RYAN RANCH AT MONTEREY PLAN

CITY OF MONTEREY
CITY HALL, MONTEREY, CALIFORNIA 93940

CITY OF MONTEREY

September 28, 1980
Revised: October 23, 1980
January 29, 1982
February 3, 1987
RESOLUTION NO. 95-180

RESOLUTION REPEALING RESOLUTION NO. 87-137 C.S. AND ADOPTING AMENDED DEVELOPMENT STANDARDS FOR RYAN RANCH AT MONTEREY LOTS 1-30 (FORMERLY MONTEREY RESEARCH PARK)

IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY

that the following development standards are adopted for Lots 1-30 in Ryan Ranch at Monterey:

a. No construction shall occur on slopes of 25% or greater.

b. Excessive exposed earth cuts and large land fills will not be permitted.

c. Required grading should be finished to match or blend with the natural contours of adjacent terrain by avoiding abrupt changes in grade and by rounding off sharp angles at the top, toe and sides of all cut and fill slopes.

d. The mass grading of large building pads and excessive terracing is discouraged. Large retaining walls are discouraged.

e. Grading should retain trees and other native vegetation to:

1) stabilize hillsides

2) retain moisture

3) reduce erosion, siltation and nutrient run-off

4) preserve the natural scenic qualities of the area

f. Development shall be oriented to the natural terrain by encouraging innovation and variety in site design, grading techniques, building types and spacing of buildings.

g. Development should be designed to blend into the natural landscape and not obscure, detract from, or negatively affect the scenic quality of hillside areas.
The use of natural building materials and colors, landscape screening and setback should be used to mitigate visual impacts. Development along ridge lines should not silhouette against the skyline.

h. Structures should be placed, grouped and shaped to compliment one another and the natural landscape, provide visual interest and create a sense of identity within the development.

i. Preservation of significant trees, groups of trees and expanses of native vegetation is encouraged. Indigenous native trees and vegetation shall be included in landscape planting plans.

j. Living trees with trunk diameters of two inches or greater measured 4 feet 6 inches above the ground should be surveyed for potential preservation, require a permit for removal, and shall be located, identified, and shown on the site plan.

k. The ground area within the drip line of trees should be maintained in native vegetation.

l. Trees scheduled for preservation shall be protected in accordance with Architectural Review Committee adopted Tree Protection Standards.

m. At least 45% of the lot shall be preserved in open space for lots 3.5 acres or greater.

n. Large parking lots with large expanses of paving shall be avoided. Parking shall be designed to provide a number of small parking bays oriented to the terrain and situated around expanses of native vegetation and trees. Industrial parking, loading and unloading areas shall be separated from employee and visitor parking areas.
o. Adequate entrance, turn-around and egress shall be provided on site for standard highway semi-trucks (48 feet outside turning radius).

p. Common private driveways are encouraged, particularly for truck access. Such driveways may cross property lines.

q. No building or parking area will be permitted within 50 feet of any property line fronting on Upper Ragsdale Drive, Lower Ragsdale Drive and Harris Court, except for buildings and parking areas on Lot 17 which because of its commercial nature will be individually evaluated by the Planning Commission.

r. A 10 foot setback in which no building or parking should be permitted is encouraged from the Fort Ord property line and any reduction should only be encouraged when there is a demonstrable reduction in tree, vegetation or grading impacts.

s. No building will be permitted within 25 feet of an interior property line, unless clustering design is implemented which achieves overall building separation. Parking may cross property lines if significant expanses of native vegetation and trees are preserved.

t. Building heights shall be a maximum of 35 feet and 3 stories, except on lots of less than 40,000 square feet where the maximum height shall be two-story or 25’.

u. Maximum building lot coverage is 25%. Lot coverage shall be exclusive of publicly dedicated roads.

v. All proposed development shall be carefully designed to minimize impacts on the rural and park-like setting and to seek a visual and physical balance and harmony with this setting.
Architectural Review Committee advisory review of Ryan Ranch at Monterey is not necessary prior to Planning Commission review of the Use Permit.

These standards are adopted as a guide to applicants and the City of Monterey. Applicants are encouraged to meet with staff to review these standards prior to the design stages of any project.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY

this 21st day of November, 1995, by the following vote:

AYES: 4 COUNCILMEMBERS: EDGREN, POTTER, VREELAND, ALBERT

NOES: 0 COUNCILMEMBERS: NONE

ABSENT: 1 COUNCILMEMBERS: CANEPA

APPROVED:

/s/ DANIEL ALBERT
Mayor of Said City

/s/ CYNTHIA PARHAM
City Clerk Thereof
RESOLUTION NO. 87-138

RESOLUTION ADOPTING A PROGRAM REGULATING OFFICE USE FOR MONTEREY RESEARCH PARK LOTS 1-30

WHEREAS, the adopted City of Monterey General Plan Economic Element Policy 13 states that office, retail and similar activities should only be permitted in those areas where they serve a support function or are a minor related activity to the primary industrial use of the property; and

WHEREAS, the Economic Element requires that a program be established to carry out that policy; and

WHEREAS, the following program has been prepared in compliance with that policy and submitted to City Council for review and approval.

IT IS HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the following program regulating office use is adopted for Monterey Research Park Lots 1-30:

Lots 1-12 45% of the maximum buildable square footage
Lots 13-16, 27-30 30% of the maximum buildable square footage
Lots 18-26 25% of the maximum buildable square footage

Based on a 25% building coverage and 1.75 height factor, a maximum amount of development square footage can be computed for each area of Monterey Research Park. Then a percentage of the development or buildable square footage is allocated to primary office use.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 4th day of August, 1987, by the following vote:

AYES: COUNCILMEMBERS: CANEPA, ROBERSON, VREELAND, ALBERT
NOES: COUNCILMEMBERS: OUTZEN
ABSENT: COUNCILMEMBERS: NONE
ATTEST:

/s/ Cynthia Parham
City Clerk Thereof

APPROVED:

/s/ Daniel Albert
Mayor of Said City
RYAN RANCH PLAN

for

CITY OF MONTEREY

by

WALLACE HOLM, ARCHITECTS, INC.
2999 Monterey/Salinas Highway
Monterey, California  93940
408 375-4177

September 23, 1980
October 23, 1980
January 29, 1982
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INTRODUCTION

A. PURPOSE OF THE RYAN RANCH PLAN:

The Ryan Ranch is proposed in conformance with the Monterey City Council's adopted plan for the Monterey II area. The Monterey II plan calls for an Industrial Park at the Ryan Ranch, to serve the light industrial needs of the City and community, and a community park to serve the needs of neighboring residential developments.

Within the restrictions of proposed I-R-X (Industrial, Administrative and Research) zoning, the Ryan Ranch project will provide facilities for the following:

- Industrial park sites
  - A small commercial area to serve the development
  - A City park.

The plan for Ryan Ranch establishes the criteria by which developers and controlling agencies will be guided in the development of Ryan Ranch.

B. RYAN RANCH PLAN DESCRIPTION:

1. Site Location and Acreage:

   The 309-acre Ryan Ranch borders the 1.30 mile stretch of State Highway 68 between York and Canyon del Rey Roads, and extends roughly 0.37 mile northeastward from Highway 68 to the Fort Ord boundary.

   The entire ranch is within the City limits of Monterey. It comprises the easternmost area of the City, and is joined to the main body of Monterey by a narrow neck of City land which follows Highway 68 westward.

   Fort Ord lies to the north and northeast of the ranch; the York School and the Laguna Seca residential development are to the east; Monterra is to the south and southwest across Highway 68; and City of Monterey lands extend to the west.
3. **Ownership:**

Ryan Ranch is a portion of the Old Saucito Rancho, owned by the Saucito Land Company and by descendants of the late T. A. Work.

4. **Proposed Development:**

The proposed development of the 309.62-acre Ryan Ranch includes:

An Industrial Park of 213.48 acres, comprising 29 sites which range in size from 5.0 acres to 18.0 acres.

A City Park of approximately 75.115 acres. A 150-foot-wide strip which lies directly below the flight path to Monterey Peninsula Airport's Runway 28 will remain free of buildings.

A 3½-acre parcel as a service commercial area, for use by employees of the Industrial Park. It will include facilities such as a delicatessen, coffee shop, convenience grocery, etc.

Approximately 17.527 acres of public internal streets, to serve all of the sites, with access to Highway 68 and York Road. A third access will be provided by the City, between the City Park and the adjacent City lands to the west.

5. **Timing:**

The development of Ryan Ranch will begin as soon as approvals by controlling agencies are received.

Construction will commence with the installation of on-site streets and utilities. On-site development will be coordinated with the improvement of off-site roads and public utilities. (Utilities are discussed in detail in a separately published Utilities Report.)

Some sites will be sold, undeveloped. Others will be developed for sale or lease. Buildout within eight to twenty years of approval is contemplated.
II  RYAN RANCH PLAN

A. EXISTING SITE:

1. Topography, Land Form, Vegetation:

The Ryan Ranch is a rolling, wooded and grassy rise and mesa on the north side of Canyon del Rey, bordering State Highway 68.

To Highway 68, the ranch presents small meadows, a few small eroded cliffs resulting from cuts (made many years ago when the Highway's route was altered), and several shallow ravines. The ravines lead upward to the mesa which comprises most of the site. From the Highway, the total rise is 75 to 100 feet to Fort Ord, an average cross slope of 5%.

Almost all on-site trees are oaks. Many of these are clustered on the south sides of the shallow ravines bordering Route 68. Brush and scrub predominate on the sunnier north sides. As the slopes level out to a mesa, the oaks become loosely scattered in the landscape, and the brush and scrub give way to meadow grasses. Some meadow areas on the main mesa are almost devoid of trees.

2. Existing Site:

The Ryan Ranch is at present in agricultural use as a small part of the far larger Monterra cattle ranch.

3. Existing Circulation:

Jeep tracks and cattle trails serve for on-site circulation.

B. PROPOSED PLAN:

1. Proposed Land Use:

   a. Industrial Uses and Commercial Uses:

      Ryan Ranch will provide sites for industrial and corporate office facilities (including administrative office spaces, as well as research, light manufacturing, and storage spaces).
Service commercial facilities (including delicatessen, coffee shop and service grocery) will be housed on the 3½-acre site.

b. Public Uses:

Although several proposals for park development in Monterey II have been mentioned by City officials, no firm estimates of building areas are available at this time for the Ryan Ranch Park.

c. Circulation:

(1) Arterials, Collectors, Local Streets:

The City of Monterey has adopted Alternate Route 5-B for the location of the future Highway 68 freeway. Its plan line encroaches upon Ryan Ranch, for future interchanges.

A plan has been proposed for the Saucito lands (including Ryan Ranch) which follows the same route along existing Highway 68, but proposes that the route be designed initially as a four-lane divided highway, at grade, (six lanes at intersections) with a 46-foot-wide median strip and with signals at major intersections.

The plan described above is considered the arterial circulation.

The on-site roads with a central loop serve as collector and local street for the entire ranch and the Park, from two access points on Ryan Ranch's boundary line. One access is from Highway 68. The other access to Ryan Ranch will be from York Road, midway along the east boundary of the ranch.

The on-site roads will be public and dedicated.

The main westerly body of the City park will also be served from the northwest, by a proposed public local street from the City's Ryan Ranch Road.
3. Plan Summary:

a. Acreage:

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Acres</th>
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<tbody>
<tr>
<td>Industrial</td>
<td>212.422</td>
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<tr>
<td>Service Commercial</td>
<td>3.500</td>
</tr>
<tr>
<td>Public Park Facilities</td>
<td>75.115</td>
</tr>
<tr>
<td>Well Sites</td>
<td>1.0563</td>
</tr>
<tr>
<td>Internal Streets</td>
<td>17.527</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>309.62</strong></td>
</tr>
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b. Site Land Use Areas

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Acres</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Ground Cover (not incl. Park structures)</td>
<td>53.00 A</td>
<td>17.11% *</td>
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<tr>
<td>Parking</td>
<td>29.25</td>
<td>9.45</td>
</tr>
<tr>
<td>Roads (incl. internal streets)</td>
<td>17.527</td>
<td>5.66</td>
</tr>
<tr>
<td>Public Park (including buildings and open space)</td>
<td>75.115</td>
<td>24.26</td>
</tr>
<tr>
<td>Other Open Space</td>
<td>134.73</td>
<td>43.52</td>
</tr>
<tr>
<td><strong>Total Site Area</strong></td>
<td>309.62 A</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

* Maximum ground cover shall be 25%.
1. GRADING  Detailed construction plans for grading shall be submitted for Public Works Department approval prior to recording the Final Map.

2. UNIFORM BUILDING CODE  All buildings shall be designed to specifications found in the current Uniform Building Code for seismically active areas and reviewed by the Building Inspector at the Building Permit stage.

3. EROSION CONTROL  Detailed construction plans for erosion control shall be submitted for Public Works Department approval prior to recording the Final Map.

4. NOISE CONTROL  All industrial development in the 70 CNEL contour and all office, commercial and other noise sensitive development in the 65 CNEL contour shall have prepared a detailed analysis of noise reduction requirements at the Building Permit stage to be reviewed and approved by the Building Inspector.

5. PUBLIC TRANSIT  Public transit shall be encouraged to serve Ryan Ranch development. All bus stops shall be located and necessary land dedicated where required, as part of the Final Map.

6. ENERGY EFFICIENCY PROGRAM  Prior to issuance of a building permit, all plans for development shall be submitted to and approved by the City of Monterey Building Department for conformance to State of California Non-Residential Energy Conservation requirements.

7. ARCHAEOLOGY  If subsurface archaeologic resources are discovered during the construction stage, construction activities shall cease in the area of the find and a qualified archaeologist should be consulted to assess the find and make recommendations for preservation of any significant cultural values.
8. FORT ORD ACCESS  Prior to recording of the Final Map, the developer shall provide a non-revocable easement or dedicate a separate full roadway width to serve Ryan Ranch along-side York Road to ensure permanent access. The developer shall also obtain Fort Ord approval of Trespass mitigation measures prior to recording of Final Map.

WATER AND PUBLIC FACILITY CAPACITIES

9. The applicant shall comply with the water requirements of the Monterey County Environmental Health Officer as specified in his August 24, 1981 letter to the City of Monterey Planning Director.

The Monterey County Environmental Health Officer has approved the Ryan Ranch water source at a projected 83,000 Gallons Per Day (GPD). A water monitoring program shall be established. When continued monitoring indicates that the existing water use plus all approved developments projected water use reaches 83,000 gallons of water per day, then further Ryan Ranch development shall not be approved unless the existing water sources are proven to have a higher yield or additional water sources are obtained. If additional water sources are developed, then the requirements for additional sewerage facilities, Highway 218 and 68 improvements and storm drainage facilities shall be re-evaluated and upgraded accordingly. The developer shall provide easements for offsite water storage. Prior to issuance of a building permit, applicants for development shall submit proposals for efficient use of water to the City of Monterey Building Department for review and approval.

10. SANITARY SEWER  Detailed construction plans for sanitary sewer shall be submitted for Public Works Department approval prior to recording the Final Map. The developer is to submit separate bonds for both the proportionate share of ultimate sewerage solution and full construction of the proposed interim holding tanks, pump stations and sewer lines. The developer will provide sanitary sewer easements for constructing interim sewage facilities. Public Works Department may regulate the hours and quantities of sewage discharge into the interim connection. The developer will provide and maintain emergency stand-by electric power to operate pump stations of interim sewerage system to the satisfaction of the Public Works Department.

11. STORM DRAINAGE  Detailed construction plans for storm drainage shall be submitted for Public Works Department approval prior to recording the Final Map. These plans shall include adequate provision for removal of grease and petroleum pollutants.

12. ON-SITE FIRE PROTECTION  The development will provide automatic fire sprinkler protection as required by the Fire Department, and adequate access to structures. At the Final Map stage, the developer must provide evidence he has sufficient water for fire protection.

13. FIRE SERVICE  The City of Monterey is currently reassessing its level of fire service. The fire protection requirements for fire station, equipment and staffing on pages 30 and 31 of the June 1980 Ryan Ranch Public Utilities and Facilities Report
shall thus be held in abeyance until this reassessment is complete. The developer will be required to pay his proportionate share of the costs, as determined by the City Council of the City fire station, equipment and staffing requirements at the Final Map stage.

14. POLICE PROTECTION The developer shall pay his proportionate share of the costs as determined by the City Council of the Police protection program as described in the June 1980 Ryan Ranch Public Facilities and Utilities Report, page 32.

15. PARK DEDICATION The 75.1150 acre park site shown on the Ryan Ranch Tentative Map shall be dedicated to the City of Monterey upon recordation of a Final Map for any portion of the Ryan Ranch. To satisfy this condition, developer may delay the actual conveyance of said property for a period not to exceed one year after filing of the final map provided adequate legal guarantees are given the City that the property will be conveyed at no cost to the City.

16. DEVELOPMENT FEES The developer shall pay his proportionate share, as determined by the City Council, of the development fees (drainage, sewer, highway, etc.) at the appropriate time required by the City of Monterey.

17. STREETS AND HIGHWAYS

a. Highway 218 and Highway 68

The City Council has determined that the improvements in the Highway 68 corridor will consist of a multi-lane divided highway, following the existing alignment, with signalized at-grade intersections. The cost of this facility is estimated to be approximately $10,260,000 for the work from Highway 1 to the easterly boundary of the Monterey II area.

Financing the required improvements will be split between the corridor property owners and governmental agencies involved. Tarpey Flats, Monterra, Ryan Ranch, Ryan Ranch (City), Phoenix Resource & Laguna Seca will all be responsible for the traffic generated by their development. The through traffic share will be the responsibility of the governmental agencies (City, County, State, SB215 etc.)

In the absence of an adopted plan for the corridor area, the former Monterey II plan will be used to determine vehicle trip generation as noted in the most recent TJKM Report.

Detailed construction plans for initial improvements to Highway 68 at the entrance to Ryan Ranch including a left turn pocket and widening at both the main entrance & York Rd shall be submitted for Public Works Department approval prior to recording the Final Map and constructed as required by the Public Works Department.
At the time of filing of the Final Map, the above noted developers shall pay their proportionate share or bond for their share. (Ryan Ranch estimate: $2,196,050.00 as of March 1, 1982). If the bonding method is selected, the amount of the bond shall be increased or decreased annually in accordance with the Construction Cost Index in the Engineering News Record. Any such bonds so posted shall be open-ended. The cost of any work performed by the developer on the Highway that is in conformance with the City Council adopted highway plan, may be deducted from the developer's share. If the developer's share is secured by bond, the City may at any time collect from the developer the actual cost of work done by the City in accordance with the adopted highway plan, to the extent it does not exceed the bonded amount.

If, in the future, changes and land use occur, the above requirements may be reviewed and modified by the City Council.

b. Internal Streets

Detailed construction plans for internal streets shall be submitted for Public Works Department approval prior to recording the Final Map. Roadway cross section in the vicinity of driveway entrances shall be a minimum of 44 feet in width (curb to curb). All offsite improvements within Highway 68 right-of-way require approval and encroachment from CALTRANS.

18. AVIATION RELATED NOISE AND SAFETY REGULATIONS The developer shall agree to such conditions as determined appropriate by the City Council related to aviation noise and safety regulations prior to approval of any Final Map upon the project site. Such regulations may include avigation or other easements, application of an airport zone, or other application of police power of the City.

19. HIGHWAY 68 SETBACKS No building along Highway 68 shall be permitted within 100 feet of the property line nor within the Highway 68 Plan Line, whichever is greater, as modified to meet the individual characteristics of each parcel.

20. STREET LIGHTING, SIGNING AND STRIPING Detailed construction plans for street lighting, signing and striping shall be submitted for Public Works Department approval prior to recording the Final Map.

21. LOT 4 ACCESS Access to Lot 4 shall be provided by extending the proposed cul-de-sac across Lot 5 to Lot 4.
III RYAN RANCH SCHEDULE

A. DESCRIPTION:

Because of the Airport and FAA restrictions, as well as the site's accessibility and central location in the Salinas/Monterey Peninsula region, Ryan Ranch is well suited to use as an industrial park.

The site's location near existing and proposed residential areas also makes it suitable for use as a City Park. The no-build center strip becomes a distinct advantage not only for safety but as open space preserves the natural scenic qualities.

ERRATA SHEET

RYAN RANCH PLAN

January 29, 1982

page 12 III Ryan Ranch Schedule

B. Phasing

Phase 1:
Lots 10, 13, 14, 15, 16, 17, 27, 28, 29, 30
Well Sites
Dedicated Roadways
Community Park

91.2427 Acres
1.0563 Acres
16.72 Acres
75.1150 Acres
184.1340 Acres

Phase 2:
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 18, 19, 20, 21, 22, 23, 24, 25, 26
Dedicated Roadways

124.6800 Acres
0.8066 Acres
125.4866 Acres

Total Acreage

309.6206 Acres
C. USES AND STANDARDS:

1. Design Assumptions and Standards:

a. Zoning:

The Plan proposes rezoning the property from its present "A" (Light Agricultural Use) to "I-R-150,000-X" (Industrial, Administration and Research Uses with development control. Size of parcels shall be a minimum of 150,000 square feet.) The proposed zoning will conform with the City of Monterey's adopted Monterey II plan, which indicates Ryan Ranch as suitable for industrial development.

The 3.5-acre commercial site shall be included in the I-R-X zoning as a conditional use.

The 75-acre park shall be rezoned to "O" zone. If this site is not acceptable as a community park, the 75 acres will be rezoned I-R-X by application.

b. State Route 68:

Highway 68 is presently a two-lane state highway. Although the City of Monterey has adopted Alternate Route 5-8 for the location of a future Highway 68 freeway, along the existing highway alignment, no date for construction of a freeway has been scheduled, nor has the State Division of Highways (CALTRANS) indicated any intent to budget such a freeway in the foreseeable future.

The plan line for the future freeway design is shown on the Ryan Ranch Plan. It encumbers approximately 17.54 acres of land. The area of land within the plan line for the future freeway design for the Ryan Ranch and Monterra projects will not be dedicated for a future freeway. However, the extent of dedication of the 6-lane expressway shall be provided for in the Final Map.

The Plan shows a four-lane divided highway within the future Highway 68 alignment, in accordance with a development plan previously submitted to the City of Monterey.

Highway 68 is part of the Scenic Highway Corridor adopted by the City of Monterey. The policies and standards as adopted by the Scenic Highway Element for protection and enhancement of the Scenic Corridor shall be a part of the Ryan Ranch plan.
c. **Design Policy and Control:**

In time, development along Highway 68 will become more urban, but the rural quality is nevertheless expected to remain dominant. Few industrial sites can match the natural beauty of Ryan Ranch. All proposed development should therefore be carefully designed to minimize impacts on the rural setting, and to seek a visual and physical balance and harmony with this setting.

To insure continuity of design, a set of Covenants, Conditions and Restrictions will be incorporated in all land development requirements.

d. **Utilities and Services:**

All utility lines and pipes will be placed underground and will be out of sight in all cases.

Coordination of on-site development with the improvement of roads, sewers, and other off-site and on-site public utilities and services will insure that development at any stage does not exceed the capacity of the then current public systems. At the same time, coordination will also insure that the costs of improving the systems do not outstrip the development's ability to finance its fair share. The Ryan Ranch development is not dependent upon other proposed developments in the Monterey II area.

The Director of Environmental Health of Monterey County requires public sewers to serve the Ryan Ranch development.

The separately published Utilities Report covers this subject in greater detail.

e. **Site Development Standards, Regrading, Land Form Alterations:**

The proposed on-site street pattern should require very little cut and fill, except for a portion of the southerly leg of the main loop. Whatever street cut-and-fill occurs will be balanced on site, to minimize import and export.
Consideration for adequate building sites on relatively gentle slopes was a factor in determining the shape, size and boundaries of all sites indicated in the plan.

The on-site geologic formations are being considered in the Environmental Impact Report. Preliminary estimates indicate stable sandy soils, with good to excellent bearing capacities for building foundations and for compacted fills. Preliminary studies indicate no seismic problems.

f. Environmental Design and Landscaping:

Preservation and reinforcement of the character of existing vegetation, land forms, and views are priorities of the Plan.

Some of the buildings will be set into the sloping land, with both upper and lower level entrances at grade, and with easy parking access at both levels. This will also permit the buildings to assume a lower profile in the landscape.

All roads, paths, buildings, recreation facilities, etc. will be planned to preserve the natural character of the site. Excessive exposed earth cuts and large land fills will not be permitted.

Healthy trees will be preserved in compliance with the City of Monterey Environmental Resource policies and standards. Tree plantings and landscaping will also be used as a major unifying element within the park-like setting, and as masking for some buildings. In particular, paved parking areas will be landscaped and sectionalyzed to reduce their scale and apparent size.

A detailed field survey of the site for rare and endangered plants will be performed prior to submission of a Tentative Map. A report of the survey findings and appropriate measures for maximizing preservation of any rare and endangered plants found on the site shall be submitted at the Tentative Map stage.

Native plants shall be used in project landscaping plans. Drought-resistant plants shall also be used in project landscaping plans.

g. Parking:

No parking will be permitted within rights of way of internal streets. Required parking within individual parcels will be based upon City formulas.
h. Architectural Character:

It is not necessary that all structures be the same style. However, the architectural character of Ryan Ranch should be based on and developed through the expression of a significant idea, concept, or theme. For a balanced character of development, the following design preconditions are appropriate:

(1) The design should create building forms and outdoor spaces that are in scale with and clearly related to the natural landscape.

(2) The design should include the rich blend of natural materials, earth colors and textures which are so appropriate to the Monterey area.

(3) The design detail should be simple, clean expressions of the character of the buildings.

i. Building Setbacks:

The Monterey Peninsula Airport District and the Federal Aviation Administration (FAA) request a 150-foot-wide clear zone (no buildings, no new trees) immediately below the flight path to Runway 28, as indicated in the Plan. In the approach zone, an additional 125-foot building-free setback is requested on each side of the clear zone, for a strip totaling 400 feet wide.

Along Highway 68, no building will be permitted within 100 feet of the property line nor within the Highway 68 Plan Line, whichever is greater, as modified to meet the individual characteristics of each parcel.

No building will be permitted within 50 feet of any interior street or any property line.

j. Building Heights:

In order to maintain a character throughout the Ryan Ranch development compatible with Monterey architecture, no buildings will be permitted in excess of 35 feet.
k. Signs, Street Graphics and Street Furniture:

Street lighting, signs and other graphics, outdoor trash receptacles, seating and other street furniture will all be designed for functional performance in harmony with the natural setting, easily recognized but not obtrusive.

All signs will conform to an overall sign design concept, coordinated throughout the entire development. This overall sign design concept will control color, shape, size and content of all signs. Symbols rather than words will be used wherever possible. The overall sign design concept plan shall be submitted to and approved by the Planning Commission prior to any sign construction.

No signs will address any freeway.

1. A lighting plan for streets, parking and landscaping areas shall be submitted at the Final Map stage. The lighting plan shall contain guidelines and standards directing lighting downwards, placing it on low profile standards and in irregular patterns. The plan should also be designed to reduce glare and avoid reflecting surfaces that can reflect light and blind or confuse pilots using the airport.

2. Industrial Park ("I-R-150,000-X" Zone):

a. Approximate Area: 234.505 acres
   Right of Way 17.527 acres
   Well Sites 1.0563
   Net Area 215.922 acres

b. Objectives:

(1) To provide for large-scale specialized manufacturing facilities.

(2) To provide for large-scale research and development facilities.
(3) To provide for large scale administrative facilities.

(4) To provide related service commercial facilities. (I-R zoning allows this as accessory use.)

(5) To provide esthetic and other developmental control of all design, in conformance with approved Covenants, Conditions and Restrictions.

c. Permitted Uses:

(1) Corporate, administrative, executive and financial offices.

(2) Laboratories and related facilities for scientific and experimental research, development, and testing of commercial and other products, of a non-nuisance nature.

(3) Light manufacturing uses of non-nuisance type.

(4) Other permitted uses, as listed in "I-R" (Industrial, Administrative and Research) zone of the City of Monterey Zoning Ordinance; Sections 17.01, 17.02, and 17.03, as modified by "X" (Development Control Modifying) zone of the City of Monterey Zoning Ordinance Section 22.09.

d. Accessory Uses:

(1) Signs appurtenant to any permitted use on the premises, subject to the provisions of Section 23.07,P, provided, however, that the aggregate areas of said signs shall not exceed one (1) square foot for each five (5) linear feet of frontage of the property on which said use is located. Moving signs and flashing lights shall be prohibited.

(2) Retail commercial uses such as restaurant facilities, and sale of candy, magazines and similar items to serve employees, when conducted and entered from within a building; recreation facilities to serve employees; living accommodations for caretaker or janitor; facilities for fueling and servicing motor vehicles.
e. Conditional Uses:

(1) Manufacturing, assembly, or packaging of products from previously prepared materials such as cloth, plastic, paper, leather, precious or semi-precious metals or stones, but not including such operations as saw and planing mills, any manufacturing uses involving primary production of wood, metal or chemical products from raw materials, or any use listed as a prohibited use in the "I-R" zone.

(2) Manufacture of electric and electronic instruments and devices, such as television, radio and phonograph equipment.

(3) Manufacture of food products, pharmaceuticals, and the like, but not including production of fish or meat products, sauerkraut, vinegar, or the like, or rendering or refining of fats and oils.

(4) Light metal appliance and steel fabricating shops and machine shops.

(5) Public and quasi-public uses necessary and appropriate to the "I-R" Zone.

(6) Motel or hotel including allied shops and services. The Planning Commission may require an economic feasibility study for any such proposed use.

def. Prohibited Uses:

The following manufacturing uses, involving primary production of the following products from raw materials shall be prohibited in the "I-R" Zone:

(1) Asphalt, cement, charcoal, and fuel briquettes.

(2) Aniline dyes, ammonia, carbide, caustic soda, cellulose, chlorine, carbon black and bone black creosote, hydrogen and oxygen, industrial alcohol, nitrates of an explosive nature, potash, plastic materials and synthetic resins, pyroxylin, rayon yarn, and hydrochloric, nitric, phosphoric, picric and sulphuric acids.

(3) Coal, coke, and tar products, including their use in manufacturing other products; explosives, fertilizers, gelatin, animal glue and size.
(4) Rubber; soaps, including fat rendering.

(5) Flour mill.

(6) The following processes: nitrating of cotton or other materials; magnesium foundry; reduction, refining, smelting and alloying of metal or metal ores; refining petroleum products, such as gasoline, kerosene, naphtha, lubricating oil, distillation of wood or bones; storage, curing or tanning of raw, green or salted hides or skins.

(7) Stock yards, slaughterhouses, including poultry; slag piles.

(8) Storage of fireworks or explosives, except where incidental to a permitted use.

(9) Warehouses, service and maintenance centers.

(10) Any other use which is determined by the Commission to be of the same general character as the above uses.

g. **Anticipated Employment:** 3,712 persons

h. **Vehicular and Pedestrian Circulation:**

Pedestrian ways shall be provided, safely separated from yet providing reasonable access to vehicular ways.

Bicycle paths shall be provided in accordance with the City of Monterey Bikeways Plan Amendment to the Circulation Element of the City General Plan.

Vehicular and pedestrian circulation shall be provided, in accordance with City of Monterey standards for materials, signage, and other engineering criteria.
3. City Community Park ("O" Zone):

a. Approximate Area: 75.115 acres

b. Objectives:

(1) To provide for a City Community Park.

(2) To provide esthetic and other developmental control of all design, compatible with surrounding developments.

c. Principal Permitted Uses:

(1) Public owned recreation areas, parks, playgrounds, wildlife preserves, forest preserves, waterfront areas, and such buildings, structures and parking facilities as are related and incidental thereto.

(2) Flood control channels, spreading grounds, settling basins, parkways, park drives.

(3) Crop and tree farming and grazing of horses and cattle, sheep and goats.

(4) Such other uses as the commission determines to be similar to the above.

d. Conditional Uses:

(1) Buildings accessory to any permitted use which are to be used for commercial purposes.

(2) Nonprofit recreational uses.

(3) Golf courses.

e. Approximate Building Areas:

As permitted under City of Monterey "O" Zone regulations.
IV GENERAL REQUIREMENTS

A. CONTROLS:

The City of Monterey, through the I-R-X zoning ordinance (Industrial, Administration and Research, with Development Control), will maintain control over land use, density and design in accordance with the adopted Ryan Ranch Schedule and Plan.

The City of Monterey may add conditions of approval at the Tentative Map or ensuing stages that amend portions of the June 1980 Ryan Ranch Plan.

The Developer, through the establishment of an architectural control committee, lease conditions, and/or deed restrictions, will maintain control and guidance of the design of structures and character of environment. Final approval rests with the City Architectural Review Committee.

B. PRECEDENCE OF CODES AND ORDINANCES:

The requirements of the Zoning Ordinance of the City of Monterey and all other applicable codes, ordinances, and laws of the City of Monterey are a part of this Plan and Schedule.

1. Use of Ryan Ranch Plan:

This Ryan Ranch Plan contains the City of Monterey approved zoning as conditioned for the 309-acre Ryan Ranch. The requirements of the Zoning Ordinance of the City of Monterey and all other applicable codes, ordinances, laws of the City of Monterey are a part of this Plan and Schedule. The Ryan Ranch Plan Map does not constitute a Tentative Map. No parcelization of the property has been approved. The City of Monterey will give appropriate consideration to parcelization and development proposals at the proper time in the process of carrying out the Ryan Ranch rezoning.

The June 1980 Ryan Ranch Plan Public Facilities and Public Utilities Report required by the City Growth Management Programs contains a preliminary statement of City service
standards and the developer's agreement to comply with those standards. The report will be more precisely defined in ensuing stages. The developer will be responsible for complying with those standards at the time.

C. SUBMITTAL OF PLANS:

All plans for development on or improvements to the Ryan Ranch site shall be submitted to and approved by the Planning Commission of the City of Monterey prior to issuance of a building permit.

All plans to be reviewed and approved by the Planning Commission shall be accompanied by the approval, in writing, of the Developers or their authorized representative, and by the recommendation, in writing, of the Architectural Review Committee and of the Development Review Committee of the City of Monterey. Plans shall be accompanied by Site Plan showing existing topography and vegetation.

No changes which, in the opinion of the Planning Director of the City of Monterey, are substantial shall be made following approval, without resubmittal of plans.

D. SEQUENCE OF PLAN SUBMITTALS:

- Approve Ryan Ranch Plan
- Approve Tentative Map of entire 309 acres, showing Phases 1 and 2
- Approve final map of entire 309 acres.
- Develop Phase 1.
- Amend Final Map for Phase 2, if necessary.
- Develop Phase 2.

NOTE: The Ryan Ranch zoning of I-R-150,000-X and 0 shall not be effective unless and until a Tentative Map or its equivalent (i.e. a map containing the same information as a Tentative Map and accompanied by a Developer's statement committing him to meet the same requirements attached to a Tentative Map) on the entire 234 acres is submitted for Planning Commission and City Council approval.