreational vehicles including incidental repair and maintenance.

(c) "Big Box Store" means a structure or single retail business establishment (including Discount Store, Discount Superstore, Discount Club store or Building Materials/Garden Supply Store) with a gross floor area exceeding (inclusive of outdoor storage, display and sales areas) 20,000 square feet.

(d) "Business Park" means a grouping of two or more structures intended for job producing flex-industrial type uses including, but not limited to, manufacturing, wholesaling, distribution, warehousing and employment activities such as research and development, business and professional services, businesses requiring offices and/or flexible workspace, corporate offices and campuses and banking centers. Ancillary Retail And Personal Services are permitted to serve primarily the needs of the Business Park and help reduce vehicle miles traveled.

(e) "Building Materials/Garden Supply Store" means a store that offers building materials, home maintenance supplies, nursery materials and other garden supplies. These stores typically maintain extended store hours (10-24 hours) and are typically open seven (7) days a week.

(f) "Declarant" means any of the parties identified above as owners of the parcels of property identified in Article 1 above.

(g) "Discount Club" means a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk.

(h) "Discount Store" means a store that offers a variety of services, centralized cashing, and a wide range of retail products. Discount Stores typically maintain extended store hours (10-24 hours) and are typically open seven (7) days a week.

(i) "Discount Superstore" means a store that is similar to a "Discount Store" described above, except that it also contains a full service grocery department under the same roof that shares entrances and exits with the discount store area. Such retail stores typically exceed 100,000 square feet of gross floor area and devote at least five (5%) percent of the total sales floor area to the sale of non-taxable merchandise. These stores usually offer a variety of customer services, centralized cashing, and a wide range of products including grocery and sundry goods. Discount Superstores maintain extended store hours (10-24 hours) and are typically open seven (7) days a week.

(j) "Property" means the parcels described in Article 1, or any portion of that Property as the context may require, whether or not subdivided.

(k) "Successor Owner" means a person who acquires any of the Property, or any portion thereof, whether by grant, gift, testate or intestate succession, foreclosure, or any other form of transfer, including a New Owner, as defined in Section 7.01 below.
“Third Party” means the Santa Cruz County Local Agency Formation Commission and/or Wetlands Watch (should Wetlands Watch cease to own Tarplant Hill). In case the Santa Cruz County Local Agency Formation Commission or Wetlands Watch ceases to exist, upon application of any Declarant or Successor or Third Party, the Presiding Judge of the Santa Cruz County Superior Court may appoint a successor by a reference pursuant to Code of Civil Procedure Section 638 and Section 8.03 of this Declaration.

“Workforce Housing” means housing (including live/work housing) that may be purchased or rented by a household ranging from 50% to 200% of annual County median household income.

ARTICLE 3 COVENANTS

3.01 PRINCIPAL PERMITTED USE(S). The principal permitted use for the Ow Trusts Property and the MF Property is a Business Park.

3.02 ANCILLARY RETAIL AND PERSONAL SERVICES USES. Ancillary Retail and Personal Services Uses are permitted on the Ow Trusts Property and the MF Property primarily to serve the Business Park subject to the following:

(a) Ancillary Retail And Personal Services Uses shall not cumulatively exceed five percent (5%) of the anticipated-maximum gross floor area of the Business Park.

(b) Ancillary Retail And Personal Services Uses shall not exceed 20,000 square feet in any single structure, inclusive of outdoor storage, display and sales areas.

3.03 PROHIBITED USES. Big Box Stores and Automobile Sales are prohibited on the Ow Trusts Property and the MF Property.

3.04 RESIDENTIAL USES. No residential use shall be permitted on the Ow Trusts Property and the MF Property except that Workforce Housing shall be permitted on that portion of the MF Property which is described in Exhibit F, consisting of 7.509 acres more or less.

3.05 NO OTHER USES. No uses of the Ow Trusts Property and the MF Property other than those permitted by this Article 3 shall be allowed on the Ow Trusts Property or the MF Property.

ARTICLE 4 AMENDMENT

4.01 AMENDMENT. Subject to any right of a “Mortgagee” and subject to the approval requirements of this Article, amendments to this Declaration may be approved from time to time, by an instrument in writing and only as provided in this Article 4.

4.02 OW TRUSTS AND MF APPROVAL. Any approval of any proposed amendment shall require written consent signed by the Ow Trusts and MF, or Successor Owners, as applicable, owning in the aggregate three-fourths of the total gross land area contained within the boundaries of what are now the Ow Trusts Property and the MF Property.

4.03 BENEFITED PARCELS APPROVAL OF AMENDMENT. Any approval of any proposed amendment shall require the written consent of Watsonville, Wetlands Watch and County or their
Successor Owners, as applicable, of the Watsonville Property, the Wetlands Watch Property and the County Property.

4.04 CITY OF WATSONVILLE APPROVAL OF AMENDMENT. Any approval by Watsonville of any amendment shall be invalid unless approved by a vote of at least five of the seven members of the Watsonville City Council at a duly noticed meeting of the City Council.

4.05 THIRD PARTY APPROVAL OF AMENDMENT. Any approval of any proposed amendment shall require the written consent of the Santa Cruz County Local Agency Formation Commission and, if Wetlands Watch no longer owns the Wetlands Watch Property, the written consent of Wetlands Watch.

4.06 NOTICE. Notwithstanding the foregoing, any Declarant, Successor Owner or Third Party shall have 60 days from receipt of a copy of any proposed amendment to review the same before such amendment may be voted upon or consented to as provided below.

4.07 LACK OF CONSENT. During such 60-day period, any Declarant, Successor Owner or Third Party may refuse to consent to a proposed amendment to this Declaration which would change this Declaration by giving written notice to Declarants of consent or lack thereof and describing within said 60-day period with reasonable particularity, the reason for a refusal to consent to such amendment.

4.08 PROCEDURE TO AMEND. Amendments to this Declaration shall be accomplished only by complying with the following procedure:

(a) If a Declarant, Successor Owner or Third Party desires to propose an amendment to the Declaration, such party shall provide a copy of the text of the proposed amendment to the other Declarants, any Successor Owners and any Third Parties.

(b) The other Declarants, Successor Owners and Third Parties shall have the 60-day period described above within which to object in writing to some or all of the proposed amendment.

(c) Unless a written objection is received within such 60-day period as provided above, all objections are deemed waived as to any Declarant, Successor Owner or Third Party which has not so objected within such 60-day period.

(d) All objections to any proposed amendment shall be in writing and must state all reasons for each such objection.

(e) After the expiration of sixty days from the date of the last receipt by the owners of the Watsonville Property, the Wetlands Watch Property, the County Property, by the Santa Cruz County Local Agency Formation Commission and by Wetlands Watch should it no longer own the Wetlands Watch Property, the proposed amendments to this Declaration may be voted upon pursuant to Section 4.02 above and if approved as provided therein may be executed, acknowledged and recorded.

4.09 REASONS FOR OBJECTIONS TO AMENDMENTS. For purposes of this Article 4, any objection to an amendment to this Declaration must be based upon one or more of the following reasons in order to prevent the proposed amendment from being valid.
(a) The proposed amendment would change the Property benefited and burdened by this Declaration, or

(b) The proposed amendment would modify provisions of this Declaration which affect the ability of the benefited parties under this Declaration to enforce those provisions of this Declaration which are of legitimate concern to the objecting party including, but not limited to Article 2 and Article 3.

ARTICLE 5 SCOPE AND DURATION
5.01 PLAN. All the covenants and restrictions of this Declaration are imposed on the Ow Trusts Property and the MF Property for the direct benefit of the Watsonville Property, the Wetlands Watch Property and the County Property as covenants running with the land and as a part of a general plan of improvement, development, building, occupation, and maintenance of the Property.

5.02 EFFECTIVE DATE. This Declaration shall become effective upon execution but will expire automatically if the Santa Cruz County Local Agency Formation Commission Annexation No. 895 is not completed by July 1, 2006.

5.03 SUCCESSORS; TERM. These covenants and restrictions will run with the land and will be binding on and benefit all of the Declarants, any Successor Owners, and all persons claiming under them, and continue to be in full force and effect. This Declaration, and all of the covenants and restrictions contained in this Declaration, shall automatically terminate on December 31, 2030, unless this Declaration expires earlier pursuant to Section 5.02 above.

5.04 ASSUMPTION AGREEMENT. Each Successor Owner shall execute and acknowledge an agreement in writing assuming all of the terms, covenants and conditions of this Declaration (including the status of the Third Parties as a beneficiary of this Declaration as specified in Section 6.01 below), which assumption agreement shall be recorded in the Official Records of County concurrently with the transfer of the affected interest in the affected property to such Successor Owner. Failure by a Successor Owner to execute such acknowledgement of assumption shall constitute a default of this Declaration and give rise to a right in favor of all Declarants, Successors and Third Parties to enforce all remedies available under this Declaration.

5.05 SALE BY ANY PARTY. Except as otherwise provided by this Declaration, upon the assignment, conveyance, sale or other transfer by a Declarant of its entire interest in the Property, that Declarant shall be released from the obligations of this Declaration accruing after the effective date of such transfer, if such Declarant has given to the other Parties notice of such transfer and delivered the assumption agreement required by Section 5.04 concurrently with the filing for record of the instrument effecting the transfer.

ARTICLE 6 ENFORCEMENT
6.01 COVENANTS BENEFIT AND BIND. The provisions in this Declaration will inure to the benefit of and bind and be enforceable by a Declarant, a Successor Owner or a Third Party. It is the intent of the Declarants to make this Declaration enforceable by any Third Party identified above, and the Declarants hereby declare each Third Party as a third party beneficiary of the covenants and restrictions contained in this Declaration with the status of a creditor beneficiary in accordance with California law. Notwithstanding anything to the contrary contained in this Declaration, no Third Party shall have the right to reassign this Declaration, or any of its rights under this Declaration, unless a substitute Third Party is designated pursuant to the definition of Third Party contained in subsection (f) of Article 2 above.
6.02 EQUITABLE ENFORCEMENT. This Declaration vests in any one or more Third Parties and each Declarant and Successor Owner the right to bring a proceeding in equity to enforce the general and specific intent of this Declaration.

6.03 ENFORCEMENT. Third Parties identified in this Declaration, each Declarant or any Successor Owner, including any bona fide purchaser for value under contract, in the event of a breach of any restriction or covenant in this Declaration or a continuance of any such breach may, by appropriate legal or equitable proceedings, take steps to enjoin, abate, or remedy the breach. It is agreed that damages are not an adequate remedy for breach.

6.04 NUISANCE. Every act or omission that violates in whole or in part any of the covenants contained in this Declaration is declared to be and constitutes a nuisance, and every remedy allowed by law or in equity against a nuisance, either public or private (except damages), will be applicable and may be exercised by any Third Party, Declarant or Successor Owner of any portion of the Property.

6.05 REMEDIES. The remedies provided in this Declaration for breach of the covenants contained in this Declaration are cumulative; none of the remedies will be deemed exclusive.

6.06 DAMAGES. The parties acknowledge that it will be impossible to measure in money the damage to them caused by any failure to comply with the covenants set forth herein, that each such covenant is material, and that in the event of any such failure, the injured party will not have an adequate remedy at law or in damages. Therefore, the parties consent to the issuance of an injunction or the enforcement of other equitable remedies against them at the suit of the other, without bond or other security, to compel performance of all of the terms herein, and waive the defense of the availability of relief in damages.

ARTICLE 7 PROTECTION FOR MORTGAGES AND TITLE INSURANCE COMPANIES

7.01 NEW OWNER. For purposes of this Declaration, "Mortgage" means a bona fide deed of trust, mortgage, leasehold mortgage, sale and leaseback, or other financing or security instrument or encumbrance securing a financing (and all documents executed in connection therewith), made for fair value, encumbering any of the Property. "Mortgagor" means any one or more institutional holders of the beneficial interest and secured position under any Mortgage. For purposes of the foregoing, "institutional" means a life insurance company, bank, CMBS lender, mortgage banker, or similar commercial lender, and also includes seller carry-back financing. In the event of foreclosure of a Mortgage, whether by power of sale or by court action, or upon a transfer of any of the Property by conveyance in lieu of foreclosure (the purchaser at foreclosure or the transferee in lieu of foreclosure, being herein called "New Owner"), this Declaration shall continue in full force and effect and New Owner shall be subject to all of the terms, covenants, conditions and agreements set forth herein:

7.02 PRIORITY; SUCCESSORS. This Declaration, and the rights, obligations, covenants, conditions, restrictions and easements hereunder with respect to each Declarant and the Property, shall be superior and senior to any lien placed upon any portion of or interest in the Property, including the lien of any Mortgage, but no breach of this Declaration shall defeat, render invalid, diminish or impair the lien of any mortgage made in good faith and for value. This Declaration, and all of the covenants, conditions, and restrictions hereunder, shall benefit and be binding upon and effective against any New Owner (including any Mortgagor) who acquires title to any portion of or interest in the Property, by foreclosure, trustee’s sale, deed in lieu of foreclosure or otherwise. Notwithstanding the foregoing, no Mortgagor or New Owner shall be bound by any amendment or
modification of the Declaration made after the date of recordation with the County of the Mortgage, without the prior written consent of Mortgagee.

7.03 BREACH. A breach of the covenants contained in this Declaration will not affect or impair the lien or charge of any Mortgage made in good faith and for value on any portion of the Property.

7.04 REPRESENTATIONS AND WARRANTIES CONCERNING TITLE. MF Farming and Ow Trusts each represent and warrants that it has good fee simple title to the MF Property and the Ow Trusts Property, respectively, free from any and all Mortgages as defined in Section 7.01, above, but otherwise subject to all other matters of record; and MF Farming and Ow Trusts each promises to defend against all claims that conflict with these representations and warranties.

7.05 NO TERMINATION. No breach of this Declaration shall entitle any party, person, or entity to cancel, rescind or otherwise terminate this Declaration, or any conditions, covenants, or restrictions hereunder.

ARTICLE 8  COSTS, LIABILITIES AND TAXES

8.01 COSTS, LEGAL REQUIREMENTS, AND LIABILITIES. Other than as specified herein, this Declaration is not intended to impose any legal or other responsibility on Wetlands Watch, and it is agreed that Wetlands Watch exercises no control over the ownership, management, operation, upkeep or maintenance of the MF Property and the Ow Trusts Property. MF Farming and Ow Trusts retain all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, management, operation, upkeep and maintenance of the MF Property and the Ow Trusts Property, respectively, including, but not limited to, the payment of taxes and compliance with federal, state and local law. MF Farming and Ow Trusts remain, respectively, solely responsible for obtaining any applicable governmental permits and approvals for any construction or other activity or use permitted on the MF Property and the Ow Trusts Property, respectively.

8.02 CONTROL UNDER ENVIRONMENTAL LAWS. Nothing in this Declaration shall be construed as giving rise to any right or ability in Wetlands Watch to exercise physical or managerial control over the day-to-day operations of the MF Property and/or the Ow Trusts Property, or any of the activities on the MF Property and/or the Ow Trusts Property, or otherwise to become an owner, operator or responsible person with respect to the MF Property and/or the Ow Trusts Property within the meaning of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended (“CERCLA”), California Hazardous Substance Account Act (California Health and Safety Code Section 25300 et seq.), 42 U.S.C. Section 9607 or any other environmental law (which includes, without limitation, any federal, state or local law ordinance, rules or regulation now in effect or enacted after the effective date of this Declaration).

ARTICLE 9  GENERAL PROVISIONS

9.01 AUTHORITY. Each party represents and warrants to the others that the execution and delivery of this Declaration and the performance of such party’s obligations hereunder have been duly authorized and that this Declaration is a valid and legal agreement binding on such party and enforceable in accordance with its terms.

9.02 EXHIBITS. Each and every Exhibit identified herein is incorporated into this Declaration as if set forth in full at the place of reference.

9.03 REFERENCE. All questions of interpretation or construction of any of the terms or restrictions in this Declaration will be resolved by the reference procedures herein specified, and that decision

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will be final, binding, and conclusive on all parties affected. Any action brought to interpret or
enforce this Declaration shall be tried by the reference procedures set forth in California Code of
Civil Procedure Section 638, et seq., upon motion by a party to this Declaration before the Superior
Court for the County. A single referee shall be appointed to consider the matter and such referee
shall be a retired judge of the California Superior Court, California Court of Appeals, or California
Supreme Court, or an attorney licensed to practice law in the State of California with at least ten
years experience emphasizing real estate and land use law, particularly the interpretation and
enforcement of covenants running with the land and equitable servitudes. Any affected party may
reject two referees appointed by the Superior Court. The referee shall be compensated at the rate
per hour charged by senior attorneys in major Santa Cruz County law firms. During the pendency
of the reference proceeding, such affected party shall pay a proportionate share of the cost thereof.

9.04 PARTIAL INVALIDITY. If any term or provision of this Declaration is determined to be
illegal, unenforceable, or invalid in whole or in part for any reason, such illegal, unenforceable, or
invalid provisions or part thereof shall be stricken from this Declaration, and such provision shall
not affect the legality, enforceability, or validity of the remainder of this Declaration. If any
 provision or part thereof of this Declaration is stricken in accordance with the provisions of this
Section, then the stricken provision shall be replaced, to the extent possible, with a legal,
enforceable, and valid provision that is as similar in tenor to the stricken provision as is legally
possible.

9.05 WORDS AND PHRASES. Wherever the context of this Declaration requires, all words used
in the singular shall be construed to have been used in the plural, and vice versa, and the use of any
gender specific pronoun shall include any other appropriate gender. The term "person" shall refer to
any individual, corporation or legal entity having standing to bring an action in its own name under
California law. The use of the conjunctive "or" shall mean "and/or" unless otherwise required by
the context in which the conjunctive "or" is used. The term "including" shall mean "including
without limitation" and "including but not limited to" unless otherwise required by the context in
which the term "including" is used.

9.06 INTERPRETATION. This Declaration has been negotiated at arm's length and each party has
been represented or has had the opportunity to be represented by independent legal counsel in this
transaction. Accordingly, each party hereby waives any benefit under any rule of law (including
Section 1654 of the California Civil Code) or legal decision that would require interpretation of any
ambiguities in this Declaration against the party drafting it.

9.07 HEADINGS. In this Declaration, Articles are distinguished by article numbers having no
decimal point or no numbers to the left of the decimal point (i.e., "Article 12" or "12."). Sections are
distinguished by Section numbers on both sides of a single decimal point (i.e., "12.02"). Reference
to an "Article" shall include the terms and provisions of each Section under such Article. Article,
Section, and Subsection titles and captions contained in this Declaration are inserted as a matter of
covenience and for reference and in no way define, limit, extend or describe the scope of this
Declaration or the intent of any of its provisions.

9.08 WAIVER. The failure to enforce any covenant or restriction in this Declaration will not be
deemed a waiver of the right to enforce thereafter.

9.09 NOTICES. All notices and other communications under this Declaration shall be in writing,
addressed to the parties who are to receive such notices pursuant to the terms of this Declaration, at
the addresses set forth below, and delivered by personal service, overnight delivery service or by
registered or certified mail, postage prepaid, return receipt requested.
based upon actual knowledge and without duty of inquiry (i) this Declaration is in full force and
effect, (ii) this Declaration has not been amended or modified, either orally or in writing, or, if so
amended, identifying the amendments, and (iii) to the knowledge of the certifying party, no party is
in default of its obligations under this Declaration, or, if in default, describing the nature of such
default. Each party receiving such request shall provide such certificate within thirty (30) days
following such request. No party shall be liable to the requesting party, or third person or entity
requesting or receiving a certificate hereunder, on account of any information therein contained,
notwithstanding the omission for any reason to disclose correct and/or relevant information, but
such party shall be estopped with respect to the requesting party, or such third person or entity, from
asserting any right or obligation, or utilizing any defense, which contravenes or is contrary to any
such information.

9.11 GOVERNING LAW. This Declaration shall be governed by and construed in accordance with
the laws of California without giving effect to the choice of law provisions thereof.

9.12 COSTS, LEGAL REQUIREMENTS, AND LIABILITIES. Other than as specified herein, this
Declaration is not intended to impose any legal or other responsibility on Wetlands Watch, and it is
agreed that Wetlands Watch exercises no control over the ownership, management, operation,
upkeep and maintenance of the MF Property and the Ow Trusts Property. Declarants retain all
responsibilities and shall bear all costs and liabilities of any kind related to the ownership,
management, operation, upkeep and maintenance of the MF Property and the Ow Trusts Property,
including, but not limited to, the payment of taxes and compliance with federal, state and local law.
Declarants remain solely responsible for obtaining any applicable governmental permits and
approvals for any construction or other activity or use permitted by this Declaration.
IN WITNESS WHEREOF, Declarants have executed this Declaration on the date first above written.

George Ow, Jr., David L. Ow and Terry L. Ow, as Trustees of that certain Declaration of Trust Dated July 10, 1984 between George Ow as Settlor;

George Ow Jr., David L. Ow and Terry L. Ow as Trustees of that certain Declaration of Trust Dated July 10, 1984 between Emily Lee Ow as Settlor;

George Ow, Jr., David L. Ow and Terry L. Ow, as Trustees of that certain Declaration of Trust dated December 24, 1985, between George Ow as Settlor;

George Ow, Jr., David L. Ow and Terry L. Ow, as Trustees of that certain Declaration of Trust dated December 24, 1985, between Emily Lee Ow as Settlor.

By George Ow, Jr., Trustee
Dated: March _____, 2006

By David L. Ow, Trustee
Dated: March _____, 2006

By Terry L. Ow, Trustee
Dated: March _____, 2006

M F Farming Company, a corporation

City of Watsonville, a municipal corporation

By Louis Jemison,
President
Dated: March _____, 2006

By Carlos Palacios
City Manager
Dated: March _____, 2006

County of Santa Cruz,
a political subdivision of the State of California

Watsonville Wetlands Watch, a corporation

By
Susan A. Marniello
Its Chief Administrative Officer
Dated: March _____, 2006

By:
Its President
Dated: March _____, 2006
EXHIBIT A – MF PROPERTY
TO DECLARATION AND ESTABLISHMENT OF PROTECTIVE COVENANTS AND RESTRICTIONS

Assessor’s Parcel Numbers are set forth below. Legal descriptions follow on succeeding four (4) pages.

APNs
018-361-02
052-104-13
052-104-33
052-104-35
052-104-36
052-104-41
052-104-43
052-104-44
052-204-42

EXHIBIT "A"

The land referred to herein is described as follows:

The land referred to herein is described as follows:

SITUATE PARTLY IN THE CITY OF WATSONVILLE, AND PARTLY IN THE UNINCORPORATED PORTION IN THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA AND DESCRIBED AS FOLLOWS:

PARCEL ONE:

BEING A PART OF THE RANCHO BOLSA DEL PAJARO AND BEGINNING ON THE NORTHWESTERN BOUNDARY OF LANDS OF THE SOUTHERN PACIFIC COMPANY, AND ON LINE OF LANDS OF ONE LAPORTE, AND RUNNING THENCE ALONG THE SAID NORTHWESTERN BOUNDARY OF SAID LANDS OF THE SOUTHERN PACIFIC COMPANY NORTH 50 DEGREES 23’ EAST 1652.62 FEET; NORTH 51 DEGREES 2’ EAST 132.65 FEET; NORTH 54 DEGREES 1’ EAST 132.66 FEET AND NORTH 59 DEGREES 39’ EAST 134.64 FEET TO LANDS OF ONE L. BACHAN, THENCE LEAVING SAID RAILROAD LANDS AND ALONG THE SOUTHWESTERN BOUNDARY OF SAID LANDS OF BACHAN NORTH 25 DEGREES WEST 536.88 FEET TO LANDS NOW OR FORMERLY OWNED BY THE SPRECKELS SUGAR COMPANY; THENCE SOUTH 67 DEGREES 9’ WEST 442.96 FEET; SOUTH 49 DEGREES 25’ WEST 1605.79 FEET TO THE AFORESAID LANDS OF LAPORTE AND THENCE ALONG THE NORTHEASTER BOUNDARY OF SAID LANDS OF LAPORTE SOUTH 23 DEGREES EAST 603.90 FEET TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THE LANDS DESCRIBED IN THE DEED FROM M. F. FARMING COMPANY; A CORPORATION TO NATIONAL ICE AND COLD STORAGE COMPANY OF CALIFORNIA, A CORPORATION, RECORDED MARCH 25, 1953 IN BOOK 907, PAGE 294, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

ALSO EXCEPTING THEREFROM THE LANDS DESCRIBED IN THE DEED FROM M. F. FARMING COMPANY; A CORPORATION, TO UNITED FOODS, INC.; A CORPORATION, RECORDED JULY 28, 1969 IN BOOK 965, PAGE 463, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF WATSONVILLE BY DEED RECORDED AUGUST 14, 1967 UNDER INSTRUMENT NO. 1967-0066910, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL TWO:

BEING A PART OF THE RANCHO BOLSA DEL PAJARO AND BEGINNING ON THE NORTHWESTERN BOUNDARY OF LANDS OF THE SOUTHERN PACIFIC COMPANY AND AT A STEEL RAIL SET AT THE SOUTHWESTERN CORNER OF LANDS CONVEYED BY PAJARO VALLEY SAVINGS BANK TO J. LAPIORTE BY DEED DATED FEBRUARY 20TH, 1917 AND RECORDED IN VOLUME 271 OF DEEDS, AT PAGE 386, RECORDS OF SANTA CRUZ COUNTY; AND RUNNING THENCE ALONG THE BOUNDARY OF SAID LAND OF THE SOUTHERN PACIFIC COMPANY NORTH 50 DEGREES 17’ EAST 594.50 FEET TO A FORD AXLE DRIVEN 6 INCHES BELOW THE SURFACE OF THE GROUND, AND FROM WHICH THE SOUTHEASTER CORNER OF LANDS CONVEYED BY JOHN J. MOREY ET UX TO J. LAPIORTE BY DEED DATED DECEMBER 24TH, 1909 AND RECORDED IN VOLUME 219 OF DEEDS, AT PAGE 393 RECORDS OF SANTA CRUZ COUNTY BEARS NORTH 50 DEGREES 17’ EAST 31.31 FEET DISTANT; THENCE PARALLEL TO AND 30 FEET FROM THE NORTHEASTER BOUNDARY OF SAID LAND TILTED LANDS NORTH 23 DEGREES 3’ WEST 614.40 FEET TO THE MIDDLE OF A DRAINAGE DITCH; A 4 X 4 INCH POST SCLRED L-M BEARS SOUTH 23 DEGREES 3’
EXHIBIT A (Continued)

EAST 12.00 FEET DISTANT; THENCE ALONG THE CENTERLINE OF SAID DITCH SOUTH 67 DEGREES 51' WEST 565.03 FEET TO THE NORTHWESTERN CORNER OF THE LANDS CONVEYED BY PAJARO VALLEY SAVINGS BANK TO L. LAPORTE AS A FORSAID; THENCE LEAVING SAID DITCH SOUTH 22 DEGREES 43' EAST 790.75 FEET TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF WATSONVILLE BY DEED RECORDED AUGUST 14, 1997 UNDER INSTRUMENT NO. 1997-038910, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL THREE:


EXCEPTING FROM THE ABOVE DESCRIBED LANDS THAT PARCEL OF LAND CONVEYED BY GEORGE A. SILVARDE ETUX TO THE UNION OIL COMPANY, BY DEED RECORDED JULY 27, 1923 IN VOLUME 15, PAGE 117, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED MARCH 27, 1984 IN VOLUME 1907, PAGE 238, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

ALSO EXCEPTING THEREFROM PARCELS A, C AND D AS SHOWN ON THE PARCEL MAP RECORDED MAY 16, 1975 IN BOOK 16 OF PARCEL MAPS, PAGE 45, SANTA CRUZ COUNTY RECORDS.

PARCEL FOUR:

BEING A PART OF THE RANCHO BOLSA DEL PAJARO, AND BEGINNING ON THE NORTHWESTERN SIDE OF THE RIGHT OF WAY OF THE SOUTHERN PACIFIC COMPANY AND AT A STATION FROM WHICH THE NORTHWESTERN OR MDS T WESTERN CORNER OF THE LANDS CONVEYED BY M. GARIBBIE TO U. S. MIGUENZED R. BY DEEDS IN VOLUME 270 OF DEEDS, PAGE 50, SANTA CRUZ COUNTY RECORDS BEARS SOUTH 22 DEGREES 35 EAST 52.25 FEET DISTANT AND RUNNING THENCE FROM SAID POINT OF BEGINNING ALONG THE SOUTHERN BOUNDARY OF THE SOUTHERN PACIFIC COMPANY SOUTH 50 DEGREES 25' WEST 1151.50 FEET TO A STEEL BAR DRIVEN FLUSH WITH THE GROUND; THENCE LEAVING SAID RIGHT OF WAY AND ALONG THE BOUNDARY OF THE LANDS OF ONE SILVARA NORTH 22 DEGREES 25 WEST 994.60 FEET TO A STATION IN A

EXHIBIT A (Continued)

DITCH AND FROM WHICH A WITNESS POST ON THE BANK BEARS SOUTH 22 DEGREES 25' EAST 12 FEET DISTANT; THENCE ALONG THE CENTERLINE OF SAID DITCH AND ALONG THE BOUNDARY OF LANDS OF ONE SILVARA NORTH 52 DEGREES 44' EAST 478.30 FEET; THENCE ALONG THE BOUNDARY OF LANDS OF ONE LA PORTE NORTH 87 DEGREES 40' EAST 639.36 FEET; THENCE LEAVING THE DITCH AND ALONG THE BOUNDARY OF THE LANDS FORMERLY OF CHALMERS SOUTH 22 DEGREES 35' EAST 191.12 FEET TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED MARCH 27, 1984 IN VOLUME 1907, PAGE 238, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL FIVE:

BEGINNING AT A STAKE IN THE SLOUGH WHICH IS AT AN ANGLE IN THE NORTHWESTERLY BOUNDARY OF THE LANDS OF JOHN CENNAUGH, ET AL., THENCE NORTH 21 1/2 DEGREES EAST 571 FEET TO A POST; THENCE NORTH 87 DEGREES 35' WEST 551 7/8 FEET TO A STAKE AT THE CORNER OF A FENCE; THENCE ALONG A FENCE SOUTH 29 1/2 DEGREES WEST 586 FEET TO A STAKE; SOUTH 55 DEGREES EAST 621 FEET TO THE NORTHWESTERLY BOUNDARY OF SAID CENNAUGH'S LAND AND THEN ALONG SAID BOUNDARY NORTH 49 DEGREES 25 EAST 412 FEET TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO M.F. FARMING COMPANY, A CORPORATION, BY DEED RECORDED MARCH 7, 1957 IN VOLUME 1119, PAGE 673, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL SIX:

BEGINNING AT A 4 INCH BY 4 INCH POST MARKED K-24, WHICH IS AT AN ANGLE IN THE NOORTHWESTERLY BOUNDARY OF THE LANDS OF JOHN CENNAUGH AND WHICH POST IS THE POINT OF BEGINNING IN THE DESCRIPTION OF THE LANDS CONVEYED TO M.F. FARMING COMPANY, BY ROBERT H. HUDSON, ET UX., BY A CERTAIN DEED DATED DECEMBER 21, 1919; FROM SAID POINT OF BEGINNING, A FENCE POST MARKED W 5 STANDING IN A CORNER OF THE ORIGINAL SOUTHWESTERLY BOUNDARY LINE FENCE BETWEEN THE SAID LANDS FORMERLY CONVEYED TO M.F. FARMING COMPANY, BY ROBERT H. HUDSON, ET UX., AND FORMERLY OF JOHN CENNAUGH, BEARS NORTH 83 DEGREES 49' WEST 817.71 FEET; THENCE FROM SAID POINT OF BEGINNING NORTH 2 DEGREES 16' EAST 402.40 FEET ALONG THE LINE OF THE FORMER FENCE BETWEEN THE SAID LANDS HEREOFOR TO CONVEYED TO M.F. FARMING COMPANY, BY ROBERT H. HUDSON, ET UX., AND THE LANDS HEREBY DESCRIBED TO A 4 INCH BY 4 INCH POST MARKED H.3, WHICH POST STANDS 10 FEET SOUTHHERLY MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF THE NARROW GAUGE RAILROAD TRACK; THENCE CONTINUING PARALLEL TO AND 10 FEET DISTANT FROM THE CENTERLINE OF SAID NARROW GAUGE TRACK SOUTH 87 DEGREES 03' EAST 104.02 FEET TO A POINT; THENCE ALONG A 27 DEGREES 02' CURVE TO THE RIGHT, HAVING A RADIUS OF 213.70 FEET AND A LONG CHORD WHICH BEARS SOUTH 68 DEGREES 44' EAST 122.02 FEET TO A 3 INCH POST MARKED H.6, THENCE LEAVING SAID RAILROAD TRACK SOUTH 14 DEGREES 13' EAST 237.05 FEET TO A 3 INCH BY 3 INCH POST MARKED K.3, WHICH STANDS IN THE NORTHWESTERLY BOUNDARY OF THE LANDS FORMERLY OF JOHN CENNAUGH, THENCE ALONG SAID NORTHWESTERLY BOUNDARY SOUTH 67 DEGREES 09' WEST 316.00 FEET TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO FARMERS COLD STORAGE, A CORPORATION, BY DEED RECORDED MARCH 7, 1957 IN VOLUME 1119, PAGE 571, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.
EXHIBIT "A" (Continued)

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO UNITED FOODS, INC., A CORPORATION, BY DEED RECORDED JULY 28, 1909 IN VOLUME 1905, PAGE 453, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE REDEVELOPMENT AGENCY OF WATSONVILLE, BY DEED RECORDED FEBRUARY 24, 1986 IN BOOK 3945, PAGE 923, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL SEVEN:

AN OPEN RIGHT OF WAY, APPURTENANT TO PARCELS THREE AND FOUR, FOR ALL PURPOSES FOR CONVEYANCES AND VEHICLES TO PASS UNDER THE FREEWAY AS RESERVED TO M. F. FARMING COMPANY BY DEED RECORDED MARCH 27, 1964 IN VOLUME 1607, PAGE 356, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, SAID RIGHT OF WAY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING FOR REFERENCE AT THE SOUTHEASTERLY TERMINUS OF THE COURSE IN THE DEED "TO THE STATE OF CALIFORNIA DESCRIBED AS "N 25 DEGREES 34' 30" W. 323.54 FEET. THENCE ALONG SAID COURSE NORTH 25 DEGREES 34' 30" WEST 5.19 FEET TO THE TRUE POINT OF COMMENCEMENT; THENCE CONTINUING ALONG SAID COURSE NORTH 25 DEGREES 34' 30" WEST 47.44 FEET; THENCE NORTH 52 DEGREES 03' 30" EAST 317.28 FEET TO THE COURSE HEREBY DESCRIBED AS "N 23 DEGREES 16' 18" E. 56.34 FEET; THENCE ALONG SAID COURSE SOUTH 23 DEGREES 16' 18" EAST, THENCE SOUTH 52 DEGREES 03' 30" WEST 316.86 FEET TO THE TRUE POINT OF COMMENCEMENT."

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTIONS ARE ON THE CALIFORNIA COORDINATE SYSTEM, ZONE 4. MULTIPLY THE ABOVE DISTANCES BY .9999770 TO OBTAIN GROUND LEVEL DISTANCES.

PARCEL EIGHT:

A RIGHT OF WAY, APPURTENANT TO PARCEL FOUR, THE CENTERLINE BEING DESCRIBED AS BEGINNING AT A STATION FROM WHICH THE MOST EASTERLY CORNER OF THE ABOVE MENTIONED LANDS OF M. F. FARMING COMPANY BEARS NORTH 50 DEGREES 22' EAST 304.49 FEET, ALSO THE MOST WEVERLY CORNER OF THE LANDS CONVEYED TO SUD ANTLIS COMPANY, A CO-PARTNERSHIP, BY DEED RECORDED JUNE 7, 1980 IN VOLUME 776, PAGE 55, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, BEARS SOUTH 22 DEGREES 40' EAST 62.28 FEET AND NORTH 50 DEGREES 22' EAST 304.48 FEET; THENCE FROM SAID POINT OF BEGINNING AND RUNNING SOUTH 22 DEGREES 40' EAST 682.74 FEET, AT 52.28 FEET A STATION ON THE SOUTHEASToundary OF THE SOUTHERN PACIFIC RAILROAD RIGHT OF WAY FROM WHICH A 5 INCH PIPE BEARS NORTH 50 DEGREES 22' EAST 10.48 FEET, A TOTAL DISTANCE OF 888.74 FEET TO A STATION IN THE MIDDLE OF BEACH ROAD, AS CONTAINED IN THE DEED FROM MAYNARD A. TATE TO M. F. FARMING COMPANY, RECORDED NOVEMBER 10, 1955 IN VOLUME 1046, PAGE 178, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

APN: 082-104-43 AND 44, AS TO PARCEL ONE
082-104-01 AND 42, AS TO PARCEL TWO
018-361-02 AS TO A PORTION OF PARCEL THREE
082-104-35 AS TO A PORTION OF PARCEL THREE AND PARCEL FOUR
082-104-12 AND A PORTION OF 38 AS TO PARCEL FIVE
082-104-33 AND A PORTION OF 38 AS TO PARCEL SIX

Excepting Parcel B, as shown on the Parcel Map of the Lands of M. F. FARMING, recorded May 16, 1975 in Volume 18 of Parcel Maps, Page 45, Santa Cruz County Records.
SITUATE IN THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA AND DESCRIBED AS FOLLOWS:

PARCEL ONE:
BEGINNING IN THE CENTER OF THE MAIN DITCH OF THE PAJARO DRAINAGE DISTRICT AND SOUTH 50 50' WEST 4.32 CHAINS FROM THE SOUTHWESTERN CORNER OF LANDS OF J. LAPORTE, A WITNESS POST BEARS NORTH 20° WEST 13 LINKS DISTANT AND RUNNING THENCE FROM SAID POINT OF BEGINNING NORTH 20° WEST 13.60 CHAINS AND NORTH 42° 30' WEST 14.02 CHAINS TO LANDS OF ONE NELS STRUVE AND THENCE ALONG SAID LANDS OF SAID NELS STRUVE SOUTH 22° WEST 2.87 CHAINS; SOUTH 26° 35' WEST 3.43 CHAINS; NORTH 22° WEST 3.08 CHAINS; SOUTH 26° WEST 1.25 CHAINS AND SOUTH 36° 25' WEST 4.89 CHAINS TO LANDS OF ONE JULIUS LEE AND THENCE ALONG SAID LANDS OF SAID JULIUS LEE SOUTH 20° EAST 1.20 CHAINS TO THE NORTHWESTERN CORNER OF LANDS OF ONE HART, THENCE ALONG THE NORTHERN AND EASTERN BOUNDARY OF SAID HART, SOUTH 76 1/2° EAST 15.52 CHAINS AND SOUTH 23° EAST 12.44 CHAINS TO THE CENTER OF THE AFORESAID DRAINAGE DITCH AND THENCE ALONG THE SAID CENTER THEREOF NORTH 50° 50' EAST 4.32 CHAINS TO THE PLACE OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF THE HEREIN DESCRIBED LANDS GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED JANUARY 18, 1962 IN VOLUME 1517, PAGE 511, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

EXCEPTING THEREFROM THE LANDS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED FEBRUARY 28, 1996 IN VOLUME 5804, PAGE 719, OFFICIAL RECORDS OF SANTA CRUZ COUNTY

PARCEL TWO:

EXCEPTING THEREFROM THE LANDS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED FEBRUARY 28, 1996 IN VOLUME 5804, PAGE 719, OFFICIAL RECORDS OF SANTA CRUZ COUNTY

EXHIBIT 8 (Continued)

PARCEL THREE:
A PORTION OF THAT PARCEL OF LAND DESCRIBED IN DEED NO. 29654 TO THE STATE OF CALIFORNIA, RECORDED JANUARY 18, 1983 IN VOLUME 1517, PAGE 503, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE EASTERLY CORNER OF SAID PARCEL; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL SOUTH 51° 14' WEST 37.50 FEET; THENCE NORTH 25° 49' 33' WEST 138.53 FEET TO THE NORTHERLY LINE OF SAID PARCEL; THENCE ALONG THE NORTHERLY AND EASTERLY LINES OF SAID PARCEL SOUTH 73° 29' 09'' EAST 44.05 FEET AND SOUTH 21° 04' 46'' EAST 100.32 FEET TO THE POINT OF COMMENCEMENT.

PARCEL FOUR:
A PORTION OF THAT PARCEL OF LAND DESCRIBED AS PARCEL 1 IN DEED NO. 27945 TO THE STATE OF CALIFORNIA, RECORDED JANUARY 29, 1983 IN VOLUME 1519, PAGE 575, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHERLY CORNER OF LAST SAID PARCEL; THENCE ALONG THE NORTHEASTERLY LINE OF LAST SAID PARCEL SOUTH 21° 04' 46'' EAST 174.44 FEET; THENCE NORTH 25° 30' WEST 170.85 FEET TO THE NORTH-WESTERLY LINE OF LAST SAID PARCEL; THENCE ALONG LAST SAID LINE NORTH 52° 14' 14'' EAST 13.59 FEET TO THE POINT OF COMMENCEMENT.

PARCEL FIVE:
SITUATE IN THE CITY OF WATSONVILLE, COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA.

BEGINNING FOR REFERENCE AT THE MOST EASTERLY CORNER OF THE PARCEL OF LAND CONVEYED TO M.O. PYZER, ET AL., BY DEED RECORDED MARCH 1, 1959 IN VOLUME 1234, PAGE 259, OFFICIAL RECORDS OF SANTA CRUZ COUNTY; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL SOUTH 52° 39' 19'' WEST 192.41 FEET; THENCE NORTH 16° 29' 59'' WEST 48.30 FEET TO A POINT ON A LINE PARALLEL WITH AND DISTANT 45.00 FEET NORTH-WESTERLY AT RIGHT ANGLES FROM SAID SOUTHEASTERLY LINE, SAID POINT BEING THE TRUE POINT OF COMMENCEMENT; THENCE ALONG SAID PARALLEL LINE SOUTH 52° 39' 19'' WEST 418.48 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG SAID WESTERLY LINE SOUTH 21° 04' 46'' EAST 43.63 FEET TO SAID SOUTHEASTERLY LINE; THENCE ALONG LAST SAID LINE NORTH 52° 30' 19'' EAST 416.17 FEET TO THE COURSE DESCRIBED ABOVE AS NORTH 16° 29' 59'' WEST 48.30 FEET; THENCE ALONG LAST SAID COURSE NORTH 18° 26' 59'' WEST 48.30 FEET TO THE TRUE POINT OF COMMENCEMENT.

PARCEL SIX:
A PORTION OF THAT PARCEL OF LAND DESCRIBED IN DEED NO. 29692-FIRST TO THE STATE OF CALIFORNIA, RECORDED OCTOBER 1, 1983 IN VOLUME 1599, PAGE 354, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, DESCRIBED AS FOLLOWS:
EXHIBIT "B" (Continued)

PARCEL SIX CONTINUED:
COMMENCING AT THE EASTERN CORNER OF SAID PARCEL, (1569 OR 354); THENCE ALONG THE SOUTHEASTERLY LINE THEREOF SOUTH 52° 14' 14" WEST 13.50 FEET; THENCE NORTH 20° 34' 30" WEST 287.40 FEET; THENCE NORTH 20° 40' 33" WEST, 10.02 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 01° 22' 14" EAST 37.60 FEET TO THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE SOUTH 21° 04' 40" EAST 303.83 FEET TO THE POINT OF COMMENCEMENT.

APN: 018-382-01 AS TO PARCEL FIVE
052-104-40 AS TO PARCELS ONE, TWO, THREE, FOUR AND SIX

EXHIBIT B

PARCEL 7
BEGINNING IN THE CENTER OF THE MAIN DITCH OF THE PAJARO DRAINAGE DISTRICT AND SOUTH 50 DEGREES 59' WEST 4.23 CHAINS FROM THE SOUTHWESTERN CORNER OF LANDS OF J. LAPORTE, A WITNESS POST BEARS NORTH 20 DEGREES WEST 10 LINKS DISTANT AND RUNNING THENCE FROM SAID POINT OF BEGINNING NORTH 36 DEGREES WEST 13.60 CHAINS AND NORTH 42 DEGREES 35' WEST 14.62 CHAINS TO LANDS OF ONE NELS STRUYVE AND THENCE ALONG SAID LANDS OF SAID NELS STRUYVE SOUTH 22 DEGREES WEST 2.87 CHAINS; SOUTH 26 DEGREES 33' WEST 3.45 CHAINS; NORTH 72 DEGREES WEST 3.98 CHAINS; SOUTH 29 DEGREES WEST 1.21 CHAINS AND SOUTH 53 DEGREES 15' WEST 4.85 CHAINS TO LANDS OF ONE JULIUS LEE AND THENCE ALONG SAID LANDS OF SAID JULIUS LEE SOUTH 26 DEGREES EAST 1.30 CHAINS TO THE NORTHEASTERLY CORNER OF LANDS OF ONE HART; THENCE ALONG THE NORTHERN AND EASTERN BOUNDARY OF SAID HART, SOUTH 16° 1/2 DEGREES EAST 12.52 CHAINS AND SOUTH 23 DEGREES EAST 12.44 CHAINS TO THE CENTER OF THE AFORESAID DRAINAGE DITCH AND THENCE ALONG THE SAID CENTER THEREOF NORTH 50 DEGREES 30' EAST 4.32 CHAINS TO THE PLACE OF BEGINNING.
EXCEPTING THEREFROM THAT PORTION OF THE HERETO DESCRIBED LANDS GRANTED TO THE STATE OF CALIFORNIA BY DEED RECORDED JANUARY 13, 1963 IN VOLUME 1517, PAGE 311, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

EXCEPTING THEREFROM THE LANDS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED FEBRUARY 28, 1964 IN VOLUME 584, PAGE 710, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL 8
EXCEPTING THEREFROM THE LANDS CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED FEBRUARY 28, 1964 IN VOLUME 584, PAGE 710, OFFICIAL RECORDS OF SANTA CRUZ COUNTY.

PARCEL 9
A PORTION OF THAT PARCEL OF LAND DESCRIBED IN DEED NO. 29894 TO THE STATE OF CALIFORNIA, RECORDED JANUARY 18, 1963 IN VOLUME 1517, PAGE 303, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, DESCRIBED AS FOLLOWS:
COMMENCING AT THE EASTERN CORNER OF SAID PARCEL; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL SOUTH 51 DEGREES 20' 14" WEST 13.60 FEET; THENCE NORTH 20 DEGREES 40' 33" WEST 138.53 FEET TO THE NORTHERLY LINE OF SAID PARCEL; THENCE ALONG THE NORTHERLY AND EASTERN LINES OF SAID PARCEL SOUTH 73 DEGREES 26' 06" EAST 44.05 FEET AND SOUTH 21 DEGREES 04' 46" EAST 100.32 FEET TO THE POINT OF COMMENCEMENT.
EXHIBIT B

A PORTION OF THAT PARCEL OF LAND DESCRIBED AS PARCEL 1 IN DEED NO. 27945 TO THE STATE OF CALIFORNIA, RECORDED JANUARY 29, 1963 IN VOLUME 1519, PAGE 575, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, DESCRIBED AS follows:

COMMENCING AT THE NORTHERLY CORNER OF LAST SAID PARCEL, THENCE ALONG THE NORTHEASTERLY LINE OF LAST SAID PARCEL, SOUTH 21 DEGREES 04' 46" EAST 174.44 FEET, THENCE NORTH 25 DEGREES 14' 30" WEST 179.95 FEET TO THE NORTHWESTERLY LINE OF LAST SAID PARCEL, THENCE ALONG LAST SAID LINE NORTH 22 DEGREES 14' 14" EAST 13.99 FEET TO THE POINT OF COMMENCEMENT.

PARCEL 11

SITUATE IN THE CITY OF WATSONVILLE, COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA.

BEGINNING FOR REFERENCE AT THE MOST EASTERLY CORNER OF THE PARCEL OF LAND CONVEYED TO M.O. PYZER ET AL., BY DEED RECORDED MARCH 1, 1959 IN VOLUME 1234, PAGE 299, OFFICIAL RECORDS OF SANTA CRUZ COUNTY; THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL SOUTH 52 DEGREES 39' 16" WEST 192.41 FEET; THENCE NORTH 18 DEGREES 36' 55" WEST 48.30 FEET TO A POINT ON A LINE PARALLEL WITH AND Distant 45.00 FEET NORTHWESTERLY AT RIGHT ANGLES FROM SAID SOUTHEASTERLY LINE, SAID POINT BEING THE TRUE POINT OF COMMENCEMENT; THENCE ALONG SAID PARALLEL LINE SOUTH 52 DEGREES 39' 16" WEST 418.44 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG SAID WESTERLY LINE SOUTH 21 DEGREES 04' 46" EAST 46.63 FEET TO SAID SOUTHEASTERLY LINE; THENCE ALONG LAST SAID LINE NORTH 52 DEGREES 39' 16" EAST 416.17 FEET TO THE COURSE DESCRIBED ABOVE AS NORTH 18 DEGREES 26' 59" WEST 48.30 FEET; THENCE ALONG LAST SAID COURSE NORTH 18 DEGREES 26' 59" WEST 48.30 FEET TO THE TRUE POINT OF COMMENCEMENT.

PARCEL 12

A PORTION OF THAT PARCEL OF LAND DESCRIBED IN DEED NO. 29890, FIRST TO THE STATE OF CALIFORNIA, RECORDED OCTOBER 1, 1963 IN VOLUME 1569, PAGE 354, OFFICIAL RECORDS OF SANTA CRUZ COUNTY, DESCRIBED AS follows:

COMMENCING AT THE EASTERLY CORNER OF SAID PARCEL (1569 OR 254), THENCE ALONG THE SOUTHEASTERLY LINE THEREOF SOUTH 52 DEGREES 14' 16" WEST 13.99 FEET; THENCE NORTH 25 DEGREES 34' 30" WEST 287.40 FEET; THENCE NORTH 26 DEGREES 40' 33" WEST 10.01 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 51 DEGREES 25' 14" EAST 31.60 FEET; THENCE THE NORTHWESTERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE SOUTH 21 DEGREES 04' 46" EAST 303.83 FEET TO THE POINT OF COMMENCEMENT.

APN: 018-192-01 AS TO PARCEL 11.
052-194-00 AS TO PARCELS 1, 6, 7, 8, 9, 10, AND 12.
EXHIBIT D – WETLANDS WATCH PROPERTY
TO DECLARATION AND ESTABLISHMENT OF PROTECTIVE COVENANTS AND RESTRICTIONS

Parcel D as shown upon that certain map entitled “Tract Number 1407 Bay Breeze”, filed for record December 9, 2002 in Volume 103 of maps at Page 2, et seq., Santa Cruz County Records

APN 018-372-44

EXHIBIT E – COUNTY PROPERTY
TO DECLARATION AND ESTABLISHMENT OF PROTECTIVE COVENANTS AND RESTRICTIONS

Legal description not yet delivered by County

APN 52-531-04
APN 52-531-05,
SITUATE in the Rancho San Andreas, County of Santa Cruz, State of California, and more particularly described as follows:

BEING a portion of Lot 15 as shown upon that certain map entitled "Map No. 2 of the Harkins Ranch as partitioned by the Referees, W. R. Radcliff, John Kinsaugh and James B. Holohan and surveyed by C. B. Lewis 1907, situated in Santa Cruz County, California" filed for record in the office of the County Recorder on December 27th, 1907 in Map Book 16, Page 8, Santa Cruz County Records, and

BEGINNING at the most northwestern corner of said Lot 15 at the intersection of the center line of Harkins Slough Road, a county road forty feet in width and the center line of Buena Vista Drive, a county road sixty feet in width, thence along the center line of Harkins Slough Road

South 49 degrees 15' East 194.70 feet;
South 8 degrees 60' West 112.2 feet;
South 23 degrees 45' East 81.84 feet;
South 40 degrees 45' East 147.18 feet;
South 13 degrees 45' East 409.95 feet;
South 49 degrees 20' East 243.54 feet;
South 78 degrees 45' East 1,267.20 feet;
South 60 degrees 30' East 172.26 feet;
South 46 degrees 30' East 132.00 feet;
South 13 degrees 45' East 188.76 feet;
South 38 degrees 35' East 264.00 feet;
South 32 degrees 00' East 81.84 feet;
South 16 degrees 30' East 257.40 feet;

to the True Point of Beginning of the subject Property;

Thence South 84 degrees 45' East 641.52 feet to the boundary between the Rancho San Andreas and Rancho Bolsa del Pajaro; thence leaving the Harkins Slough Road and along said last named rancho boundary South 3 degrees 21' West 1073.6 feet to the common corner between Lot 15 and Lot 16 of the aforesaid Harkins Ranch; thence leaving the aforesaid rancho boundary between the aforesaid Lot 15 and Lot 16 West 973.94 feet to the center line of a private road 30 feet wide as shown in the above referenced Map Book 16, Page 8; thence northeasterly along the center line of the private road 1155 feet plus or minus to the True Point of Beginning of the subject Property

APN 52-531-04 & 05
Exhibit F

M. F. FARMING
WESTERN PORTION (RESIDENTIAL)
APN 052-101-13 & 39

SITUATE in Rancho Bolsa Del Pejero, County of Santa Cruz, State of California, and BEING a portion of the lands conveyed to M. F. Farming Company by deed recorded January 7, 1920 in Book 283 of Deeds, Page 165, Santa Cruz County Records, and more particularly described as follows:

BEGINNING at a station on the southeastern boundary of the above described lands, from which the most southern corner thereof bears South 00° 07' 06" West 23.80 feet distant; thence from said point of beginning and leaving the said southeastern boundary

1) North 7° 50' 27" East 836.10 feet to a station on the northern boundary of the above described lands; thence along the northern, northwestern and southwestern boundary thereof
2) North 87° 03' 54" West 331.10 feet; thence
3) South 30° 52' 39" West 557.73 feet; thence
4) South 54° 32' 31" East 613.80 feet to the aforementioned most southern corner of said lands; thence along the southeastern boundary thereof
5) North 50° 07' 06" East 23.80 feet to the point of beginning.

CONTAINING 7.500 acres, a little more or less.

Compiled and described by Mid Coast Engineers, January 2006, Job No. 04222.
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APPENDIX

Economic Development & Recruitment Strategy
B | APPENDIX

Economic Development & Recruitment Strategy

B.1 Introduction

The MOBP represents an opportunity for Watsonville to diversify its local economy, supplementing the historical base of food processing and distribution firms with companies that are engaged in technology and business services sectors prevalent in the larger San Francisco Bay Area. In terms of design goals for the project, the proposed flex-use development in the MOBP will feature building products that accommodate a broad range of uses and tenants with space and ownership requirements.

To achieve its economic development goals, it is important for the City to collaborate with the property owners and developers of the MOBP to ensure that the project is able to attract the desired segments of the market. The City has anticipated this in the Economic Element of the General Plan and in its Economic Development Strategy.

Implementation Strategy 5.1.11 of the ED Element states,

“[The MOBP] should be developed as a “blue ribbon” project that can help advance the City’s image in the region. While recruitment of new business is still viable for [the MOBP], the city should focus on the site as a means to encourage the expansion of existing businesses. The park should be viewed as a way to create a “move-up” opportunity for existing employers and their supplier network.”

The above General Plan strategy remains an important component of marketing and recruitment, however, in light of market conditions it should not be considered as the primary and/or only approach. The business recruitment effort should seek to attract a broad range of potential users.

The City’s Economic Development Strategy, which is designed to help implement the ED Element, includes Action Item #3 under activities for New Growth Areas:

“Develop Marketing and Recruitment Strategy for MOBP. While much of the marketing will be driven by the property owners/developers, and will depend upon the demand for the space, the City can take an active role in shaping the central marketing message and can put its economic development resources, if any, into a coordinated recruitment strategy to bring employers with the potential to make the greatest economic impact, in terms of employment and other related economic benefits, to the site.” ED Strategy p. 10.
B.2 Target Industries

MOBP is anticipated to support a mix of business types approximately balanced with one-third office users and two-thirds light industrial space. The use of flex space will help meet changing market demands for many small firms that wish to customize their locale. The market analysis for the MOBP identifies a number of growing business sectors that can serve as the initial targets for the marketing program, as described below.

Much of the Santa Cruz County economy, aside from agriculture and tourism, is populated by firms that are engaged in spin-off activities from Silicon Valley. A number of these kinds of firms, which produce specialized components for production processes occurring in Silicon Valley, are located in Watsonville. The MOBP can serve as an expansion locale for these firms as they grow. There is also some possibility that new firms may locate there from outside the region, although the trend has been more focused on new business start-ups by entrepreneurs currently employed in the Bay Area.

Considering projected business growth trends in Santa Cruz County and the four-county region, which also indicates Santa Clara, Monterey and San Benito counties a number of potential industrial and office-based business targets are possible.

Selected Potential Business Targets Based on Local/Regional Trends

Industrial
- Merchant wholesalers/warehousing
- Electrical equipment/appliances mfg.
- Machinery mfg.
- Fabricated metal products
- Plastics and rubber products
- Wood products
- Transportation equip. mfg.
- Misc. mfg.

Office
- ISPs, search portals and data processing
- Admin support services
- Electronic markets and non-store retailers
- Internet publishing and broadcasting
- Other information services
- Securities and investments
- Health services
- Business services

Business services and information technology firms would be particularly good targets for MOBP, as these type of firms are underrepresented in Watsonville and would help to provide a supportive business climate for other kinds of business that may locate in MOBP and the other business centers in Watsonville. Information technology declined substantially following the “dot.com” bust, but has since stabilized and shown modest growth more recently.

Considering statewide and national trends, an enormous number of business opportunities are opening up in sectors related to energy efficiency and other “green” industries, often referred to as Clean Technology. Clean Technology is a diverse range of products, services, and processes that harness renewable materials and energy sources, dramatically reduce the use of natural resources, and significantly cut or eliminate emissions and wastes.

Potential Business Targets in the Emerging Clean Technology Sector
- Energy Efficiency: Lighting, HVAC, electric motors, peak shaving control systems, computer control systems.
- Water Efficiency: pumps and control systems/retrofit/upgrade
- Transportation: Fleet conversion to alternative fuels
Emergency Services: biomass management, infrastructure security

Education And Research: UC and other local research, vocational, job training, and other employment development, small business development.

Statewide, a range of technology sectors has shown positive growth trends in the past few years, indicating that with the combination of environmental awareness and also the imperative to improve health care for a growing population, California is well situated to lead advances in new product development.

Selected Additional Targets Based on Statewide Trends

Industrial
- Pharmaceutical and medicine mfg.
- Paint, coating and adhesive mfg.
- Sheet metal work
- Architectural and structural metals mfg.
- Turbine and generator units
- Electronic components
- Industrial instruments
- Magnetic and optical recording media mfg.
- Sign mfg.
- Dental laboratories
- Motion picture and video production

Office
- Management, scientific and technical consulting services

B.3 Market Approach

As noted earlier, business expansion is anticipated to be a key component of development for MOBP. However, the project should also be actively marketed to firms outside Watsonville to promote the favorable business climate that Watsonville offers and to distinguish the City from other business locations in Santa Cruz and Monterey counties.

The City Economic Development Strategy (EDS) contains a number of important recommendations for the City marketing program. The MOBP should be integrated into this program and the City should also collaborate with the property owners/developers to prepare targeted brochures, advertising and trade show materials.

A particularly effective element of the program would be placement of articles in trade journals and industry publications that cater to each of the target industry groups. Articles providing information about specific location features of MOBP or Watsonville and the Pajaro Valley, and which feature testimonials from existing companies, often carry greater persuasive weight than do advertising spots.

Along a similar vein, the EDS discusses the value of creating relationships with corporate site selectors and decision makers in target industries. A steady stream of articles and written pieces highlighting Watsonville and economic development successes in the area will help to keep the area on “top of mind” with these people.

Above all, it is important to recognize that the marketing effort needs to be focused not just on the MOBP and the site and buildings available there, but on the entire community of Watsonville and the labor force that resides in the area. For many businesses, the quality of the community and the labor force are the leading location criteria, before considering the features of specific sites. The Economic Element of the General Plan references the need to enhance the city’s “quality of place” as a major strategic challenge (p.5-8). Along these lines, efforts to improve downtown, the overall retail mix in the city and the quality of public facilities and amenities are all important elements of the city’s marketing program.
The MOBP marketing program should be integrated into each of the City's marketing action items, as outlined in the EDS:

**Develop Consistent Marketing Materials.** The emphasis here should be on consistency, with the idea in mind that Watsonville desires to become a desirable corporate address. In addition, the physical design elements in the community should also display this consistency of purpose and quality of execution. As efforts continue to enhance public spaces, way finding icons, downtown building designs and prominent landmarks in the community, design features should be applied that can be reinforced within the MOBP.

**Develop Media Strategy.** This strategy should focus on creating and maintaining a “buzz” about Watsonville and the MOBP through a series of informational articles and announcements. It is important to create the sense of constant activity in the development community, reinforcing the idea that Watsonville enjoys a vibrant business climate.

**Conduct Regional Advertising Campaign.** This is best done in partnership with other economic development organizations to improve the cost effectiveness of the campaign. In terms of MOBP, the property owners/developers will also be engaged in an active advertising campaign.

**Establish Ambassador Program.** This program would enlist existing firms in the Watsonville area to talk to other similar outfits in the course of their business travels to convey the benefits of a Watsonville location. This type of program would have more direct benefit for the MOBP once some initial tenants have occupied the project.

**Develop Public Relations Strategy.** The focus of this effort, again, is on building relationships with business and community leaders that can serve as advocates for the community. It requires significant groundwork in terms of identifying willing allies and providing pertinent information for their use, but it can be extremely effective over the long term.

**Engage Development Community.** The City has enjoyed the participation of local members of the development community in the preparation of the MOBP. The City may also be able to help with setting up site visits by corporate site locators and similar professionals in the marketplace outside of Santa Cruz County.

Moreover, Watsonville attributes several positive elements to achieving successful business park development. These include:

- Price point (lower than Santa Cruz and the Silicon Valley)
- Availability of larger building sizes
- Labor force availability
- Housing affordability (as compared to region)
- Enterprise zone
- Transportation corridor access in the central coast region

Watsonville competes with areas of Monterey County, Salinas, and Hollister as well as communities in Santa Cruz County. These areas generally lack substantial industrial and business park sites that are ready for development at competitive cost. In some cases this is because traffic and other infrastructure costs are substantial, either directly or through impact fees charged to development. In other cases, land may carry appropriate non-residential land use designations but no investments have yet been made to support development in the short term. In Santa Cruz County there is a general lack of significant development sites.
Watsonville has a unique opportunity to partner with the private sector to provide a ready development opportunity for expanding businesses. In addition to the points outlined above, it is critical that the development provide a good value – meaning high quality at a reasonable price. In order to capture its share of business growth in the region, the development needs to be price competitive. In order to meet the job goals of the City, the development needs to provide a quality business environment. This does not necessarily mean reaching the broadest possible range of regional industries, but rather creating a focused development and marketing approach that highlights industries with strong job creation and job quality capabilities, such as those indicated earlier in the target industry section of this chapter. Public sector investments will be necessary along side the private sector costs to create a development that meets these market and job development goals.

**Within Industries**

- **Soil Preparation Services**
  - $22.77/hour

- **Food Processing**
  - $11.31/hour

- **Farm Work**
  - $9.28/hour

**Among Industries**

- **Information Technology**
  - $19.23/hour

- **Machinery**
  - $18.23/hour

- **Metal/Plastic Parts**
  - $13.45/hour

*Figure: Career Ladders*

**B.4 Workforce Development**

One of the key location criteria for most businesses targeted for location in the MOBP is the availability of skilled labor. This issue is highlighted in the Economic Element as a strategic challenge:

“...interviews with local employers confirmed what the socioeconomic data suggest: educational attainment and workforce skills are a problem for employers and the lack of affordable housing is a problem for the employees. Complicating these issues are high unemployment rates (a common problem in seasonal agricultural economies) that are difficult to resolve without raising workforce skill levels. Meanwhile, many gainfully employed Santa Cruz County residents make a long, daily commute to jobs in other counties.” *ED Element, p. 5-7.*
As this statement indicates, labor force readiness is a multifaceted problem that interfaces with housing availability and basic K-12 education as well as occupational training. The goal is to provide a diverse mix of jobs that allow workers to pursue career ladders that result in economic advancement as their experience level grows. As shown in Figure: Career Ladders (see previous page), this can occur within each industry but it can also occur across industries. Much of Watsonville’s seasonally unemployed workforce is in agriculture. But as workers gain opportunities to learn mechanical skills and are promoted up through food processing operations, they acquire capabilities that can transition to non-agricultural businesses. Many of the manufacturing industry targets identified above need these kinds of mechanical skills.

One of the challenges in workforce development today is that business labor force requirements change rapidly as technologies evolve and market demands shift. This tends to put much of the workforce development focus onto tailored on-the-job training programs customized to employers’ specific current needs. This kind of training is often provided through Cabrillo College, but other training providers can also be accessed through the Santa Cruz County Workforce Investment Board.

The California Employment Development Department (EDD) offers detailed staffing information for specific industries, indicating what occupations are needed and the general level of training. The City should coordinate with the EDD to ensure that occupational training programs are available to meet the needs of targeted industries. However, as noted above, it is difficult to precisely anticipate the specific skills needed for many new jobs. It is more productive to focus on foundational education and training efforts as the underlying approach to workforce development, while relying on customized on-the-job training to suit businesses’ needs.

This foundational occupational training approach includes several levels.

- For portions of the Watsonville workforce, a more basic level of education and training is needed. These skills include language capabilities, work readiness training and customer service orientation, which provide a foundation for successfully functioning in a non-agricultural work environment and to be receptive to higher levels of skill training.

- A critical labor need in the region is for additional technical workers such as electricians, machine operators, mechanics, and machinists – people who can operate and maintain increasingly complex and computer operated machinery and equipment. The scarcity of such workers cuts across all industries in the region, including agriculture, which is competing with technology sectors for workers with the same skills. Basic training in these skills need not be industry-specific but can enhance the attractiveness of the workforce significantly to potential new business prospects.

As part of its economic development marketing efforts, the City needs to promote its willingness and ability to work with employers and training providers to coordinate customized training programs.
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