

Attachment B

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TO: Airport Land Use Commission (ALUC) – Monterey County
 FROM: Fernanda Roveri, AICP, Principal Planner, City of Monterey
 DATE: March 9, 2026
 SUBJECT: ALUC Consistency Review – New Three-Story 42-Unit Multi-family Affordable Housing Building, Parking Lot, and Playground at 587 & 593 Van Buren, 450 Madison, and 546 Dutra, Monterey, CA 93940

Project Description/Location:

The proposed project consists of redeveloping multiple City of Monterey owned parcels, including merging and adjusting lot lines to go from four to two parcels (Figure 1). One parcel would contain a new 42-unit multi-family affordable housing complex of three stories, and the other parcel would have a parking lot and a playground (Figure 2). See attached project plans for more details.

Figure 1 – Proposing to merge and adjust lot lines to reduce parcels from four to two

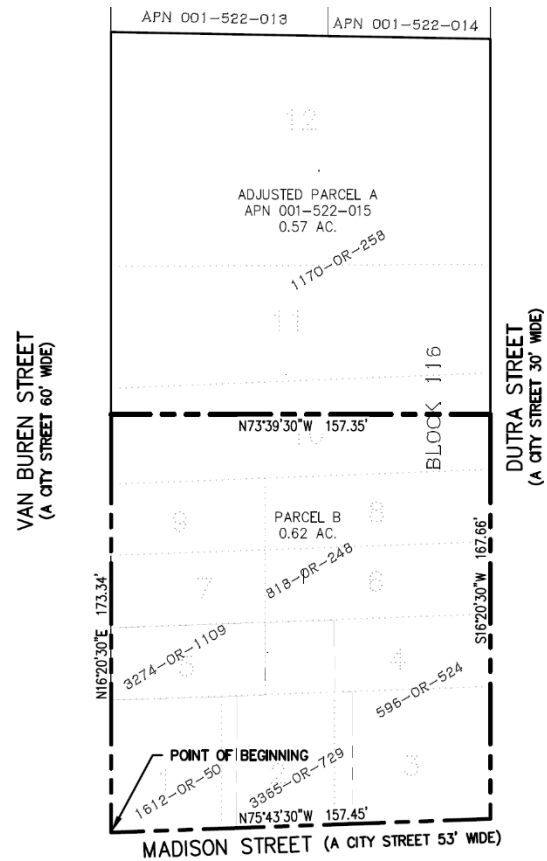
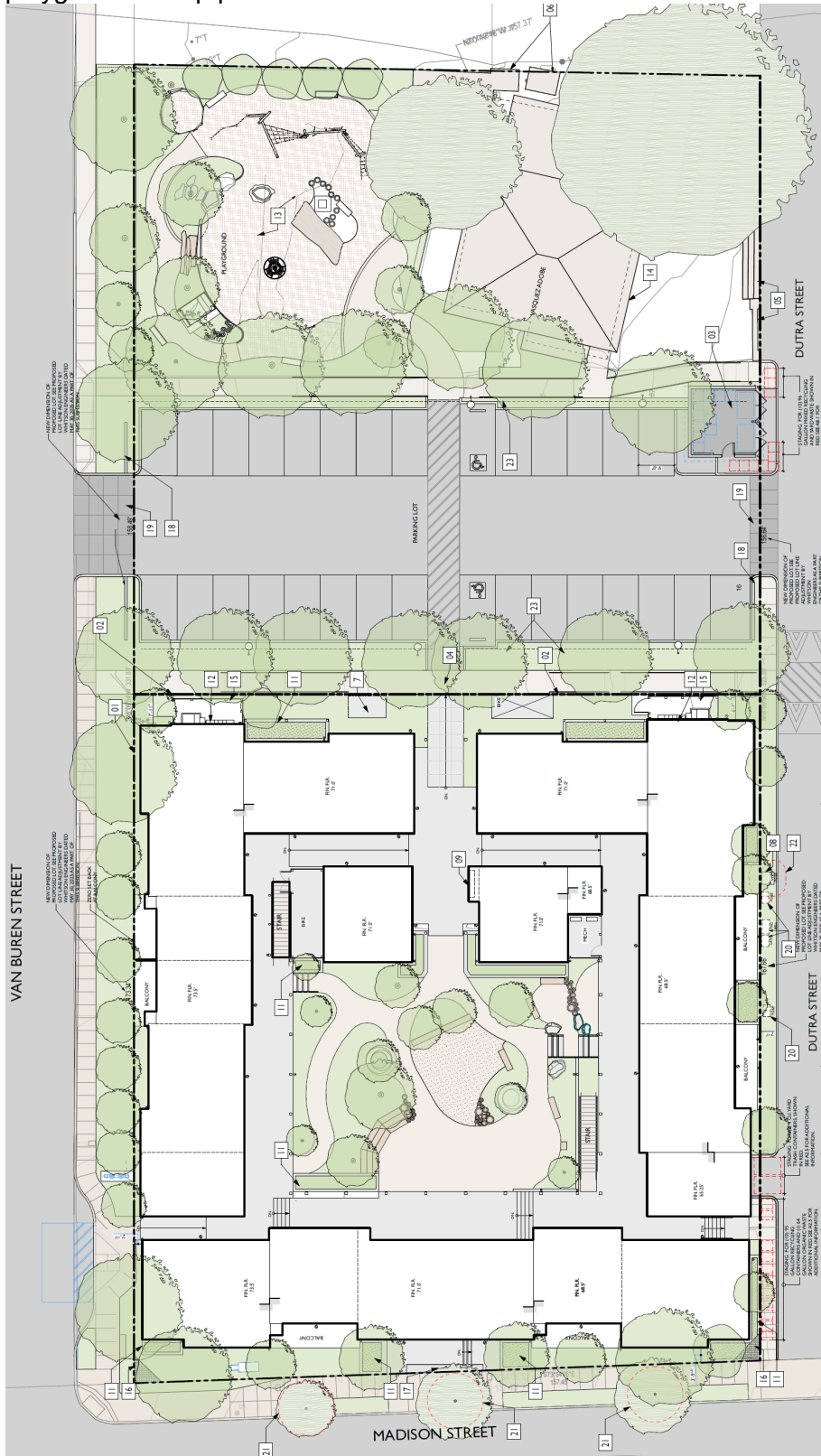


Figure 2 – Proposing 42-unit multi-family housing complex at bottom parcel and parking lot and playground at top parcel



Land Use Designation/Zoning:

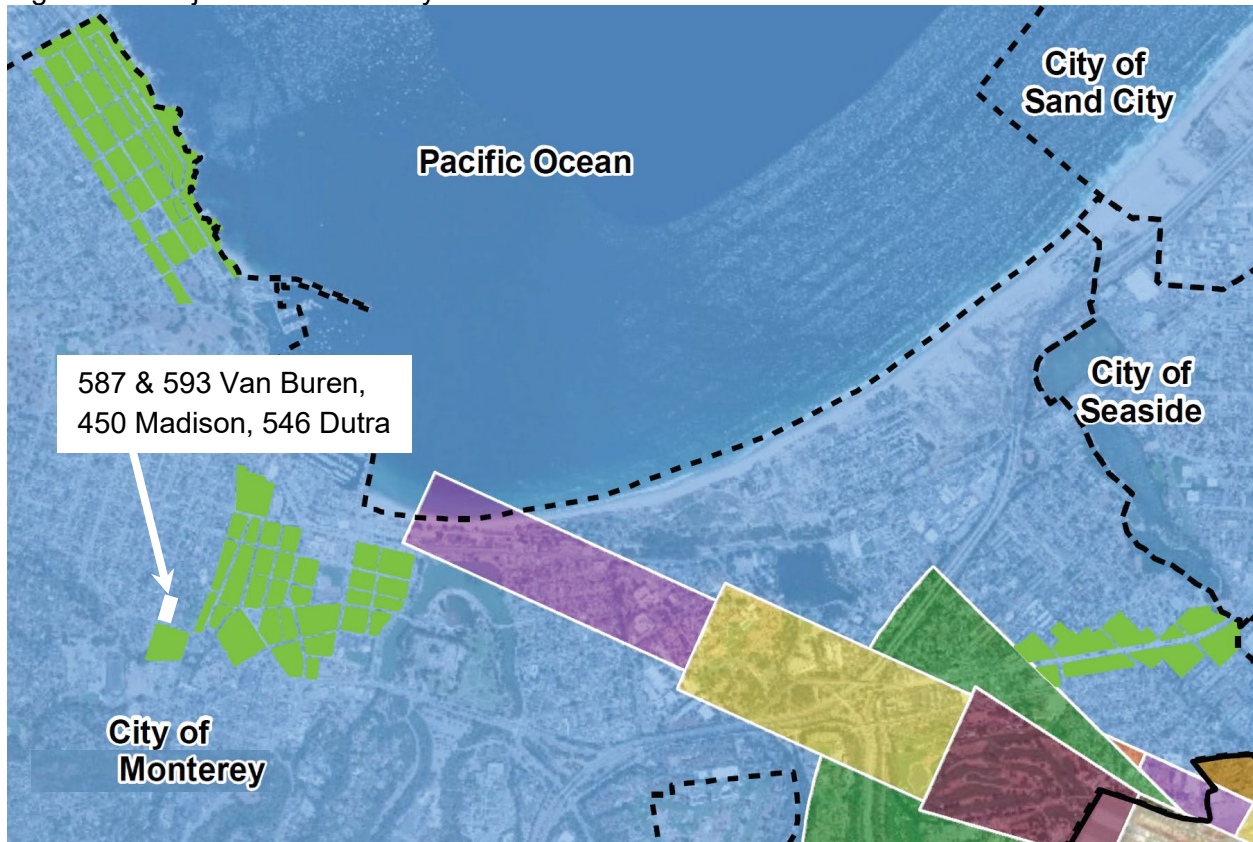
The General Plan land use designation is Public/Institutional, and the zoning designation is PC-D-CB2 (Planned Community-Downtown-Cannabis Business Overlay). The parcels are currently developed with vacant residential buildings, City facilities, and a parking lot (Figure 1, left image).

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 3 illustrates the subject site's location relative to the airport safety zones.

Figure 3 – Project site and 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 parking lot and playground are not part of the affordable housing project and are therefore considered a non-residential aspect of the project. There is no minimum parking requirement in this zoning district and the open space requirement for the housing complex is met by the courtyard in the center, not by the playground.

The non-residential parking lot and playground would occupy Adjusted Parcel A of 0.57 acres (Figure 1, right image). With a non-residential intensity limit of 300 people per acre, there shall be no more than 171 people in Adjusted Parcel A. It is unlikely that an intensity exceeding 171 people per 0.57 acres would be reached, given the limited size and capacity of the proposed and existing facilities. Under the current plan, the only remaining City facility within Adjusted Parcel A would be the Vasquez Adobe at 546 Dutra Street (Figure 1, left image). The Vasquez Adobe functions as City offices and has a maximum occupancy of 20 people. The adjacent parking lot would have 32 stalls; assuming an average of two people per vehicle, it could theoretically accommodate up to 64 people. The playground would be relatively small and is expected to accommodate approximately 30 people at one time. These estimates are intentionally conservative, and in practice it is unlikely that the parking lot and playground would both reach their maximum occupancy simultaneously.

The project would also meet the minimum 10% open land requirement. Approximately 4,600 square feet of Parcel B's 0.62-acre site would be dedicated to open space, representing about 17% of the parcel. Adjusted Parcel A would also satisfy the open land requirement, as the proposed parking lot and playground would collectively occupy more than three-quarters of the site, providing a substantial amount of open space.

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 housing complex would be approximately 42 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: Project Plans

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