

Attachment B

MEMORANDUM

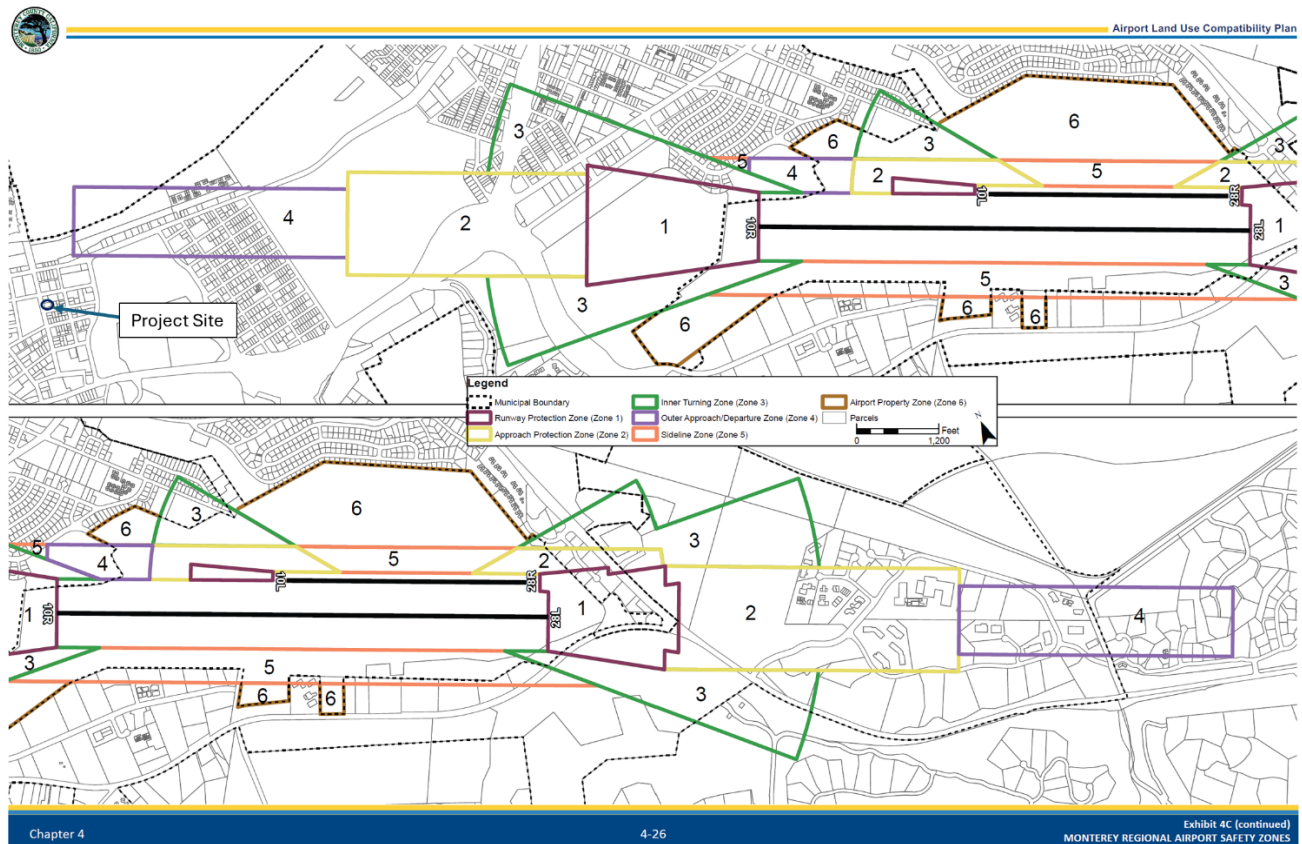
TO: Monterey County ALUC Staff
FROM: Chris Schmidt, Senior Associate Planner, City of Monterey
DATE: March 13, 2026
SUBJECT: 437 Figueroa Street Single-room Occupancy Dormitory Project

The applicant proposes to construct a 19-unit single-room occupancy dormitory project at 437 Figueroa Street in Monterey. The project site is located within Zone 7 of the Airport Influence Area (AIA), as designated in the Monterey Regional Airport (MRY) Airport Land Use Compatibility Plan (ALUCP). Figures 1 and 2 below illustrate the project site's location relative to the designated Airport Safety Zones.

Figure 1. Monterey Regional Airport Safety Zones (MRY ALUCP Exhibit 4C)



Figure 2. Monterey Regional Airport Safety Zones (MRY ALUCP Exhibit 4C (continued))



The MRY ALUCP describes the AIA Zone 7 as follows:

Zone 7 - Airport Influence Area (AIA). The AIA zone includes all other portions of regular aircraft traffic patterns based upon the 14 CFR Part 77 conical surface from the 2014 MRY airport layout plan and sections of the AIA from the 1987 Comprehensive Land Use Plan south and east of the airport. The aircraft accident risk level is considered to be low within the AIA.

The ALUCP includes Table 4B, which outlines development restrictions for land uses that pose particular hazards to the public or to vulnerable populations in the event of an aircraft accident. It also establishes intensity criteria for each Monterey Regional Airport (MRY) compatibility zone. An excerpt of Table 4B, including the criteria for Zone 7 and all associated table notes, is provided below.

TABLE 4B (Continued)
Safety Criteria Matrix
Monterey Regional Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
7 - AIA	No Limit	300 persons per acre	10%	<ul style="list-style-type: none"> • Hazards to flight⁶ • Outdoor stadiums and similar uses with very high intensity uses 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >100 feet tall⁹ • New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces⁹ • New structures require additional airspace analysis required within the 50-foot terrain penetration buffer⁹ • Proposed uses involving vulnerable occupants¹² within 6,000 feet from the side of the runway and 10,000 feet from the end of the runway shall require ALUC review. In addition to the prohibited uses listed within Table 4B, any use involving vulnerable occupants in the area described above is strongly discouraged. • Areas designated as Urban on Exhibit 4C are exempt from the density and intensity criteria.¹³

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Table Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands associated with the property.
- 2 Usage intensity calculations shall include the maximum number of people (e.g., employees, customers/visitors, etc.) who may be on the parcels or site at a single point in time, whether indoors or outside.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Section 4.1.6 for policies on similar uses.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.
- 6 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development, such as golf courses and certain types of crops as outlined in FAA's Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, that may cause the attraction of birds to increase is also prohibited.
- 7 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 8 Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.
- 9 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2 & 3 on Exhibit 4D). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 elevations must file Form 7460 with the FAA.
- 10 Natural gas & petroleum pipelines less than 36 inches below the surface.
- 11 The definition of infill can be found in Section 4.2.2.3.
- 12 Vulnerable occupants include children, the elderly, and people with disabilities.
- 13 These urban areas are the "mixed used use areas" identified in the City of Monterey General Plan dated August 2013.

RPZ - Runway Protection Zone OADZ - Outer Approach/Departure Zone IADZ - Inner Approach/Departure Zone
APZ - Airport Property Zone ITZ - Inner Turning Zone SSZ - Sideline Safety Zone AIA - Airport Influence Area

The project site is approximately 0.15 acres in size. The Airport Land Use Compatibility Plan (ALUCP) establishes a maximum occupancy density of 300 persons per acre for Zone 7. The proposed development includes 19 single-room occupancy dormitory units intended for 1-2 residents per unit. The resulting density would be approximately 253 persons per acre. As such, the proposed use complies with the applicable density requirement. While the open space likely does not apply to this project, approximately 18% of the lot would be exterior common area and open space, meeting the minimum requirement of 10%.

The ALUCP discusses airport noise and compatibility with surrounding land use. To ensure noise compatibility near airports, development of noise-sensitive land uses is limited based on defined noise exposure levels. Proposed land uses within airport noise contours are evaluated using the criteria in Table 4A, which identify maximum acceptable CNEL (Community Noise Equivalent Level) values.

- **Compatible** uses may proceed without special noise mitigation.
- **Conditionally compatible** uses are allowed if specific conditions in Table 4A are met.
- **Not compatible** uses are considered inappropriate due to excessive noise exposure.

These criteria guide the determination of whether proposed land uses are appropriate based on their location within airport noise contour zones. Table 4A identifies “Multi-family” and “Group quarters” as incompatible land uses within the 65–69, 70–74, and 75+ CNEL noise contour ranges. However, the project site is located a substantial distance outside of these noise contour ranges at a distance of approximately 9,200 feet from 65 CNEL noise contour.

TABLE 4A
Noise Compatibility Criteria
Monterey Regional Airport

	CNEL		
	65-69	70-74	75+
RESIDENTIAL			
Single units – detached	N	N	N
Single units – semi-detached	N	N	N
Single units – attached row	N	N	N
Two units	N	N	N
Multi-family, three or more units (rental and ownership)	N	N	N
Group quarters (including retirement homes; assisted living; nursing homes, college dormitories, military barracks, correctional residential facilities, extended stay hotels*)	N	N	N
Mobile home park or courts	N	N	N
PUBLIC/INSTITUTIONAL FACILITIES			
Education facilities (including daycare centers (> 14 children), children schools (K-12 grade), adult schools, colleges, universities)	N	N	N
Religious facilities, libraries, museums, galleries, clubs, lodges	N	N	N
Hospitals, nursing homes, and other health care services	N	N	N
Governmental services (administrative, police, fire stations**)	N	N	N
Outdoor music shells, amphitheaters	N	N	N
Cemeteries, cemetery chapels; mortuaries	Y	Y	N

The proposed residential use is not a prohibited use (hazard to flight or outdoor stadium or similar high intensity use). The City has concluded the project is consistent with allowed uses.

The Plan requires:

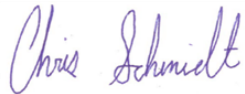
- Airspace review required for objects >100 feet tall
- New structures are prohibited on existing terrain that penetrates 14 CFR part 77 surfaces
- New structures require additional airspace analysis within the 50-foot terrain penetration buffer

The proposed does not include development of structures greater than 100' in height. The existing terrain does not appear to penetrate the 14 CFR part 77 surface or encroach into the 50 foot terrain penetration buffer pending confirmation from the County of Monterey.

Although AIA Zone 7 policies strongly discourage the siting of land uses involving vulnerable populations, such as child care centers, it is important to note that Zone 7 encompasses a substantial portion of the City of Monterey. Prohibiting these uses across the entirety of this broad area would significantly restrict uses throughout the jurisdiction. Furthermore, the Monterey Regional Airport ALUCP indicates that aircraft accident risk in Zone 7 is low.

In summary, the City of Monterey planning staff recommends the project be found consistent with the Airport Land Use Compatibility Plan.

Sincerely,



Chris Schmidt
Senior Associate Planner

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