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TO: Airport Land Use Commission (ALUC) – Monterey County
FROM: Fernanda Roveri, AICP, Principal Planner, City of Monterey
DATE: February 6, 2026
SUBJECT: ALUC Consistency Review – New Four-Story Mixed-Use Building with 49 Residential Apartment Units at 2200 and 2210 North Fremont Street

Project Description/Location:

The proposed project consists of merging two lots at 2200 and 2210 North Fremont Street and then building a four-story mixed-use building with 49 residential apartment units (see Attachment – Project Plans). The merger would create a lot size of 0.922 acres. The total building area would be 71,726 square feet. There would be 7 apartment units on the first floor, 15 on the second floor, 15 on the third floor, and 12 on the fourth floor. There would be one 700-square-foot commercial lease space on the first floor.

Land Use Designation/Zoning:

The General Plan land use designation is Mixed Use Neighborhood, and the zoning designation is PC-NF (Planned Community-North Fremont). There is a liquor store at 2210 North Fremont Street, but 2200 North Fremont Street is undeveloped (no buildings on site). Figure 1 shows an aerial photograph of the project site and surrounding area.

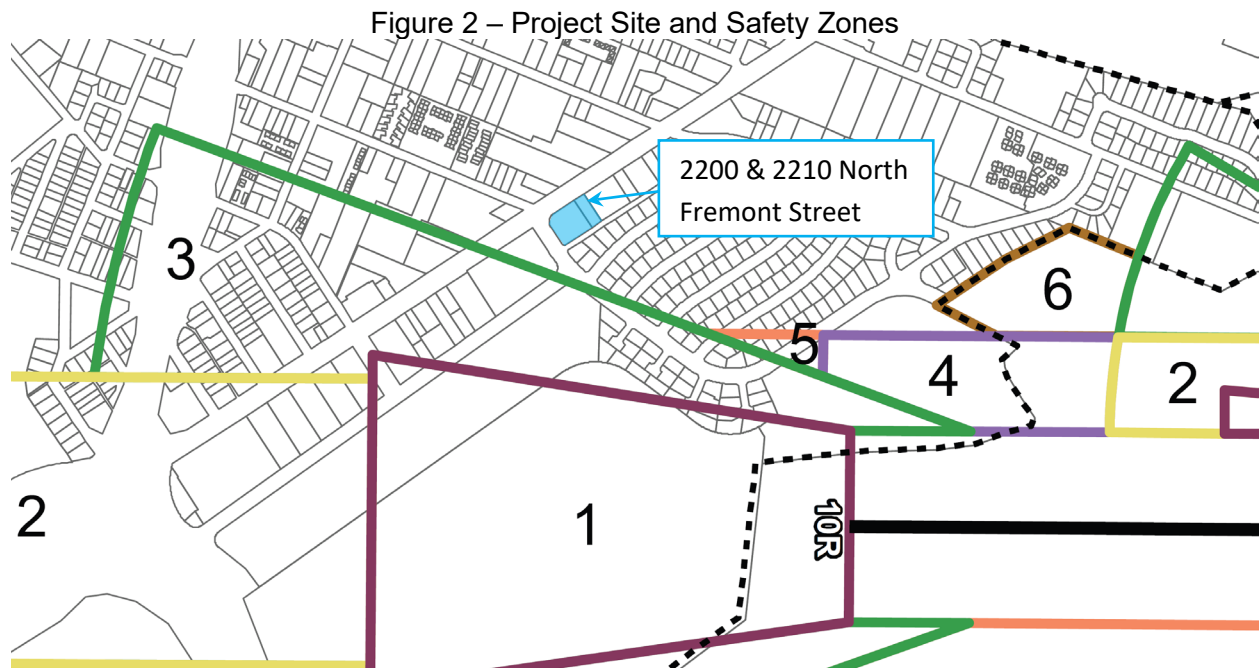
Figure 1 – Project Site and Surrounding Area



City of Monterey staff recommends that the ALUC find the proposed project consistent with the Monterey Regional Airport Land Use Compatibility Plan, as discussed below.

Safety and Compatibility Zones and Criteria

The entire project site is located within Safety Zone 7 (Airport Influence Area) of Monterey Regional Airport (MRY), as designated in the 2019 Monterey Regional Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, the aircraft accident risk level is considered to be low within the AIA zone. Figure 2 below illustrates the subject site's location relative to the airport safety zones.



Section 4.2.2 of the ALUCP includes mapping of the airport's safety zones, and describes the safety zone criteria (densities, intensities, and land uses) within Table 4B. As mentioned earlier, the entire project site is located in Safety Zone 7.

According to Safety Zone 7 criteria, there is no density (dwelling units per acre) limit. There is a maximum non-residential intensity limit of 300 persons per acre, and the required open land is 10%. The only non-residential aspect of the project is the 700-square-foot commercial lease space on the first floor. The densest commercial use allowed in building code occupancy is 5 square feet per person, which applies to standing-room-only assembly spaces (Group A-2 or A-3). This density represents the highest concentration of people allowed in a commercial space. Therefore, no more than 140 people could occupy the commercial space, which is under the 300-persons-per-acre limit. The project would also meet the open land requirement because the building footprint would cover approximately 45% (18,281 square feet) of the site, leaving 55% (21,881 square feet) of open land (landscaping and surface parking). Nevertheless, the project site is located within an area designated as Urban on ALUCP Exhibit 4C. Therefore, the project is exempt from density and intensity criteria.

Noise Compatibility Criteria

The objective of noise compatibility criteria is to minimize the number of people exposed to frequent and/or high levels of airport noise capable of disrupting noise-sensitive activities. The proposed development would be located outside of the noise contours; therefore, the proposal is compatible and may be permitted without any special requirements related to the attenuation of aircraft noise.

Airspace Protection

The objective of airspace protection is to avoid development of land use conditions which, by posing hazards to flight, can increase the risk of an accident occurring. The particular hazards of concern are: (1) airspace obstructions; (2) wildlife hazards, particularly bird strikes; and (3) land use characteristics which pose other potential hazards to flight by creating visual or electronic interference with air navigation.

Within the AIA, airspace review is required for objects greater than 100 feet tall and new structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces. The proposed building would be 47 feet tall and would not penetrate 14 CFR Part 77 surfaces. It would not have any sources of glare, highly reflective building materials, or bright lights. The project would not add any sources of dust, smoke, or water vapor; or produce any sources of electrical interference or thermal plumes; or create any increased attraction for wildlife or birds. Therefore, the proposal would be compatible and may be permitted without any special requirements related to airspace protection.

Recommendation:

In conclusion, City of Monterey staff recommends that the ALUC find the proposed project consistent with the ALUCP.

Attachment: 1. Project Plans for 2200 and 2210 North Fremont Street Project

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