

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



Monterey County ALUC Staff
c/o HCD-Planning
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Salinas, CA 93901

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REGULAR MEETING AGENDA

Monterey Peninsula Airport District
Board Meeting Room
200 Fred Kane Drive, Suite 200
Monterey, California

February 26, 2024

3:00 p.m.

IMPORTANCE NOTICE REGARDING PARTICIPATION IN THE AIRPORT LAND USE COMMISSION MEETING

To participate in this Monterey County Airport Land Use Commission meeting, public participants are invited to observe and address the Commission in-person at the Board Meeting Room. Instructions for the public to participate are below:

Participate at the Physical Meeting Site: Monterey Peninsula Airport District, Board Meeting Road. 200 Fred Kane Drive, Suite 200, Monterey, CA 93940.

Meeting Instructions:

1. If a member of the public wishes to comment on a particular agenda item, the public is strongly encouraged to submit their comments in writing via email to the Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). Comments should be submitted by 2:00 p.m. on the business day prior to the commission meeting date. To assist Commission staff in identifying the agenda item to which the comment relates, the public is requested to include the file number in the subject line. Comments received by the 2:00 p.m. deadline will be distributed to the Commission and will be placed in the record.
2. If speakers or other members of the public have documents they wish to distribute to the Commission for an agenda item, they are encouraged to submit such documents via email to the Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). Documents should be submitted by 2:00 p.m. on the business day prior to the commission meeting date. To assist Commission staff in identifying the agenda item to which the document relates, the public is requested to include the file number in the subject line.
3. If applicants or members of the public want to present documents and/or Power Point presentations while speaking, they should submit the document and/or presentation electronically by 2:00 p.m. on the business day prior to the commission meeting date to Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). If submitted after that deadline, staff will make best efforts, but cannot guarantee, to make the document and/or presentation available to present during the meeting.
4. While the matter is being heard, a member of the public may submit a comment via email, preferably limited to 250 words or less, to Commission staff JensenF1@co.monterey.ca.us (Fionna Jensen). To assist Commission staff in identifying the agenda item to which the comment relates, the public is requested to include the file number in the subject line. If the comment is received prior to close of public comment on an agenda item, every effort will be made to read the comment into the record, but some comments may not be read out loud due to time limitations or length of the

comment (e.g., if the comment exceeds 250 words). Comments received prior to the close of the public comment period on an agenda item will be made part of the record for that item.

5. Members of the public who wish to make a general public comment for items not on the day's agenda may submit their comment via email, preferably limited to 250 words or less, to the Airport Land Use Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). The Airport Land Use Commission name and meeting date, and "general comment", should be indicated in the subject line. The comment will be placed in the record for the meeting, and every effort will be made to read the comment into the record at the appropriate time on the agenda.
6. Individuals with disabilities who desire to request a reasonable accommodation or modification to observe or participate in the meeting may make such request by sending an email to the Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). Such requests include but are not limited to: Wheelchair Accessible Facilities, Sign Language Interpreters and Printed Materials in large print, Braille, or on disk, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132) and the federal rules and regulations adopted in implementation thereof. The request should be made no later than 12:00 p.m. (i.e., noon) two (2) business days prior to the Airport Land Use Commission meeting date in order to provide time for the Commission staff to address the request.
7. The Commission Chair and/or Secretary may set reasonable rules as needed to conduct the meeting in an orderly manner.

1. CALL TO ORDER – Pledge of Allegiance

2. ROLL CALL

Any Commissioner who will not be able to attend the scheduled public meeting shall notify the Chair, their Proxy, and ALUC staff.

3. PUBLIC COMMENT

The Commission will receive public comment on non-agenda items within the purview of the Commission. It is not necessary to complete a speaker request form. The Chair may limit the length of individual presentations to 3 minutes.

4. COMMISSIONER'S COMMENTS

Commissioners may speak on non-agenda items within the purview of the Commission.

5. APPROVAL OF MINUTES

January 22, 2024

6. CONSENT

None

7. SCHEDULED ITEMS

Note: Action listed for each item represents staff recommendation. The Commission may, at its discretion, take any action on the items listed on the Agenda.

a. REF240007 – City of Monterey

Proposed adoption of City of Monterey's Draft Land Use and Safety Elements.

Proposed Action: Find the project consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport.

b. Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding local jurisdiction progress on the requirement to amend applicable general and specific plans in response to the adoption of the ALUCPs for Monterey Regional Airport and Marina Municipal Airport.

Proposed Action: For information only. No action required.

- c. Future Airport Land Use Compatibility Plan (ALUCP) Update**
Update regarding funding and staff resources for future updates to the ALUCPs for Salinas Municipal Airport and Mesa Del Rey (King City) Airport.

Proposed Action: For information only. No action required.

8. ANNOUNCEMENTS

9. ADJOURNMENT

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



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Monterey Peninsula Airport District
Board Meeting Room
200 Fred Kane Drive, Suite 200
Monterey, California

Action Minutes of the Proceedings of the Commissioners of the Monterey County Airport Land Use Commission for Monday, January 22, 2024 – Regular Meeting

1. CALL TO ORDER – Pledge of Allegiance

The Monterey County Airport Land Use Commission (ALUC), Commissioner (Chair) Cohan presiding, convened at 3:00 p.m. Commission members and members of the public attended/participated physically.

2. ROLL CALL

Commissioners (or Proxy) Present:

Commissioners Carbone, Stewart, Cleveland, Cohan, Scherer, Kerr – a quorum

Commissioners Not Present and Not Represented by Proxy:

Commissioner Dondaldson

ALUC (Monterey County) Staff Present:

Fionna Jensen, Housing and Community Development (HCD)-Planning
Robert Breyer, County Counsel

For Informational Purposes Only, Members of the Public Participating:

Rich Weber, consultant for York School
Troy Lawson, consultant for York School
Doug Key, Head of York School
Norelle Boyce, York School
Jim McClenahan
David Johnson
Kevin Brookhouser, York School
Monterey Regional Airport District staff representative

3. PUBLIC COMMENT

The Commission will receive public comment on non-agenda items within the purview of the Commission. It is not necessary to complete a speaker request form. The Chair may limit the length of individual presentations to 3 minutes.

Commissioner Cleveland notified the Commission and public of Brett Godown's departure from being the Salinas Airport Manager.

4. COMMISSIONER'S COMMENTS

Commissioners may speak on non-agenda items within the purview of the Commission.

None.

5. APPROVAL OF MINUTES

The Commission voted 5-0 (5 ayes – 0 nays, 1 abstain) to approve the minutes of the December 11, 2023 special meeting. Motion to approve made by Commissioner Carbone and seconded by Commissioner Cleveland.

6. CONSENT

None.

7. SCHEDULED ITEMS

***Note:** Action listed for each item represents staff recommendation. The Commission may, at its discretion, take any action on the items listed on the Agenda.*

- a. PLN230239 – County of Monterey (York School) Workshop** meeting to discuss the York School Master Plan consisting of: 1) 60 units of workforce housing, 2) nature and research center, 3) athletic complex, 4) Breakers Football Club Major League Soccer Next Pro Soccer Academy and 5) future Emergency Vehicle Operation Course or solar farm.
Proposed Action: For information only. No action required.

Staff provided a brief summary of the project and potential MRY ALUCP compatibility related concerns.

Doug Key presented York School's Master Plan.

Commissioner Scherer commented on the important of Part 77 surfaces and FAA review.

Commissioner Cohan asked the Applicant what the minimum seating capacity of the proposed stadium is. Doug Key responded with 3,500 seats.

No action required.

- b. Airport Land Use Compatibility Plan (ALUCP) Update**

Update regarding local jurisdiction progress on the requirement to amend applicable general and specific plans in response to the adoption of the ALUCPs for Monterey Regional Airport and Marina Municipal Airport.

Proposed Action: For information only. No action required.

No update at this time.

c. Future Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding funding and staff resources for future updates to the ALUCPs for Salinas Municipal Airport and Mesa Del Rey (King City) Airport.

Proposed Action: For information only. No action required.

No updates at this time.

8. ANNOUNCEMENTS

New ALUC Commissioners: Scott Donaldson, Mayor of Del Rey Oaks (City Selection Committee appointment), and Allison Kerr (Board of Supervisors appointment).

9. OTHER ITEMS

Commissioner Cleveland announced her preference that workshop meetings do not become a reoccurring ALUC item. Commissioners discussed the what the purpose of workshop meetings should be and suggested that the ALUC rule and procedures be amended to address such meeting requests.

Commissioners commented on the York School master Plan workshop item raising concerns relating to safety, airspace obstructions, density, parking lot lighting and intensity, alignment with and proximity to MRY runway (Zone 4), oncoming traffic headlights creating a hazard to flight, allowed uses, and total project capacity.

10. ADJOURNMENT

Meeting adjourned at 4:49pm.

Next scheduled regular meeting: February 26, 2024



MEMORANDUM

To:	Airport Land Use Commission
From:	Fionna Jensen, ALUC Staff; February 14, 2024 (831) 796-6407, JensenF1@co.monterey.ca.us
Meeting Date:	February 26, 2024
Subject:	Scheduled Item 7a – Proposed adoption of City of Monterey’s Draft Land Use and Safety Elements (ALUC File No. REF240007).

RECOMMENDATION:

Staff recommends the Monterey County Airport Land Use Commission (ALUC) find the proposed amendments to the City of Monterey’s Land Use Element and Safety Element (General Plan) (ALUC File No. REF240007) consistent with the 2019 Airport Land Use Compatibility Plan (ALUCP) for Monterey Regional Airport (MRY).

PROPOSED AMENDMENT & BACKGROUND INFORMATION:

On February 5, 2024, the City of Monterey applied (ALUC File No. REF240007) to ALUC staff for a proposed amendment (update) to the Land Use and Safety Elements of the City’s General Plan. The City of Monterey has proposed a targeted update to the Land Use and Safety Elements of its General Plan in order to guide development and conservation through 2031 and to comply with new State laws and local regulations, including requirements for addressing airport hazards, military readiness, geologic hazards, flooding, and wildland and urban fires. Additionally, updates to the Land Use and Safety Elements are proposed to ensure consistency with the 2023-2031 Housing Element of the General Plan, as required under State law. On December 11, 2023, the ALUC found the City’s Housing Element consistent with the 2019 ALUCP (Resolution No. 23-104).

Draft Land Use Element

The City’s adopted Land Use Element seeks to foster compact, walkable, mixed-use neighborhoods and provide housing to meet the needs of the local workforce. Consistent with this purpose, the Draft Land Use Element (Draft LUE; **Exhibit C**) proposes to create a new land use classification, reclassify specific properties to better align with the existing use, re-name a Special Study Area, add new policies and goals intended to minimize airport safety hazards and promote compatibility with airport and military operations, and create two new General Plan overlays. These components of the Draft LUE are discussed further below. It should be noted that ALUC staff worked with City staff to revise portions of the Draft LUE to better conform to the ALUCP requirements and City staff welcomed and implemented all recommendations.

The proposed Mixed Use Neighborhood (MUN) land use classification would be applicable to the Downtown, Lighthouse Avenue, and North Fremont Avenue Specific Plan areas, as well as to the portion of the former Fort Ord site that is within the City’s jurisdiction (see Figure 1, below). The MUN classification is intended to foster a mix of residential, retail, employment, entertainment, cultural, public, and personal service uses that encourage people to live, work, play, and shop in close proximity. The allowable non-residential floor area ratio would be up to 2.0 and the maximum permitted residential density would be 30 dwelling units per acre, with allowances for higher intensity development in certain areas and under certain conditions as defined in the City’s zoning ordinance, specific plans, or area plans.

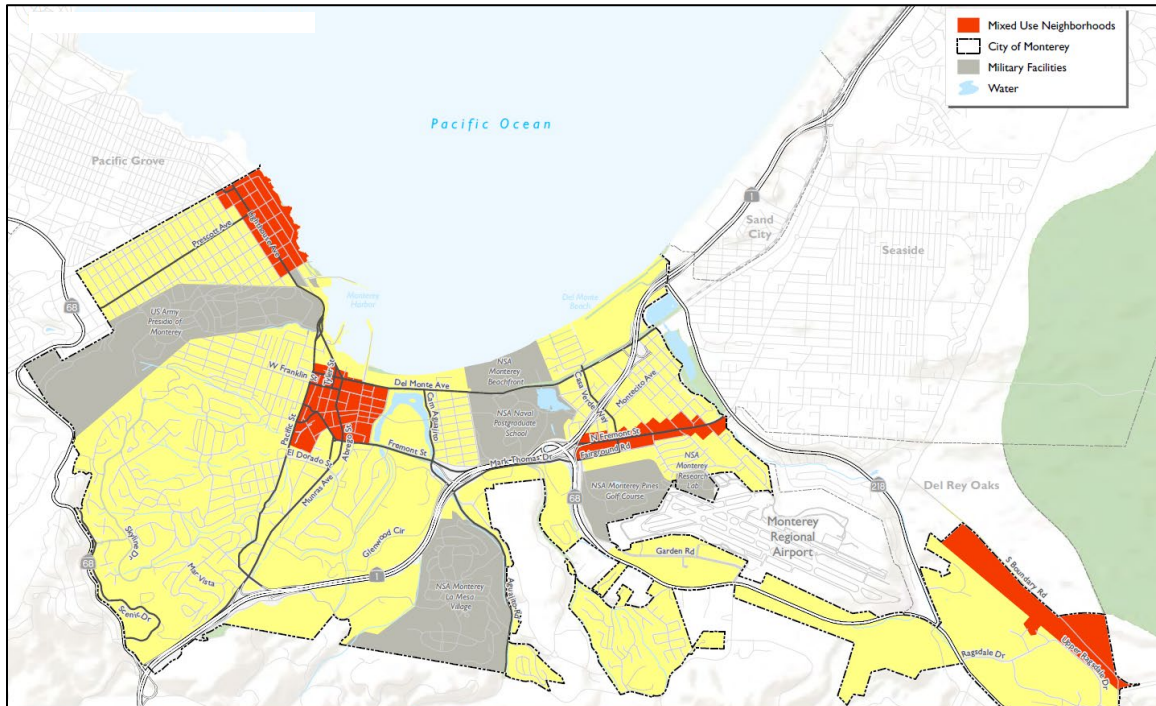


Figure 1. Proposed Mixed Use Land Use Map.

As drafted, the Community Hospital of the Monterey Peninsula (CHOMP) site would be re-classified from a Commercial to Public/Institutional. This re-classification better aligns with the use of the site, a hospital. Further, the Special Study Area south of the MRY would be re-named to reflect the status of the voter-approved Highway 68 Area Plan. The proposed land use re-classification of CHOMP and Special Study Area re-naming would not induce any development and do not conflict with ALUCP regulations, and therefore are not discussed below.

The Draft LUE incorporates a new goal (Goal C) and proposes the following six supporting policies that are intended to minimize airport safety hazards and promote compatibility with airport and military operations:

- “Policy c.1** *Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the Airport Land Use Compatibility Plan (ALUCP) for the Monterey Regional Airport. However, proposed developments that are not consistent with the ALUCP standards shall be referred to the ALUC for consistency review as provided by law.*
- Policy c.2** *Refer all projects that may present airspace obstruction issues as identified in the ALUCP or may impede approach/departure visibility within the Monterey*

Regional Airport Influence Area to the Airport Land Use Commission for consistency review prior to issuing local development permits.

- Policy c.3** *Minimize the potential for development in the Airport Influence Area, as identified in the ALUCP, to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight.*
- Policy c.4** *Require real estate disclosures for projects within the Monterey Regional Airport Influence Area, consistent with State law. Disclosures should notify the prospective purchasers of the potential annoyances or inconveniences associated with airport operations.*
- Policy c.5** *Create an application checklist identifying required information for development projects proposed within 1,000 feet of a military installation and notify the United States Armed Forces of any proposed land use or zoning changes within 1,000 feet of a military installation prior to project approval.*
- Policy c.6** *Continue to explore strategic partnerships that benefit the City, the community, and military installations in Monterey by providing for shared use of facilities and cost savings.”*

The Draft LUE includes two additional overlays: a Multifamily Residential Overlay, which applies in the Garden Road area south of MRY (see Figure 2, below), and an Airport Compatibility Overlay, which applies to MRY ALUCP Safety Zones 1 through 6 (see Figure 2 and **Exhibit D**).

- *Multifamily Residential Overlay (MFR-O): “The Multifamily Residential Overlay is intended to increase opportunities for a range of housing types to meet the needs of the local workforce and address a shortage of supply. Multifamily housing of two or more units, such as duplexes, townhomes, apartments, and condominiums, is permitted on sites within the MFR-O at densities of up to 50 dwelling units per acre.”*
- *Airport Compatibility Overlay (AC-O): “The Airport Compatibility Overlay applies to properties in Airport Safety Zones 1 through 6 as identified in the Monterey Regional Airport Land Use Compatibility Plan (ALUCP) in order to support on-going airport operations and ensure public safety. The purpose of the overlay is to resolve conflicts with respect to permitted development types and intensities on properties in the vicinity of the Monterey Regional Airport that have resulted from adoption of the ALUCP in 2019. Existing uses are permitted to continue on sites within the AC-O, and new development and expansion of existing uses shall only be permitted where the compatibility criteria or the infill exemption criteria of the ALUCP can be met. Development in the AC-O with the potential to conflict with the ALUCP’s land use compatibility policies and criteria must be referred to the Airport Land Use Commission for compatibility review.”*

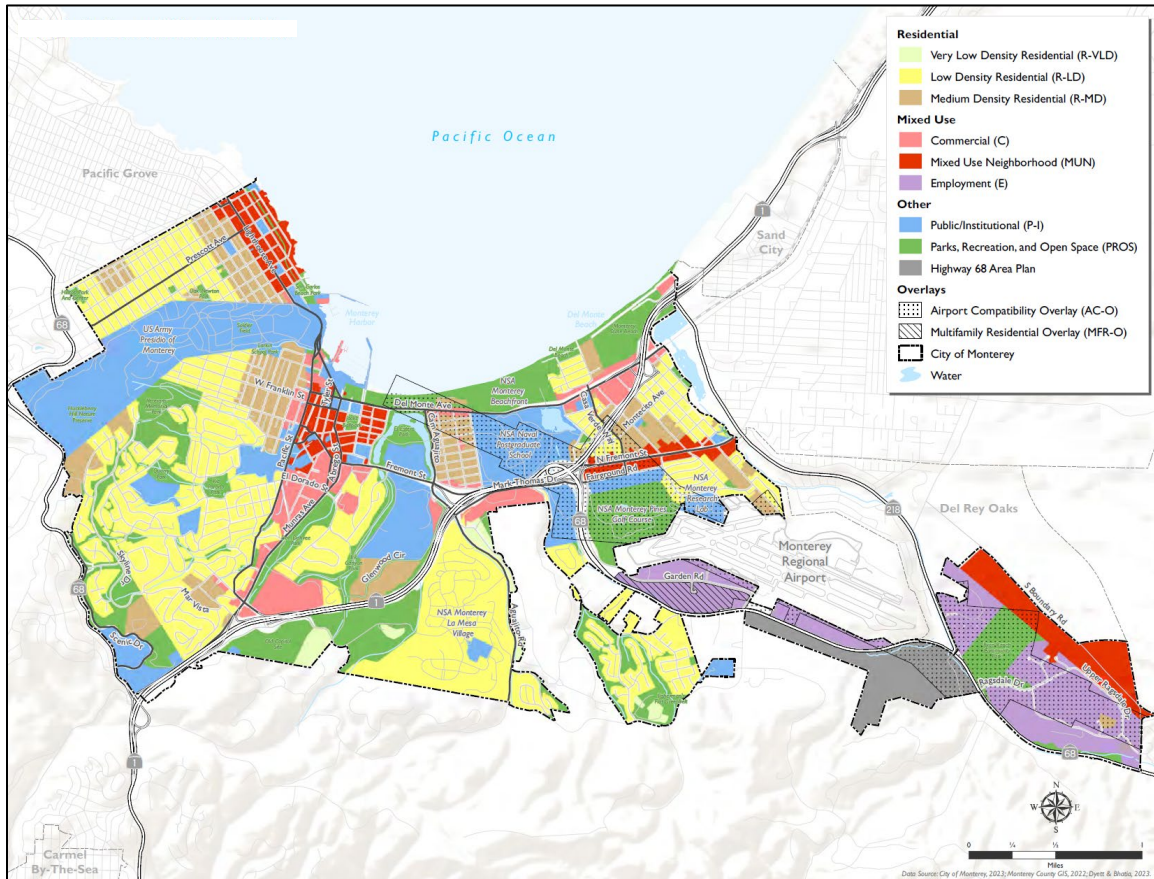


Figure 2. Draft General Plan Land Use Map (Exhibit D).

Draft Safety Element Update

The Draft Safety Element update (Draft SE; **Exhibit E**) incorporates a comprehensive update to the background data and hazard mapping in the current, adopted Safety Element to reflect current and projected conditions in the planning area, along with amendments and additions to policies that strengthen resilience to natural and human-made hazards and enhance emergency preparedness and response. Specifically, new and amended policies in the Draft SE would:

- Enhance community-wide emergency preparedness through the creation of neighborhood-level emergency response plans, the organization of annual disaster preparedness training for volunteers and community members, and public awareness activities;
- Strengthen emergency response with enhanced wayfinding and signage, refinements to roadway maintenance and design standards that facilitate efficient emergency evacuation, and coordination with other agencies in Monterey and the surrounding area to develop a coordinated emergency evacuation process; and
- Address wildfire risks by promoting proactive vegetation management practices on public and private property, requiring the preparation of Fire Protection Plans for new development in Very High Fire Hazard Severity Zones, including fuel breaks into the design of new subdivisions in and adjacent to wildland-urban interface areas, and incorporating actions to mitigate risk in areas with existing development that does not meet current State and/or locally adopted fire safety standards.

The Draft Safety and Land Use Elements are only policy documents. No zoning ordinance amendments (i.e., rezones) or development projects are proposed as part of this

update. Future Zoning Ordinance Amendments will require separate ALUC consistency determination reviews.

Pursuant to Government Code Section 65302.3, local jurisdictions and districts had 180 calendar days (or until December 16, 2019) to amend their general plans, specific plans, community plans, and zoning ordinances, as necessary, to be consistent with the 2019 Monterey Municipal ALUCP or take the steps necessary to overrule the ALUC. As of February 2024, the City of Monterey has submitted its Circulation Element, Housing Element, Safety Element, and Land Use Element to the ALUC for a consistency determination. The remaining Elements of the General Plan, specific plans, the City's zoning ordinance, and/or any other planning documents, still needed to be referred to the ALUC before the City satisfies Government Code Section 65302.3.

CONSISTENCY DETERMINATION ANALYSIS:

ALUC staff reviewed the City's proposed amendment (update) to the Land Use and Safety Elements of the City's General Plan in accordance with the adopted ALUCP as discussed below:

Page 3-11 of the Draft LUE include a narrative regarding the need for local land use and zoning to account for the presentation of military installation and the Monterey Regional Airport. The following excerpt addresses the ALUCP:

“The Airport Land Use Compatibility Plan (ALUCP) was developed to ensure the safety and welfare of residents, businesses, and airport users while supporting the continued operation of the Monterey Regional Airport. The ALUCP establishes seven airport safety zones that cover almost all land within the City of Monterey. These Safety zones restrict the development of land uses that could pose particular hazards to flight or the public in the event of an aircraft accident. The ALUCP provides exemptions for infill development and within designated urban areas². Development within the Airport Influence Area with the potential to conflict with the ALUCP's land use compatibility policies and criteria must be referred to the Airport Land Use Commission for compatibility review.”

The AC-O overlay (starting on page 3-8 of the Draft LUE) and the “Compatibility with Military and Airport Operations” narrative (page 3-11 of the Draft LUE) correctly reflect the purpose of the ALCUP, as stated in Chapter 1.1 of the ALUCP, which is “...to protect and promote safety and welfare of residents, business, and airport uses near the [Monterey Regional] Airport, while supporting the continued operation of MRY.”

NOISE COMPATIBILITY

The Draft Safety and Land Use Elements were reviewed for consistency with the Long Range Noise Contour Maps (Exhibit 4B of the ALUCP). No development is proposed with these General Plan updates and all future development projects would be required to conform with the current noise insulation standards, and the current California Building Code requires all residential structures to achieve an interior noise level of no more than 45 decibels. A majority of the City's noise-related policies are incorporated into the City's Noise Element or Zoning Code. However, Draft LUE Policy c.1 requires that “*new development be consistent with the safety zone land use and noise compatibility criteria established in the Airport Land Use Compatibility Plan (ALUCP) for the Monterey Regional Airport...* ”. This policy would require that new development be

compatible with the Long Range Noise Contour Maps (Exhibit 4B of the ALUCP). The proposed MFR-O would encourage multifamily housing. The MFR-O would be applied to an area outside of the 65-75 CNEL and therefore not conflict with ALUCP noise criteria. Therefore, based on the above analysis, the Draft SE and LUE are consistent with the ALUCP with regard to noise compatibility criteria, and no conditions regarding noise are recommended.

AIRSPACE PROTECTION & OTHER FLIGHT HAZARDS

The majority of the City is located inside the 14 Code of Federal Regulations (CFR) Part 77 approach, horizontal, conical, and transitional surfaces for Monterey Regional Airport. Currently, none of the existing buildings within the City penetrate the Part 77 airspace surfaces. The Draft LUE and SE do not alter existing height limits established by the City's Zoning Ordinance. All future development would be subject to the existing maximum height restrictions of the City's Zoning Ordinance and would be required to conform to CFR Part 77 requirements. Although not anticipated, if future development exceeds the heights indicated in ALUCP Table 4B, FAA and ALUC review and approval would be required. To address this requirement, the proposed AC-O General Plan overlay requires that all development be consistent with applicable ALUC criteria and policies, which includes airspace protection. In accordance with ALUCP Policy 4.2.3.2, draft Policy c.2 requires that the ALUC review all projects that may present airspace obstruction issues. Adherence to this draft policy would require that the FAA be notified concurrent with ALUC review, if required. Draft Policy c.3 requires that all projects *"Minimize the potential for development in the Airport Influence Area, as identified in the ALUCP, to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight."* This draft policy is derived from Footnote 6 of Table 4B and ALUCP Policy 4.2.3.4, which states, *"Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at MRY or in flight are incompatible in the Airport Influence Area."* These draft policies require consistency with all applicable ALUCP compatibility criteria, including Part 77 surface requirements and other airspace protection regulations. If development is not consistent, Policy c.2 and the "Compatibility with Military and Airport Operations" section of the Draft LUE requires such proposals to be referred to the ALUC for a consistency determination. No conditions regarding airspace protection or hazards to flight are recommended to find the Draft LUE consistent with the ALUCP.

The Draft SE incorporates new information on natural and humanmade hazards together with policies to address them, including flood, wildfire, and seismic-related risks as well as hazardous materials. Additionally, the Draft SE incorporates strategies to strengthen emergency preparedness, emergency evacuation capacity, and resilience to climate change. The Draft SE does not propose any changes that would create conflicts with the ALUCP. No conditions regarding airspace protection or hazards to flight are recommended to find the Draft SE consistent with the ALUCP.

SAFETY COMPATIBILITY

With the exception of the City's former Fort Ord site, the City's Downtown, Lighthouse Avenue, and North Fremont Avenue Specific Plan areas subject to the MUN land use classification generally correspond with the "Urban Areas" identified in the ALUCP, which were previously recognized in the City's 2013 General Plan as "Mixed Use Areas." Areas within the Urban Area (shown in Exhibit 4C of the ALUCP), are exempt from the density and intensity criteria established in Table 4B of the ALUCP. The

Downtown, Lighthouse Avenue, and North Fremont Avenue Specific Plan areas are within Safety Zone 7, which does not enforce a residential density limitation but does establish a 300 persons per acre intensity restriction. The City of Monterey notes that certain existing development sites exceed the 300-person-per-acre maximum non-residential intensity threshold. However, some of these sites, such as the Monterey Bay Aquarium and Monterey Conference Center, are within the ALUCP's Urban Areas and therefore could be expanded (although not proposed) without a restriction on density or intensity. The City's former Ford Ord site is within Safety Zones 3 and 7. Since this site is not identified as an Urban Area, future development of this property would be subject to the applicable density and intensity restrictions of the ALUCP and applicable Safety Zone.

To address any future potential conflicts with the safety criteria for Safety Zones 1 through 6 (Table 4B of the ALUCP), including maximum permitted densities, open space requirements, and prohibited uses, the City proposes to establish an Airport Compatibility Overlay (AC-O). This overlay is applied properties in Safety Zones 1 through 6. Safety Zone 7 is excluded from the AC-O overlay since it is the most permissible Safety Zone. However, all future development within the Airport Influence Area (inclusive of Safety Zones 1 through 7) would be required to comply with the ALUCP safety zone compatibility criteria, as required through proposed Policy c.1. If future development proposals conflict with ALUCP land use policies and criteria, Policy c.1 would require ALUC review. As such, Policy c.1 will ensure that the City will not issue permits for new development or redevelopment that may conflict with ALUCP safety zone or noise criteria without first referring the project to the ALUC and following the established procedures for overrule, if necessary. The requirement to refer projects that are inconsistent with the ALUCP's airspace potation policies is addressed in draft Policy c.2 (see above discussion). Additionally, consistent with Table 4B and Policy 4.1.1 of the ALUCP, Draft LUE Policy c.4 requires real estate disclosures for all projects within the AIA. No conditions regarding safety compatibility are recommended to find the Draft LUE consistent with the ALUCP.

The Draft LUE also establishes a Multifamily Residential Overlay (MFR-O). The MFR-O would be applied to areas south of MRY and in Safety Zone 7 and would allow a residential development density of up to 50 acres per unit. As previously mentioned, Safety Zone 7 does not establish a residential density limit and therefore, the proposed General Plan overlay would not conflict with ALUCP safety zone criteria.

As mentioned above, the Draft SE addresses natural and manmade hazards, such as floods, wildfires, seismic-related risks, and hazardous materials. The Draft SE does not propose any changes that would create conflicts with the ALUCP. No conditions regarding safety compatibility are recommended to find the Draft SE consistent with the ALUCP.

MONTEREY REGIONAL AIRPORT REVIEW:

On February 5, 2024, ALUC staff forwarded the Draft SE and LUE to the Monterey Regional Airport staff for review. Airport District staff disagreed with a sentence of the Draft LUE (page 3-11) that stated "*Airport operations are governed by an Airport Land Use Compatibility Plan (ALUCP)*" (**Exhibit F**). Airport District staff correctly note that policies and compatibility criteria of ALUCPs are applied to the area surrounding airports and shall only support orderly expansion and operation of airports (California Department of Transportation, Division of Aeronautics, California Airport Land Use

Planning Handbook, Section 21670(a)). Page 3-11 of the Draft LUE has since been revised to accurately state the purpose of the ALUCP. Airport District staff are supportive of the revisions made to the Draft LUE.

CONCLUSION:

Based on review and analysis of this proposed project, staff recommends the ALUC adopt a resolution finding the proposed amendments to the City of Monterey's Land Use Element and Safety Element (General Plan) consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport.

Attachments:

- Exhibit A - Draft ALUC Resolution
- Exhibit B - City of Monterey Consistency Analysis Letter
- Exhibit C - Draft Land Use Element
- Exhibit D – Proposed General Plan Land Use Map
- Exhibit E – Draft Safety Element
- Exhibit F – Airport District comments

cc: ALUC Commissioners; ALUC Counsel; Monterey Peninsula Airport District (C. Morello); City of Monterey (Christy Sabdo); ALUC File No. REF240007

Exhibit A

DRAFT RESOLUTION

**Before the Monterey County Airport Land Use Commission,
State of California**

Resolution No. 24-001

Finding the proposed amendments to the City of Monterey's Land Use Element and Safety Element (General Plan) consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport. (ALUC File No. REF240007), City of Monterey (multiple Assessor's Parcel Numbers)

WHEREAS, on February 5, 2024, the City of Monterey (City) submitted an ALUC application for proposed amendments (update) to the Land Use and Safety Elements of the City's General Plan (ALUC File No. REF240007) to ALUC staff; and

WHEREAS, the ALUC is responsible for the review of projects within the Airport Influence Area for Monterey Regional Airport, as identified in the 2019 Airport Land Use Plan (ALUCP); and

WHEREAS, the Draft Land Use Element (LUE) and Safety Element (SE) are proposed in order to guide development and conservation through 2031 and to comply with new State laws and local regulations, including requirements for addressing airport hazards, military readiness, geologic hazards, flooding, and wildland and urban fires. Further, these Element updates are required to ensure consistency with the City's 2023-2031 Housing Element (Resolution No. 23-104); and

WHEREAS, as proposed, the Draft LUE proposes to 1) create a new land use classification and reclassify specific properties to better align with the existing use, re-name a Special Study Area, 2) create two new General Plan overlays, and 3) add new policies and goals intended to minimize airport safety hazards and promote compatibility with airport and military operations. ALUCP consistency with these Draft LUE components is discussed in order below; and

WHEREAS, the proposed land use re-classification of the Community Hospital of the Monterey Peninsula from Commercial to Public/Institutional and re-naming of the Special Study Area south of MRY to reflect the vote-approved Highway 68 Area Plan would not induce any development and do not conflict with ALUCP regulations; and

WHEREAS, the Draft LUE establishes a new General Plan land use classification, the Mixed Use Neighborhood (MUN), which would be applied to the City's Downtown, Lighthouse Avenue, and North Fremont Avenue Specific Plan areas, as well as a portion of the former Fort Ord site. With the exception of the former Fort Ord Site, all other MUN overlay areas are in Safety Zone 7 and generally correspond to the "Urban Areas" identified in Exhibit 4C of the ALUCP. Although certain existing

development within these Urban Areas exceed the non-residential intensity threshold of 300 persons per acre, areas within the Urban Area are exempt from the density and intensity criteria established in Table 4B of the ALUCP. The City's former Ford Ord site is within Safety Zones 3 and 7 and is not identified as an Urban Area. Therefore, no conflict with the ALUCP exists for development in the Urban Area, and future development of the former Fort Ord property would be subject to the restrictions of the applicable safety zone and other requirements of the ALUCP; and

WHEREAS, the Draft LUE establishes a Multifamily Residential Overlay (MFR-O) intended to increase opportunities for a range of housing types to meet the needs of the local workforce and address a shortage of supply. Multifamily housing of two or more units, such as duplexes, townhomes, apartments, and condominiums, is permitted on sites within the MFR-O at densities of up to 50 dwelling units per acre. The MFR-O would be applied to areas south of MRY and in Safety Zone 7, which does not establish a residential density limit. Development within the MFR-O would be required to comply with height limits established in the City's Zoning Ordinance, which do not exceed allowable heights for Safety Zone 7 or conflict with Part 77 surfaces. Further, the MFR-O would be applied to an area outside of the 65-75 CNEL and therefore would not conflict with ALUCP noise criteria; and

WHEREAS, the Draft LUE establishes a second General Plan overlay, the Airport Compatibility Overlay (AC-O), to be applied to properties within ALUCP Safety Zones 1 through 6. The AC-O is intended to alleviate future potential conflicts with the ALUCP and support airport operations. The AC-O would allow existing permitted uses to continue on sites in the AC-O and require ALUC review for development applications that conflict with the ALUCP's land use compatibility policies and criteria. Thus, the creation of the AC-O would require that new development in Safety Zones 1 through 6 be consistent with the ALUCP; and

WHEREAS, although the proposed AC-O only applies to properties in Safety Zones 1 through 6, Goal "C" of the Draft LUE applies to all development within the Airport Influence Area (Safety Zones 1 through 7) of the MRY ALUCP. Goal "C" ensures compliance with the ALUCP, while promoting compatibility with airport and military operations:

- "Policy c.1*** *Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the Airport Land Use Compatibility Plan (ALUCP) for the Monterey Regional Airport. However, proposed developments that are not consistent with the ALUCP standards shall be referred to the ALUC for consistency review as provided by law.*
- Policy c.2*** *Refer all projects that may present airspace obstruction issues as identified in the ALUCP or may impede approach/departure visibility within the Monterey Regional Airport Influence Area to the Airport Land Use Commission for consistency review prior to issuing local development permits.*
- Policy c.3*** *Minimize the potential for development in the Airport Influence Area, as identified in the ALUCP, to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight.*

- Policy c.4** *Require real estate disclosures for projects within the Monterey Regional Airport Influence Area, consistent with State law. Disclosures should notify the prospective purchasers of the potential annoyances or inconveniences associated with airport operations.*
- Policy c.5** *Create an application checklist identifying required information for development projects proposed within 1,000 feet of a military installation and notify the United States Armed Forces of any proposed land use or zoning changes within 1,000 feet of a military installation prior to project approval.*
- Policy c.6** *Continue to explore strategic partnerships that benefit the City, the community, and military installations in Monterey by providing for shared use of facilities and cost savings.”*

WHEREAS, the ALUCP contains three compatibility criteria: Noise Compatibility Criteria (Section 4.2.1), Safety and Compatibility Zones and Criteria (Section 4.2.2), and Airspace Protection (Section 4.2.3). The above mentioned draft LUE policies are proposed to address these three topics of review.

WHEREAS, Draft Policy c.1 requires that new development be consistent with ALUCP noise and safety zone criteria and policies (ALUCP Sections 4.2.1 and 4.2.2). In the event that new development or redevelopment conflicts with ALUCP, the City of Monterey will not issue permits without first referring the project to the ALUC and following the established procedures for overrule, if necessary; and

WHEREAS, Draft Policy c.2 requires that the ALUC review all projects that may present airspace obstruction issues, which include Part 77 surfaces, height thresholds, and hazards to flight (ALUCP section 4.2.3). Adherence to draft Policy c.2 would require that the FAA be notified concurrently to ALUC review, if needed; and

WHEREAS, consistent with Footnote 6 of Table 4B and ALUCP Policy 4.2.3.4, draft Policy c.3 requires that all projects “*Minimize the potential for development in the Airport Influence Area, as identified in the ALUCP, to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight*”; and

WHEREAS, consistent with Table 4B and Policy 4.1.1 of the ALUCP, draft Policy c.4 requires real estate disclosures for all projects within the AIA; and

WHEREAS, as detailed above, inclusion of Draft LUE Goal “C” and supporting policies (specifically Policies c.1 through c.4) ensure that all new development or redevelopment would be consistent compatibility criteria and policies of the ALUCP, including noise, safety zones, and airspace protection (ALUCP Sections 4.2.1, 4.2.2 and 4.2.3, respectively). Per proposed Policies c.1 and c.2, if future development was inconsistent with the ALUCP, referral to the ALUC would be required; and

WHEREAS, the Draft SE addresses natural and manmade hazards, including flood, wildfire, seismic-related risk, and hazardous materials. Airport-related risks are addressed in the Draft LUE. Additionally, the Draft SE incorporates strategies to strengthen emergency preparedness, emergency evacuation capacity, and resilience to

climate change. The Draft SE does not propose any changes that would create conflicts with the ALUCP and therefore is consistent. No conditions are required; and

WHEREAS, the Airport District staff have reviewed the proposed amendments, as attached to this resolution, and have no comment; and

WHEREAS, the ALUC has reviewed the proposed amendments for noise compatibility, airspace protection, safety compatibility, and other flight hazards and determined that no conditions are necessary; and

WHEREAS, the potential application of additional ALUC conditions would be better suited during ALUC consistency determinations of any future Zoning Map amendments for specific development proposals; and

WHEREAS, a complete copy of the proposed amendment is on file with the ALUC staff, and a link to the full Draft LUE and SE is included in the ALUC February 26, 2024 staff report; and

WHEREAS, on February 26, 2024, the ALUC conducted a duly noticed public meeting to consider the proposed amendments to the Land Use Element and Safety Element of the City's General Plan.

NOW, THEREFORE, BE IT RESOLVED, the Monterey County Airport Land Use Commission does hereby find the proposed amendments to the City of Monterey's Land Use Element and Safety Element (General Plan) consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport.

PASSED AND ADOPTED on this 26th day of January 2024, upon motion of Commissioner _____ and seconded by Commissioner _____, by the following vote, to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST

Craig Spencer, Secretary to the ALUC

By: _____
Fionna Jensen, Designee of Secretary to the ALUC
February 26, 2024

Attachment 1: Draft Land Use Element

Attachment 2: Draft Safety Element

Exhibit BB



February 5, 2024

Fionna Jensen
Senior Planner
County of Monterey Housing & Community Development
1441 Schilling Place, South 2nd Floor
Monterey, CA 93901
****VIA EMAIL****

Subject: ALUCP Consistency Determination – City of Monterey’s Draft 2023-2031 Land Use and Safety Elements

Dear Ms. Jensen,

This memo considers the consistency of the Draft City of Monterey 2031 General Plan Land Use and Safety Elements with the Monterey Regional Airport 2019 Airport Land Use Compatibility Plan (ALUCP). Based on the analysis below, the City of Monterey requests that the Airport Land Use Commission make a determination that the Draft Land Use and Safety Elements are consistent with the ALUCP.

BACKGROUND

The City of Monterey is undertaking a targeted update to the Land Use and Safety Elements of the General Plan in order to guide development and conservation through 2031 and to comply with new State laws and local regulations that have come into force since the plan was last updated, including requirements for addressing airport hazards, military readiness, geologic hazards, flooding, and wildland and urban fires. Additionally, updates to the Land Use and Safety Elements are needed to ensure consistency with the 2023-2031 Housing Element of the General Plan, as required under State law. An overview of the proposed updates is provided below.

Draft Land Use Element Update

The Draft Land Use Element update (Draft LUE) builds on the framework of the current, adopted Land Use Element, which seeks to foster compact, walkable, mixed use neighborhoods and provide housing to meet the needs of the local workforce. To advance this vision, the Draft LUE would create a new Mixed Use Neighborhood (MUN) land use classification applicable to

the Downtown, Lighthouse Avenue, and North Fremont Avenue Specific Plan areas, as well as to the portion of the former Fort Ord site that is within the City limit. The MUN classification is intended to foster a mix of residential, retail, employment, entertainment, cultural, public, and personal service uses that encourages people to live, work, play, and shop in close proximity. Allowable non-residential floor area ratio is up to 2.0 FAR and maximum permitted residential density is 30 dwelling units per acre, with allowances for higher intensity development in certain areas and under certain conditions as defined in the zoning ordinance, specific plans, or area plans. Other proposed land use changes in the Draft LUE include the re-classification of the Community Hospital of the Monterey Peninsula (CHOMP) site from Commercial to Public/Institutional, re-naming the Special Study Area south of the Airport to reflect the status of the voter-approved Highway 68 Area Plan that applies, and the creation of two new General Plan overlays: a Multifamily Residential Overlay, which applies in the Garden Road area south of the airport, and an Airport Compatibility Overlay. The text of both overlays is provided below, and the current and proposed Land Use Diagrams are provided as Exhibits 1 and 2 to facilitate review. Additionally, the Draft LUE incorporates a new goal and six supporting policies intended to minimize airport safety hazards and promote compatibility with airport and military operations.

Overlays

Multifamily Residential Overlay (MFR-O). The Multifamily Residential Overlay is intended to increase opportunities for a range of housing types to meet the needs of the local workforce and address a shortage of supply. Attached housing is permitted on sites within the MFR-O at densities of up to 50 dwelling units per acre.

Airport Compatibility Overlay (AC-O). The Airport Compatibility Overlay applies to properties in Airport Safety Zones 1 through 6 as identified in the Monterey Regional Airport Land Use Compatibility Plan (ALUCP) in order to protect airport operations and ensure public safety. The purpose of the overlay is to resolve conflicts with respect to permitted development types and intensities on properties in the vicinity of the Monterey Regional Airport that have resulted from an update to the ALUCP prepared by the County in 2019. Existing uses are permitted to continue on sites within the AC-O, and new development and expansion of existing uses shall only be permitted where the compatibility criteria or the infill exemption criteria of the ALUCP can be met. Airspace review by the Airport Land Use Commission is required for any project in the AC-O that would exceed the height thresholds established in the ALUCP.

Draft Safety Element Update

The Draft Safety Element update (Draft SE) incorporates a comprehensive update to the background data and hazard mapping in the current, adopted Safety Element to reflect current and projected conditions in the planning area, along with amendments and additions to policies that strengthen resilience to natural and human made hazards and enhance emergency preparedness and response. Specifically, new and amended policies in the Draft SE would:

- Enhance communitywide emergency preparedness through the creation of neighborhood-level emergency response plans, the organization of annual disaster preparedness training for volunteers and community members, and public awareness activities;
- Strengthen emergency response with enhanced wayfinding and signage, refinements to roadway maintenance and design standards that facilitate efficient emergency evacuation, and coordination with other agencies in Monterey and the surrounding area to develop a coordinated emergency evacuation process; and
- Address wildfire risks by promoting proactive vegetation management practices on public and private property, requiring the preparation of Fire Protection Plans for new development in Very High Fire Hazard Severity Zones, including fuel breaks into the design of new subdivisions in and adjacent to wildland-urban interface areas, and incorporating actions to mitigate risk in areas with existing development that does not meet current State and/or locally adopted fire safety standards.

ANALYSIS

Land Use Compatibility

As described above, proposed land use changes include the creation of a new Mixed Use Neighborhood classification and a new Multifamily Residential Overlay; the reclassification of the CHOMP site as Public/Institutional; and the re-naming of two existing land use classifications. These proposed land use changes generally occur outside of airport safety zones 1-6, as shown on Exhibit 2. However, the new Mixed Use Neighborhood (MUN) classification would apply to a portion of the Fort Ord Property which is in Airport Safety Zone 3 (Inner Turning Zone), as well as to properties fronting the western portion of North Fremont Street, which is located within Airport Safety Zone 2 (Inner Approach/Departure Zone) west of Casa Verde Way and within Airport Safety Zone 3 (Inner Turning Zone) to the east of Casa Verde. To address any potential conflicts with the safety criteria on Table 4B of the ALUCP, including maximum permitted densities, open space requirements, and prohibited uses, the proposed Airport Compatibility Overlay (AC-O) applies to these properties. The AC-O allows existing uses to continue and permits new development or expansion of existing uses only where the compatibility criteria or the infill exemption criteria of the ALUCP can be met. The AC-O also requires airspace review by the Airport Land Use Commission for any project that would exceed the height thresholds established in the ALUCP. The AC-O also applies to properties within Airport Safety Zones 1-6 where no change in land use classification is proposed, but where the continuation of the current Low Density Residential, Medium Density Residential, or Public/Institutional land use classification would otherwise permit development that could conflict with the safety criteria identified in the ALUCP.

The majority of the remaining land within the City limit is located within Airport Safety Zone 7 (Airport Influence Area), where there is no maximum residential density established in the ALUCP, but where the maximum non-residential capacity is limited to 300 persons per acre, considering the maximum number of employees, customers/visitors, and others who may be on-site at a single point in time, whether indoors or outdoors. The Draft LUE does not involve land use changes that would permit new non-residential development that could exceed the maximum non-residential capacity limit established in the ALUCP; however, there are existing

facilities in the City, such as the Monterey Bay Aquarium¹ and the Monterey Conference Center,² with the capacity at full occupancy to accommodate a number of people that could exceed the maximum non-residential capacity established in the ALUCP. These facilities were permitted prior to the adoption of the 2019 ALUCP and as such are legal non-conforming uses with respect to the ALUCP. The Draft LUE would not change permitted uses, densities, or other development standards applicable to these sites and no new development redevelopment of these facilities is currently proposed. Additionally, Draft LUE Policy c.1 requires that all new development in the planning area be compatible with the applicable standards of the ALUCP or that proposed developments that are not consistent with the ALUCP standards be referred to the ALUC for consistency review as provided by law. As such, Policy c.1 will ensure that the City will not issue permits for new development or redevelopment that may conflict with ALUC standards without first referring the project to the ALUC and following the established procedures for override of compatibility analysis.

The Draft LUE does not propose any changes to building height limits and pursuant to Draft LUE Policy c.2, the City will refer all projects that may penetrate aeronautical surfaces identified in the ALUCP or impede approach/departure visibility within the Airport Influence Area to the ALUC for consistency review prior to issuing local development permits. Additionally, the Draft LUE includes additional policies intended to further promote compatibility with airport operations, including Policy c.3, under which the City will seek to reduce the potential for bird strikes, and electromagnetic interference, and glare from new development in the vicinity of the airport, and Policy c.4, under which the City will require real estate disclosures for projects within the Airport Influence Area so that prospective purchasers are notified of the potential annoyances or inconveniences associated with airport operations.

Safety Element Compatibility

The Draft SE incorporates new information on natural and humanmade hazards together with policies to address them, including flood, wildfire, and seismic-related risk as well as hazardous materials. Additionally, the Draft SE incorporates strategies to strengthen emergency preparedness, emergency evacuation capacity, and resilience to climate change. The Draft SE does not propose any changes that would create conflicts with the ALUCP.

Noise Compatibility

The Draft LUE does not propose any land use changes within the Monterey Regional Airport Long Range Noise Contours, depicted in the ALUCP. However, the land use classifications and Land Use Diagram would permit residential development within the 65 CNEL contour in the Highway 68 Plan area and in a small portion of the Casanova-Oak Knoll neighborhood directly north of the airport. The General Plan Noise Compatibility standards identify residential development as conditionally acceptable in these locations and the applicable noise standards

¹ Maximum reception capacity of 2,400 and a maximum seated capacity of 2,500

² Maximum capacity of 3,200

of the Monterey City Code would require acoustical analysis to ensure compliance with applicable State standards. Additionally, as noted above, under Draft LUE Policy c.4 the City will require real estate disclosures for projects within the Airport Influence Area so that prospective purchasers are notified of the potential annoyances or inconveniences associated with airport operations.

As such, the Draft LUE and Draft SE would not conflict with the noise compatibility criteria of the ALUCP.

Attachments:

- Draft Land Use Element
- Exhibit 1 – 2005 General Plan Land Use Diagram
- Exhibit 2 – 2031 General Plan Land Use Diagram
- Draft Safety Element

Sincerely,



Christy Sabdo, AICP
Senior Associate Planner

cc: Kim Cole, AICP, Community Development Director
Levi Hill, AICP, Planning Manager
Andrew Hill, Principal, Dyett & Bhatia

3 Land Use Element

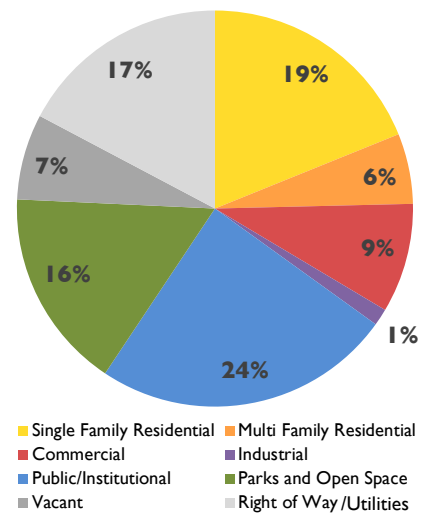
The physical development pattern of a city profoundly influences quality of life for its residents. A balanced mix of residential, commercial, and employment-oriented land uses together with open space is the foundation of a sustainable community, reducing time spent commuting or running errands, making it easier to get around without a car, and minimizing pollution and greenhouse gas emissions. The Land Use Element provides a comprehensive framework to guide development and conservation in Monterey over time, establishing land use classifications, development intensity standards, and a range of goals and policies that will guide decision-making for the next 10 to 20 years.

Existing Land Use and Development Pattern

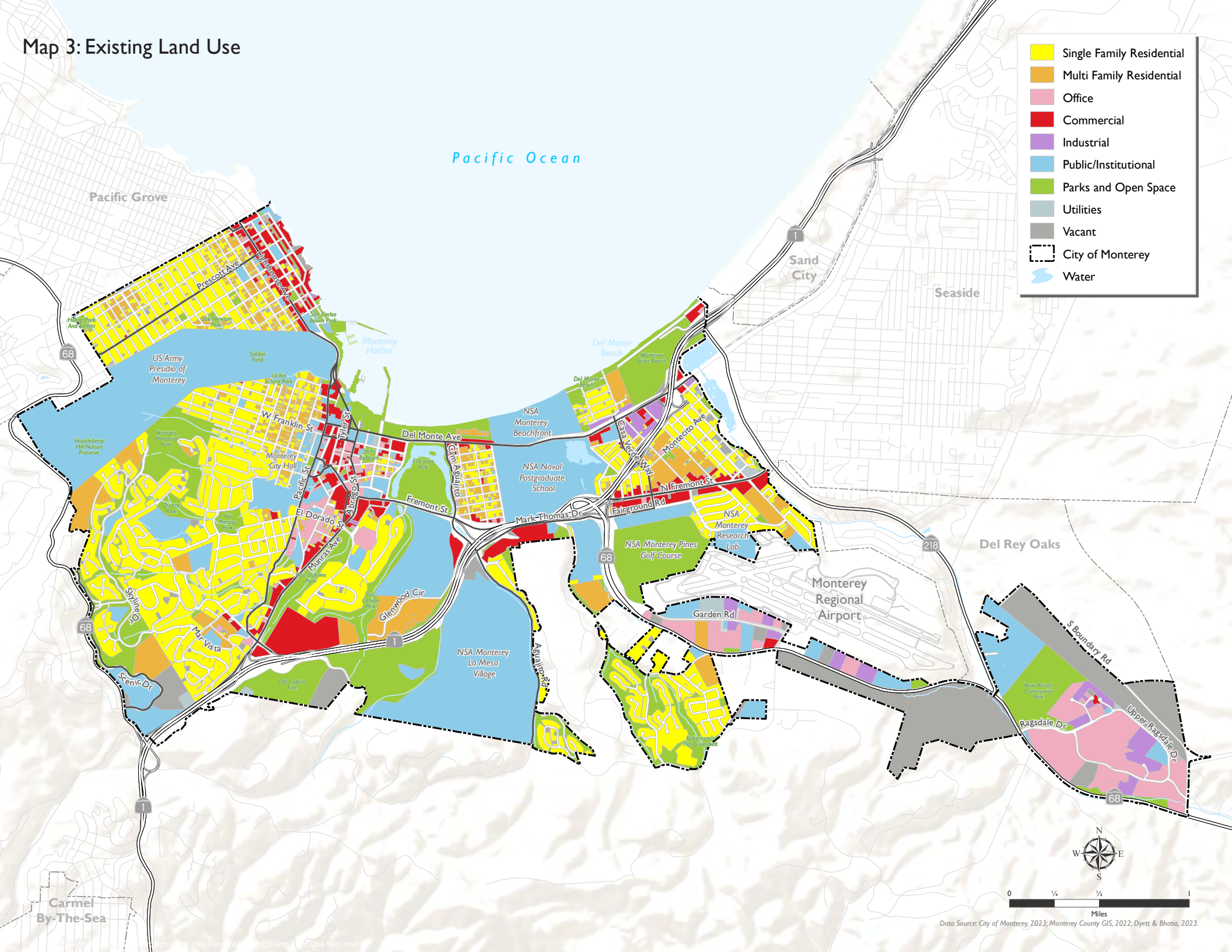
Located between the California coastline and the Santa Lucia Mountains, the City of Monterey encompasses a total area of approximately 8.67 square miles and 3.5 square miles of water within the Monterey Bay. The natural setting defines the boundaries of the community, and the physical form of the city is characterized by a combination of natural features, historic architecture, and urban development. Map 3 shows the distribution of existing land use in the city, and Chart 1 summarizes land area by existing use within the city.

Commercial and office uses account for about 9 percent of all land within the City limit, concentrated largely in the historic downtown core and along key corridors in the northern part of the city, including Lighthouse Avenue, Munras Avenue, Abrego Street, and North Fremont Street. Adjacent to these commercial/office areas are multifamily residential uses, which account for 6 percent land within the city, transitioning to single-family neighborhoods, which account for 19 percent. In the southern part of the city, the Ryan Ranch Office Park and the Garden Road area feature an array of office and employment uses, while the Del Monte Shopping Center is a major regional retail center. Public and institutional uses, including hospitals, schools, religious facilities, and government offices account for the largest share, at 24 percent of all land within the City limit. Reflecting the role of the military in shaping the development of the community from Spanish colonial times through the 20th Century, military installations account for 16 percent of all land use within the City limit today, including approximately 128 acres on the site of the former Fort Ord military base, which was decommissioned and closed in 1994. Parks and open space accounts for 16 percent, while only 7 percent is vacant. Although not located within the City limit, the Monterey Regional Airport borders the city on three sides, occupying 496 acres.

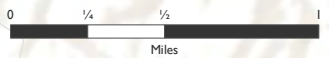
Chart 1: Existing Land Use in Monterey



Map 3: Existing Land Use



- Single Family Residential
- Multi Family Residential
- Office
- Commercial
- Industrial
- Public/Institutional
- Parks and Open Space
- Utilities
- Vacant
- City of Monterey
- Water



Data Source: City of Monterey, 2023; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Economy, Housing and Development Potential

An even balance of jobs and housing available in a community typically means shorter commute times for workers, reduced traffic congestion and pollution, and improved quality of life. In 2022, Monterey had 22,246 jobs and 12,373 homes for a jobs-housing ratio of 1.80, which indicates the need for more housing to meet the needs of the local workforce. Over decades, a shortage of water supply has constrained housing production and resulted in high rents and sales prices, so a particular emphasis on reasonably priced housing that is affordable for those who work in Monterey is needed.

With relatively little vacant land available, underused commercial and industrial properties within the City limit present opportunities for redevelopment. Underutilized properties are those where the value of the land is worth more than the buildings and structures on it, giving the owner an incentive to redevelop with new uses that command higher rents or sale prices. For example, a large surface parking lot with more spaces than are needed to serve the businesses at a shopping center could be considered underutilized and could be redeveloped with other uses to serve community needs, such as housing that in turn would provide more customers for the stores and restaurants on the site. City-owned properties may also present opportunities, particularly when located adjacent to employment areas and activity centers.

Areas where vacant, underutilized, and City-owned properties are clustered present the best opportunities for redevelopment, as they are locations that can accommodate significant physical change. Within Monterey, areas with the most potential to accommodate new development over the next 20 years are shown in Map 4. Some of these areas have specific plans and zoning regulations that have already been approved by the City Council to guide their evolution, while others will require thoughtful, community-based planning efforts to develop a shared vision and a set of actions to realize it.

Overall, development under the General Plan could result in up to approximately 1,995 new jobs, 5,800 new homes and 10,125 new residents by 2031¹ As a result, the jobs-housing ratio would improve to 1.24.

Vision and Framework

The General Plan envisions the creation of a series of distinctive, walkable, mixed use neighborhoods within the City limit, each with a vibrant mix of housing, shops, services, jobs, and amenities and a public realm that promotes walking, bicycling, and use of public transit. Shown on Map 5, the mixed use neighborhoods are the areas of Downtown/East Downtown, Cannery Row/Lighthouse Avenue, North Fremont Street, and Fort Ord/Ryan Ranch. Beyond these areas, there are also opportunities to integrate housing into commercial districts to better support the vitality of existing

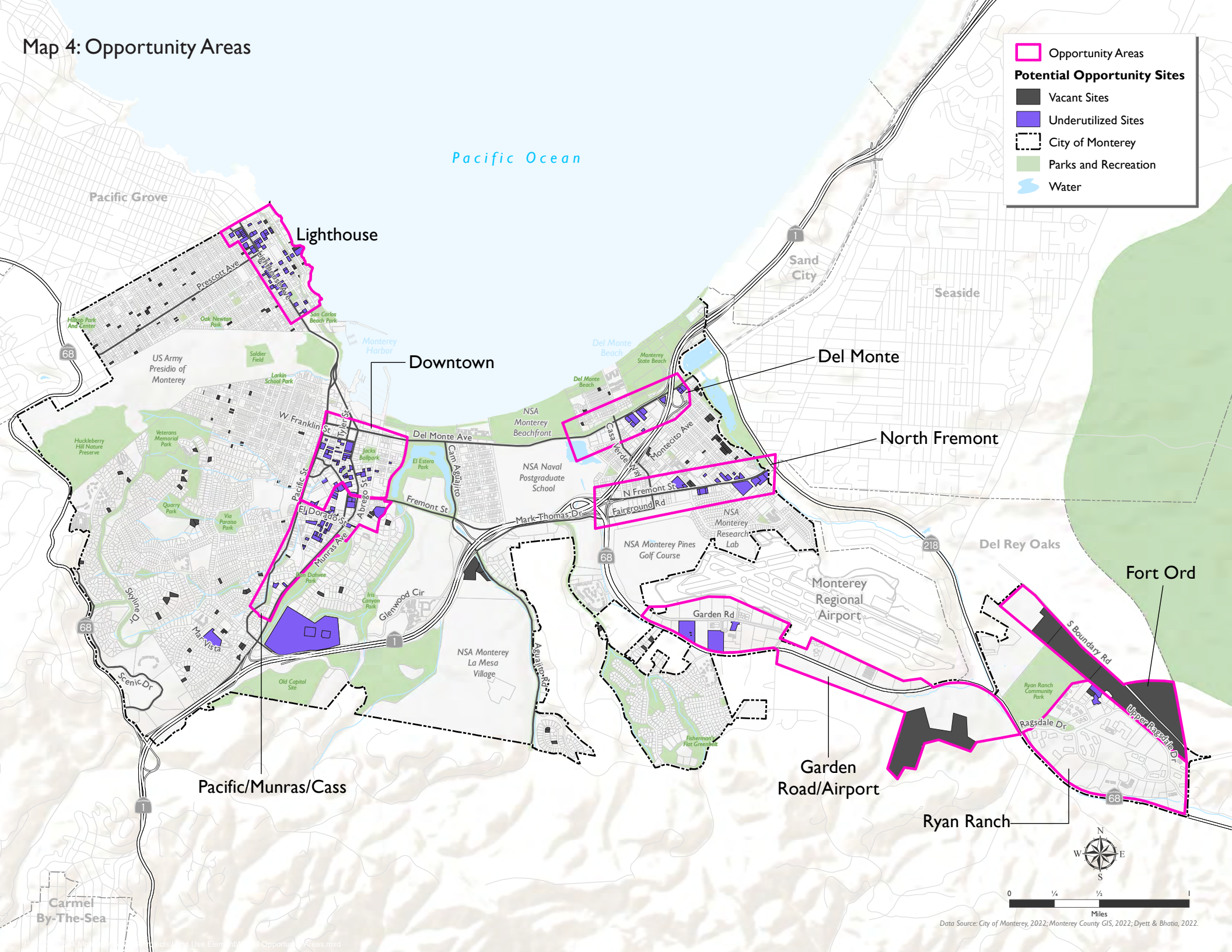
¹ Population projections assume an average household size of 2.13 persons for the City of Monterey, consistent with 2022 U.S. Census estimates.

Map 4: Opportunity Areas

Opportunity Areas

Potential Opportunity Sites

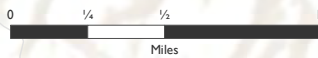
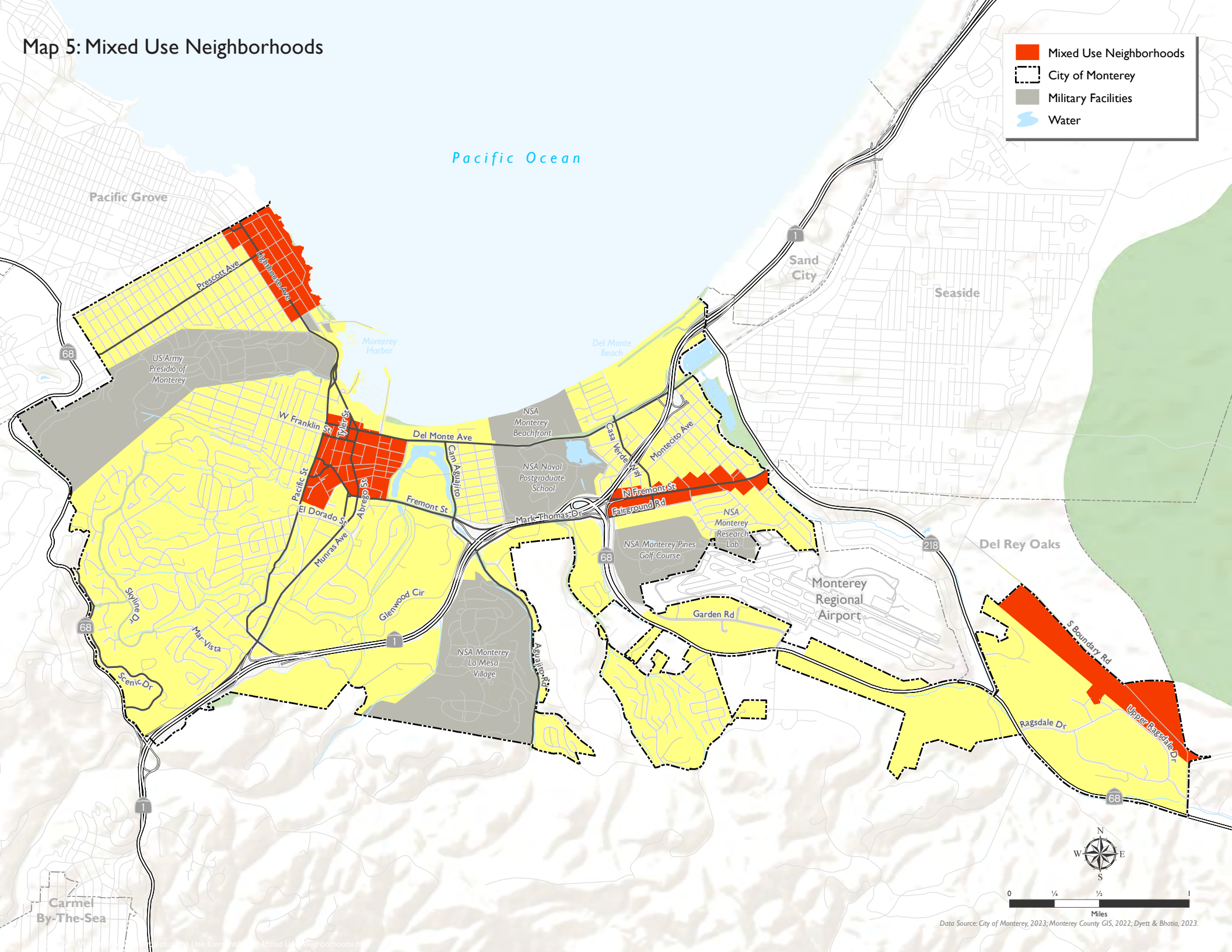
- Vacant Sites
- Underutilized Sites
- City of Monterey
- Parks and Recreation
- Water



Data Source: City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

Map 5: Mixed Use Neighborhoods

- Mixed Use Neighborhoods
- City of Monterey
- Military Facilities
- Water



Data Source: City of Monterey, 2023; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Carmel By-The-Sea

businesses, and to pursue the redevelopment of several large, publicly owned sites.

Other parts of the city are not anticipated to change significantly in character, land use, or development intensity over the next 20 years. These areas include the community's rich network of parks and open space, its educational institutions, and its military installations. In residential neighborhoods, development of accessory dwelling units and some limited infill housing is envisioned, but the basic scale and character will endure.

The General Plan Land Use Diagram and land use classifications provide a framework for realizing this community vision. The Land Use Diagram (Map 6) designates the proposed location, distribution, and extent of activities that may take place throughout the city. Land use classifications—shown as color/graphic patterns on the diagram—allow for a range of activities within each classification. The diagram is a graphic representation of policies contained in the General Plan; it is to be used and interpreted in conjunction with the text and other figures contained in the General Plan. Land use classifications are presented below. The Zoning Ordinance provides greater detail on specific uses permitted within each classification.

Land Use Classifications

RESIDENTIAL

Very Low Density Residential (R-VLD). The Very Low Density Residential category allows for residential development at less than two dwellings per acre. It provides for single-family housing and accessory dwelling units on large lots in areas with scenic and natural resources where the preservation of those resources is a central goal.

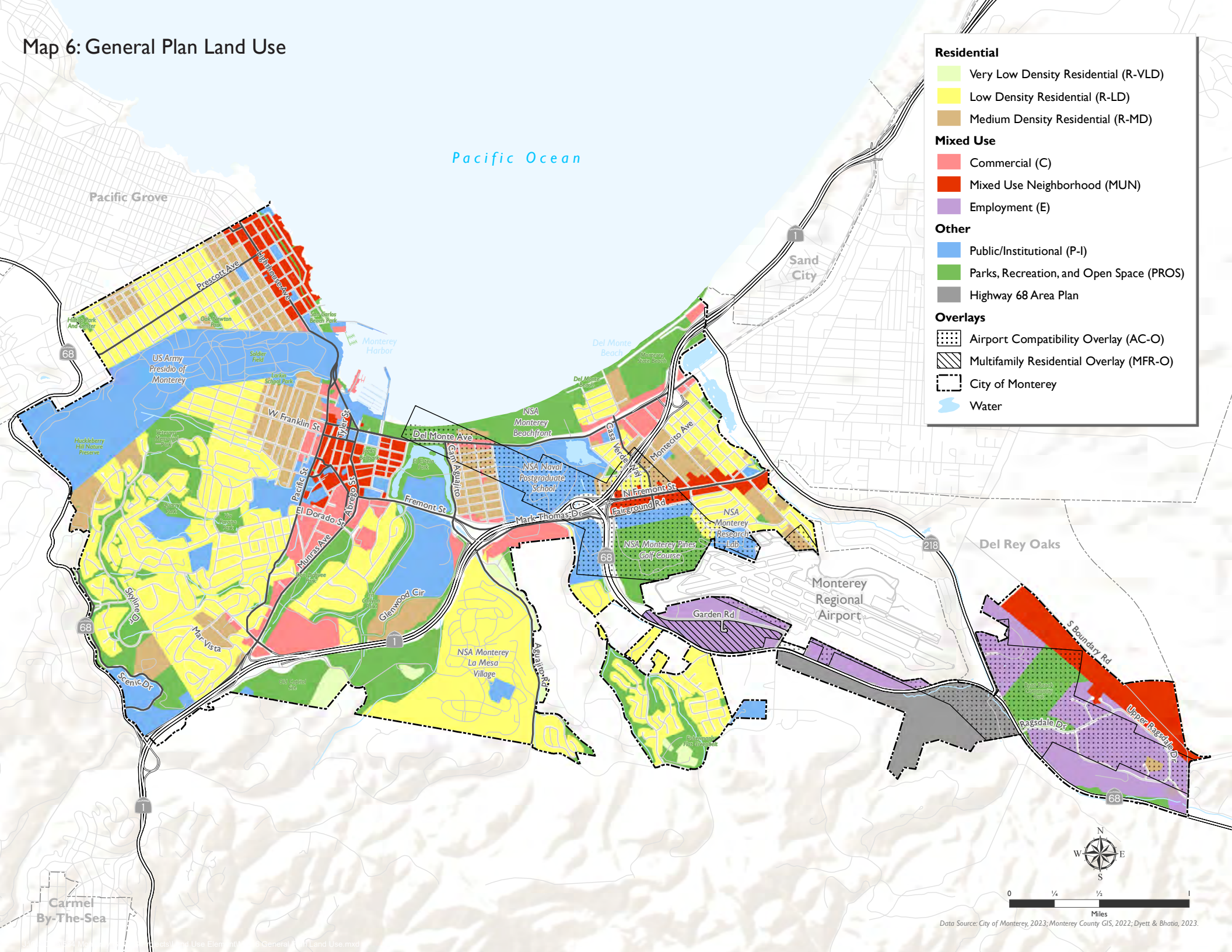
Low Density Residential (R-LD). The Low Density Residential category allows for residential development at two to eight dwellings per acre. This designation applies in established residential neighborhoods and is intended to provide for the continuation of detached single-family residences of varying sizes and accessory dwelling units.

Medium Density Residential (R-MD). The Medium Density Residential category allows for residential development up to thirty dwellings per acre. The intent of this designation is to provide for a mix of attached, detached, and/or mixed residential uses with a range of densities and housing types, including duplexes, condominiums, and apartments.

MIXED USE

Commercial (C). The Commercial category designates areas for a wide range of commercial uses, including retail, office, lodging, and visitor-oriented commercial uses. Sites with this designation may be developed with a standalone commercial use, two or more commercial uses, or mixed use. Allowable non-residential floor area ratio is between 0.25 and 1.0 FAR. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area. Residential uses are also permitted in a standalone or mixed use format at up to 30 dwelling units per acre.

Map 6: General Plan Land Use



Residential

- Very Low Density Residential (R-VLD)
- Low Density Residential (R-LD)
- Medium Density Residential (R-MD)

Mixed Use

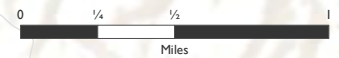
- Commercial (C)
- Mixed Use Neighborhood (MUN)
- Employment (E)

Other

- Public/Institutional (P-I)
- Parks, Recreation, and Open Space (PROS)
- Highway 68 Area Plan

Overlays

- Airport Compatibility Overlay (AC-O)
- Multifamily Residential Overlay (MFR-O)
- City of Monterey
- Water



Data Source: City of Monterey, 2023; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Carmel By-The-Sea

Mixed Use Neighborhood (MUN). The Mixed Use Neighborhood category is intended to promote pedestrian-oriented places that layer compatible land uses, public amenities, and attractions together at various scales and intensities. It allows for multiple functions within the same building or adjacent to one another in the same general vicinity to foster a mix of uses that encourages people to live, work, play, and shop in close proximity. A full range of residential, retail, employment, entertainment, cultural, public, and personal service uses is permitted. Allowable non-residential floor area ratio is up to 2.0 FAR. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area. The maximum permitted residential density is 30 dwelling units per acre; however, higher density projects are allowed in certain areas and under certain conditions as defined in the zoning ordinance, specific plans, or area plans.

Employment (E). The Employment category provides for business parks, office, and light industrial uses in the vicinity of the Monterey Regional Airport. It features a mix of lot sizes to accommodate small businesses as well as larger campus-style uses. Permitted uses include administrative and professional offices, light manufacturing, and research and development. Secondary and accessory uses such as restaurants, cafes, printers, and office supply stores to serve the needs of employees and businesses are encouraged. Allowable non-residential floor area ratio is up to 0.8 FAR. Employment areas can also support multifamily housing to serve the local workforce.

OTHER

Public/Institutional (P-I). This category applies to all publicly-owned facilities and those private facilities operated to serve the general public except for parks and recreation facilities. Included in this category are: public schools, military facilities, the airport, cemetery, large public parking facilities, hospitals, museums, conference center, and some publicly-owned historic buildings.

Parks, Recreation, and Open Space (PROS). This category applies to all parks and recreation facilities such as neighborhood, community, and county parks; community centers; and greenbelt and other open space areas.

Highway 68 Area Plan. Development and resource conservation in this nearly 5,000-acre area south of Highway 68 at the southeastern gateway to the city is governed by the voter-approved Highway 68 Area Plan, which guides specific plans and proposals.

OVERLAYS

Multifamily Residential Overlay (MFR-O). The Multifamily Residential Overlay is intended to increase opportunities for a range of housing types to meet the needs of the local workforce and address a shortage of supply. Multifamily housing of two or more units, such as duplexes, townhomes, apartments, and condominiums, is permitted on sites within the MFR-O at densities of up to 50 dwelling units per acre.

Airport Compatibility Overlay (AC-O). The Airport Compatibility Overlay applies to properties in Airport Safety Zones 1 through 6 as identified in the Monterey Regional Airport Land Use Compatibility Plan (ALUCP) in order to support ongoing airport operations and ensure

public safety. The purpose of the overlay is to resolve conflicts with respect to permitted development types and intensities on properties in the vicinity of the Monterey Regional Airport that have resulted from adoption of the ALUCP in 2019. Existing uses are permitted to continue on sites within the AC-O, and new development and expansion of existing uses shall only be permitted where the compatibility criteria or the infill exemption criteria of the ALUCP can be met. Development in the AC-O with the potential to conflict with the ALUCP's land use compatibility policies and criteria must be referred to the Airport Land Use Commission for compatibility review.

Goal a. Establish a compact, sustainable land use and development pattern with boundaries defined by the Santa Lucia Mountains and the Monterey Bay.

- Policy a.1.** Foster an integrated mix of employment, housing, educational, visitor-oriented, entertainment, recreational and open space uses throughout the city to support a complete community.
- Policy a.2.** Balance levels of employment and housing within the community to reduce commute times, improve air quality, and provide more opportunities for those who work in Monterey to live locally.
- Policy a.3.** Promote a range of residential densities throughout the community to encourage a mix of housing types in varying price ranges and rental rates.
- Policy a.4.** Focus new development primarily in commercial districts and mixed use neighborhoods so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.
- Policy a.5.** Work with the County, the Monterey Peninsula Unified School District (MPUSD), and interested property owners to integrate new housing onto key sites south of Highway 1, including the 50-acre property owned by MPUSD, and sites along the south side of Garden Road.
- Policy a.6.** Use development agreements, impact fees, benefits districts, and other mechanisms to ensure the provision of adequate infrastructure to serve new development.
- Policy a.7.** Preserve the scale and character of existing residential neighborhoods while allowing and encouraging appropriate infill development.
- Policy a.8.** Reinforce the visual, pedestrian, and bicycle connection between City neighborhoods and the Bay so that residents have exceptional non-automobile access to the Bay.

MIXED USE NEIGHBORHOODS

The General Plan outlines strategies for greater integration of uses in the mixed use neighborhoods shown on Map 5 and a better balance between employment and residential uses, with more areas designated for mixed use development rather than single use. Fostering a mix of complementary land uses within an area has helped to generate vibrant, successful districts in communities throughout California and across the nation. Mixed use can involve multiple uses in the same building – for example, retail shops at ground level with apartments above – or it can involve two or more compatible uses in separate buildings on the same property. Mixed use can also be achieved with a mix of uses located within site distance of one another along a corridor. The key is that a range of options for living, working, doing business, and enjoying leisure time are located in proximity to one another in a way that reduces the need for parking and driving while increasing opportunities for people to interact.

Goal b. Create and nurture a series of distinctive, walkable, mixed use neighborhoods in Monterey.

- Policy b.1.** Develop and implement specific plans and zoning to guide development in the mixed use neighborhoods, recognizing that each mixed use neighborhood is unique and requires tailored development and design standards, multi-modal improvements, and infrastructure financing strategies.
- Policy b.2.** Promote context-sensitive design within mixed use neighborhoods, based on objective standards for height, bulk, scale, landscaping, parking, setbacks, streetscapes, alleys and other aspects of development.
- Policy b.3.** Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.
- Policy b.4.** Promote the retention of the character of existing historic structures and urban design elements that define the built environment of the city's older neighborhoods.
- Policy b.5.** Create an attractive, safe environment for bicycles and pedestrians that promotes "micro-mobility" and connectivity to and within the mixed use neighborhoods.
- Policy b.6.** Encourage site designs that create an active street frontage and screen parking from the frontages of major thoroughfares.
- Policy b.7.** Integrate public art and community gathering spaces such as multi-purpose plazas, green spaces, paseos, and parklets into mixed use neighborhoods.

Micro-mobility refers to a range of small, lightweight vehicles used by individuals to travel short distances, typically at speeds below 15 miles per hour. This can include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal assisted bicycles. In an urban setting, micro-mobility solutions can be a quick and convenient way to get around, while also reducing congestion and pollution.

Compatibility with Military and Airport Operations

Local land use and zoning also needs to account for the presence of military installations and the Monterey Regional Airport in and adjacent to the community (see Map 7). Planning is needed to reduce land use conflicts, promote compatibility, and ensure public safety.





Serving over 400,000 passengers per year, Monterey Regional Airport plays an important role in the regional transportation system and economy of the Monterey Peninsula. The Airport Land Use Compatibility Plan (ALUCP) was developed to ensure the safety and welfare of residents, businesses, and airport users while supporting the continued operation of the Monterey Regional Airport. The ALUCP establishes seven airport safety zones that cover almost all land within the City of Monterey. These Safety zones restrict the development of land uses that could pose particular hazards to flight or the public in the event of an aircraft accident. The ALUCP provides exemptions for infill development and within designated urban areas.² Development within the Airport Influence Area with the potential to conflict with the ALUCP's land use compatibility policies and criteria must be referred to the Airport Land Use Commission for compatibility review.

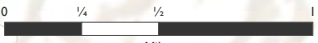
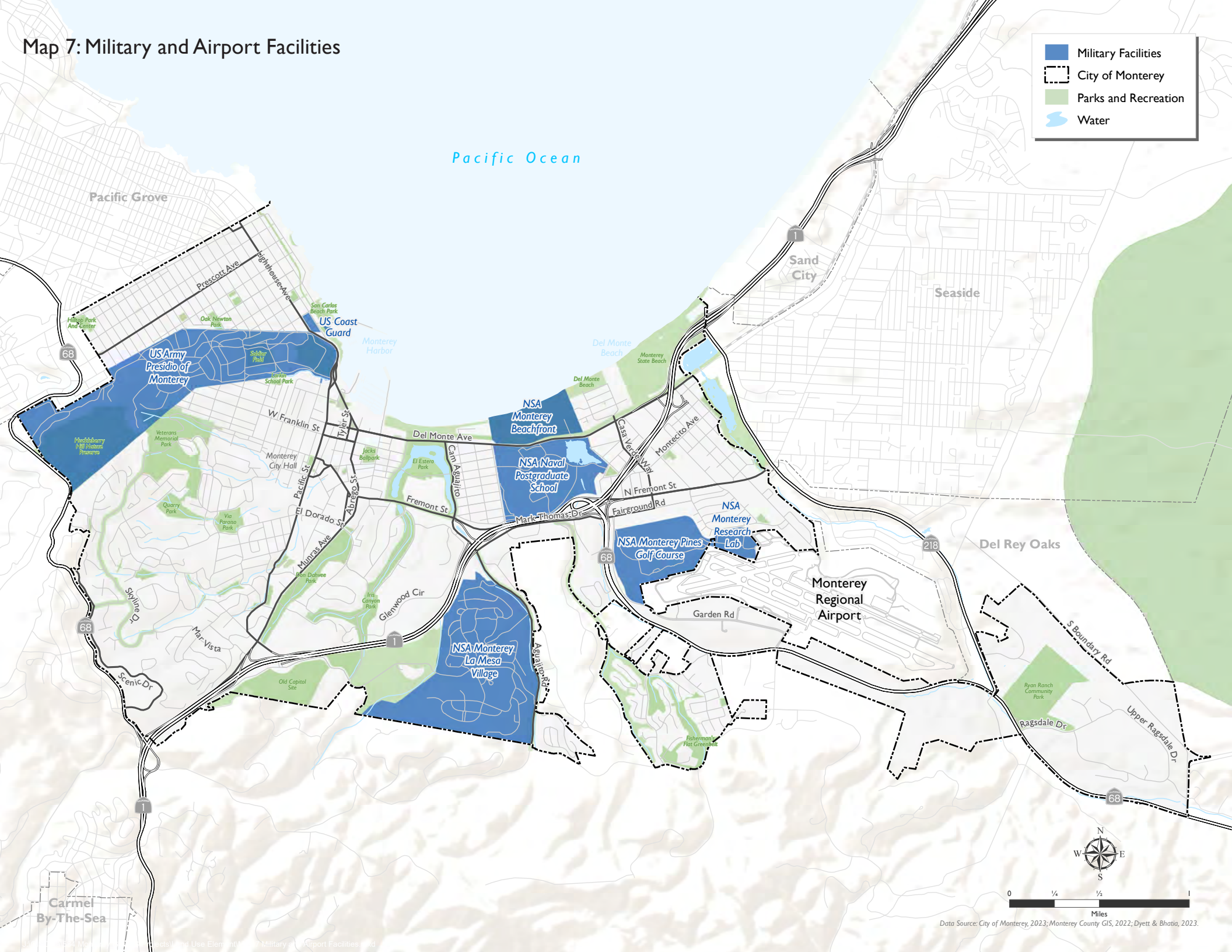
The military presence in Monterey dates back to the Spanish colonial period, and through the 20th Century the community supported several major active military installations, including the Presidio of Monterey, which served as an infantry replacement training center during World War II, and Fort Ord, which played a role in various military operations and training activities during the Cold War. Today, military training operations continue at the Defense Language Institute Foreign Language Center (DLIFLC) on the Presidio site and the Naval Postgraduate School (NPS), an academic institution focused on offering educational opportunities relevant to the Navy's interests and the Department of Defense. The US Naval Research Laboratory (NRL), one of the largest scientific institutions within the US government specializing in marine meteorology, and the Fleet Numerical Meteorology and Ocean Center, are also located within the city. The US Coast Guard Station, located in the northwestern part of the city along the shoreline of the Monterey Bay, is involved primarily in maritime law enforcement and search-and-rescue operations along California's Central Coastline.

Since 1994, the City of Monterey has pioneered a model of community-military partnerships that reduce costs and strengthen the military's connection with the local community. Through such partnerships, the military contracts with the City for maintenance and public works functions that deliver cost savings for the federal government, and the military leases land and recreational facilities to the City for community use.

² Urban areas where exemptions apply are identified on Exhibit 4C of the 2019 ALUCP and generally correspond to the Downtown, Lighthouse, and North Fremont opportunity areas.

Map 7: Military and Airport Facilities

-  Military Facilities
-  City of Monterey
-  Parks and Recreation
-  Water



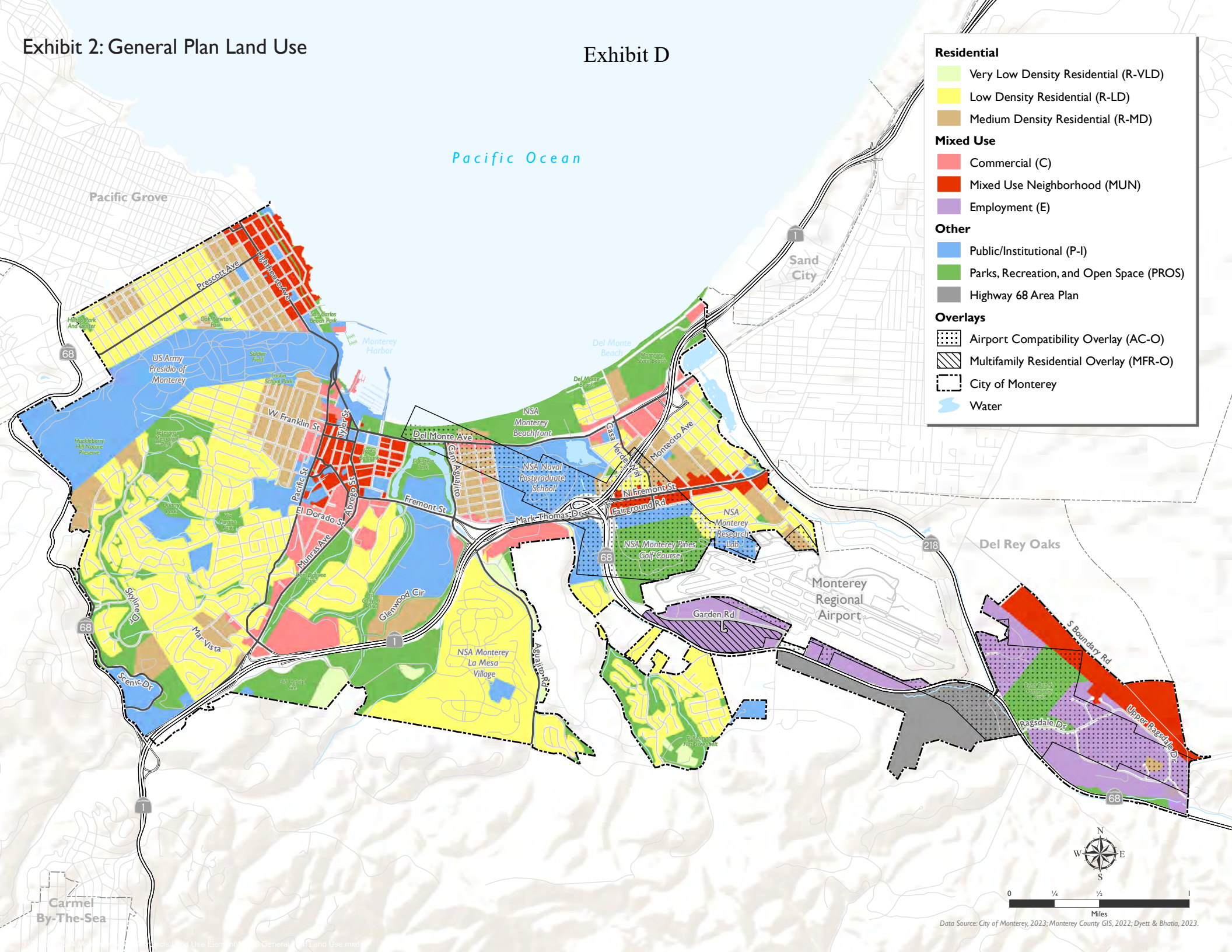
Data Source: City of Monterey, 2023; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Goal c. Minimize airport safety hazards and promote compatibility with airport and military operations.

- Policy c.1.** Require that new development be consistent with the safety zone land use and noise compatibility criteria established in the Airport Land Use Compatibility Plan (ALUCP) for the Monterey Regional Airport. However, proposed developments that are not consistent with the ALUCP standards shall be referred to the ALUC for consistency review as provided by law.
- Policy c.2.** Refer all projects that may present airspace obstruction issues as identified in the ALUCP or may impede approach/departure visibility within the Monterey Regional Airport Influence Area to the Airport Land Use Commission for consistency review prior to issuing local development permits.
- Policy c.3.** Minimize the potential for development in the Airport Influence Area, as identified in the ALUCP, to adversely affect aircraft operations by reducing the potential for bird strikes, electromagnetic interference, glare, and other hazards to flight.
- Policy c.4.** Require real estate disclosures for projects within the Monterey Regional Airport Influence Area, consistent with State law. Disclosures should notify the prospective purchasers of the potential annoyances or inconveniences associated with airport operations.
- Policy c.5.** Create an application checklist identifying required information for development projects proposed within 1,000 feet of a military installation and notify the United States Armed Forces of any proposed land use or zoning changes within 1,000 feet of a military installation prior to project approval.
- Policy c.6.** Continue to explore strategic partnerships that benefit the City, the community, and military installations in Monterey by providing for shared use of facilities and cost savings.

Exhibit 2: General Plan Land Use

Exhibit D



Residential

- Very Low Density Residential (R-VLD)
- Low Density Residential (R-LD)
- Medium Density Residential (R-MD)

Mixed Use

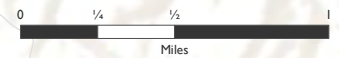
- Commercial (C)
- Mixed Use Neighborhood (MUN)
- Employment (E)

Other

- Public/Institutional (P-I)
- Parks, Recreation, and Open Space (PROS)
- Highway 68 Area Plan

Overlays

- Airport Compatibility Overlay (AC-O)
- Multifamily Residential Overlay (MFR-O)
- City of Monterey
- Water



Data Source: City of Monterey, 2023; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Carmel
By-The-Sea

7 Safety Element

The natural beauty of the forested hills and the California coastline in and around Monterey helps define the character of the community, but it also holds potential for natural hazards that pose risk to human health and property, including earthquakes, landslides, flooding, wildfire, and wind-related hazards. These risks are compounded by the warming of the climate, which is projected to bring increased rainfall intensity, hotter average daily temperatures, and more extreme weather events. Urban development in the area has also brought the potential for human-made disasters. This chapter identifies natural and human-made hazards in Monterey as well as measures to promote public safety and effective emergency response and recovery. Airport hazards are addressed in the Land Use Element.

Natural and Humanmade Hazards

Most of the planning area is located within the wildland urban interface, where human development transitions to undeveloped wildlands and where risk of catastrophic wildfire is greater. Upland areas in the south and southwest of the city are classified as Very High Fire Hazard Severity Zones by California Department of Forestry and Fire Protection (CAL FIRE), based on the presence of vegetation that is highly flammable and extremely dry during the summer months. Monterey is also located in a seismically active region and much of the community is susceptible to ground shaking in the event of fault rupture. Other related seismic and geologic hazards include the potential for landslides in steep terrain and liquefaction, a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. There are areas of high liquefaction risk along the course of creeks that drain from the hills to Monterey Bay, and there is an area of high landslide susceptibility in the hills near Fisherman's Flats Greenbelt. Low lying areas of Downtown and locations along Del Monte Avenue are subject to flooding, coastal inundation, and tsunamis. Coastal erosion is common along much of the Monterey coastline, which could increase with sea level rise. Maps 11 through 16 characterize the risk of natural hazards in the planning area.

The City is party to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), a regional effort that articulates a plan for reducing and/or eliminating risk from natural and humanmade hazards. The MJHMP includes a local annex¹ assessing risks associated with earthquake, wildfire, flooding, drought, landslide, insect infestation, extreme weather, severe wind, hazardous materials accidents, terrorist attack, and other hazards specific to Monterey, and it identifies mitigation goals, objectives, and projects to reduce those risks. The MJHMP and the City of Monterey local annex are incorporated by reference into the Safety Element of the General Plan. The Monterey City Code also incorporates development standards and hazard risk mitigation protocols that

¹ Monterey County Multi-Jurisdictional Hazard Mitigation Plan, Volume 2, Annex H – City of Monterey

address natural and humanmade hazards in the community. Safety Element policies provide a framework to guide City planning and decision-making related to natural and humanmade hazards.

Monterey County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)

The MJHMP contains detailed hazard profiles for all areas of the county, addressing a range of natural and human-made hazards, including wildfire, tsunami, drought, earthquake, flooding, hazardous materials incident, public health hazards, and other hazards. For each potential hazard, the profiles describe primary and secondary effect, magnitude/severity, previous occurrences, and the likelihood of future occurrences. An assessment of impacts to vulnerable populations, property, critical facilities, and infrastructure and the effects of climate change is also included.

Goal a. Protect life and property from natural and humanmade hazards.

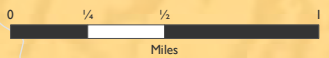
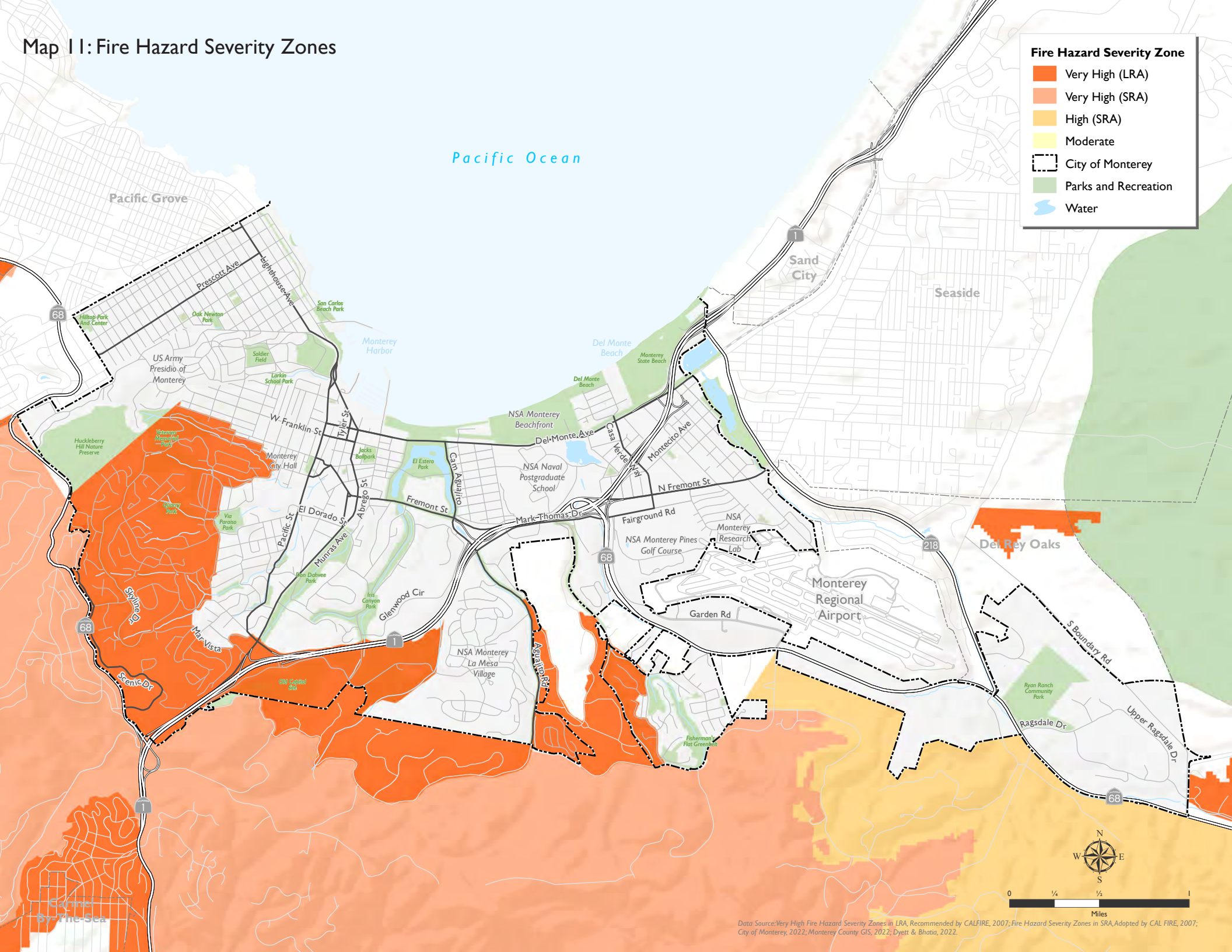
Geologic and Seismic Hazards

- Policy a.1.** Require that new development be sited and designed to minimize risks from seismic events, including fault rupture, liquefaction, and landslides.
- Policy a.2.** For new development within seismic and geologic hazard zones, including existing landslide areas, areas of high and moderate risk of landslide (Map 14) and liquefaction (Map 15) risk as well as areas within 660 feet of an identified fault in the late or latest quaternary category (Map 12), require that project proponents submit geotechnical investigation reports prepared by qualified professionals and demonstration that the project conforms to all mitigation measures recommended by the reports prior to City approval.
- Policy a.3.** Require that buildings intended for human occupancy and critical facilities be set back a safe distance (as determined by a qualified geologist) from surface traces of active and potentially active faults. Potentially active faults should be treated the same as active faults until detailed geotechnical data is submitted demonstrating to the City’s satisfaction that a fault is not active.
- Policy a.4.** Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.
- Policy a.5.** Establish a **program** to inventory and evaluate earthquake hazards in existing buildings, especially buildings with unreinforced masonry (URME) and explore measures to encourage building owners to upgrade and retrofit structures to render them seismically safe.

Map 11: Fire Hazard Severity Zones

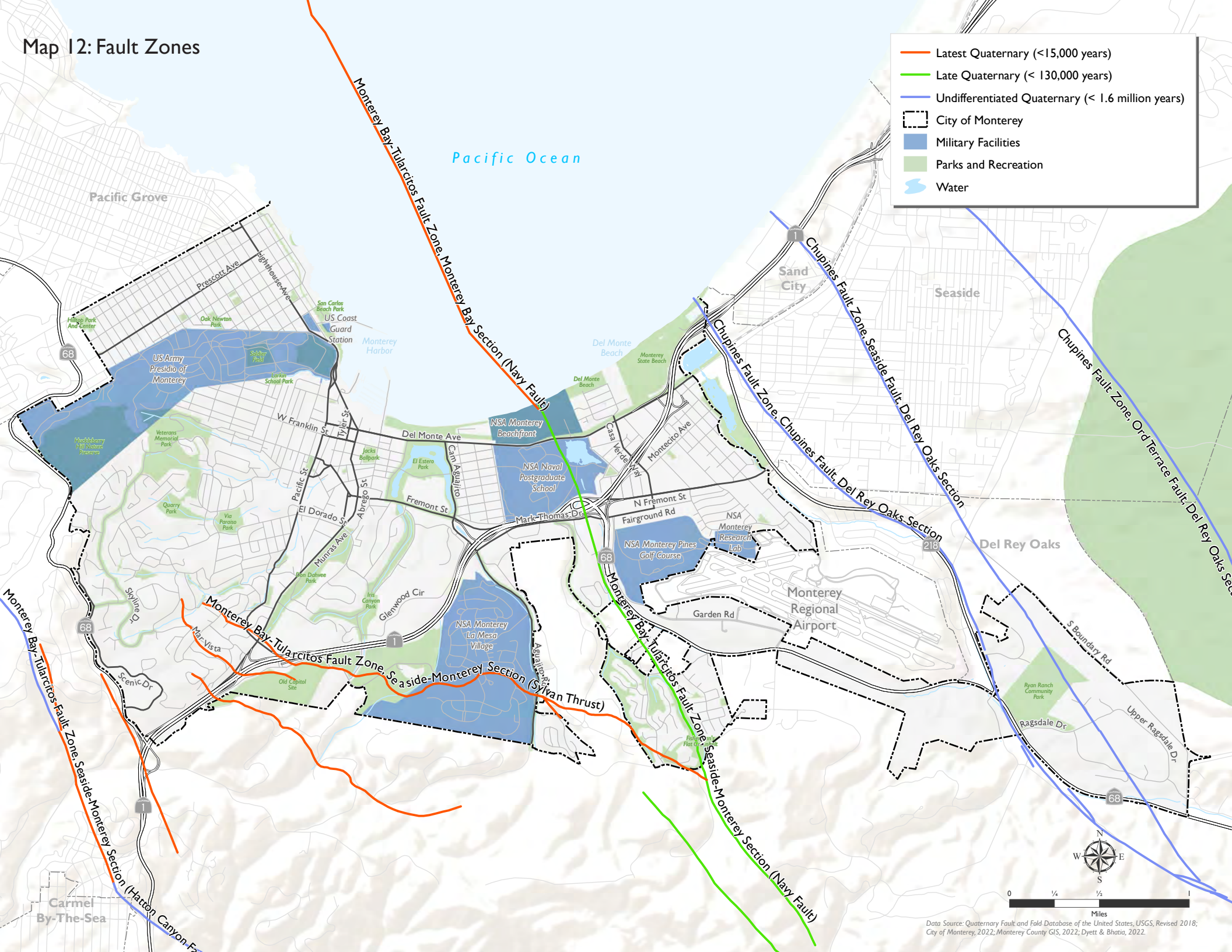
Fire Hazard Severity Zone

- Very High (LRA)
- Very High (SRA)
- High (SRA)
- Moderate
- City of Monterey
- Parks and Recreation
- Water

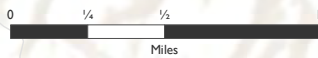


Data Source: Very High Fire Hazard Severity Zones in LRA, Recommended by CALFIRE, 2007; Fire Hazard Severity Zones in SRA, Adopted by CAL FIRE, 2007; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatta, 2022.

Map 12: Fault Zones



- Latest Quaternary (<15,000 years)
- Late Quaternary (< 130,000 years)
- Undifferentiated Quaternary (< 1.6 million years)
- City of Monterey
- Military Facilities
- Parks and Recreation
- ~ Water



Data Source: Quaternary Fault and Fold Database of the United States, USGS, Revised 2018; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

Map 13: Seismic Ground Shaking

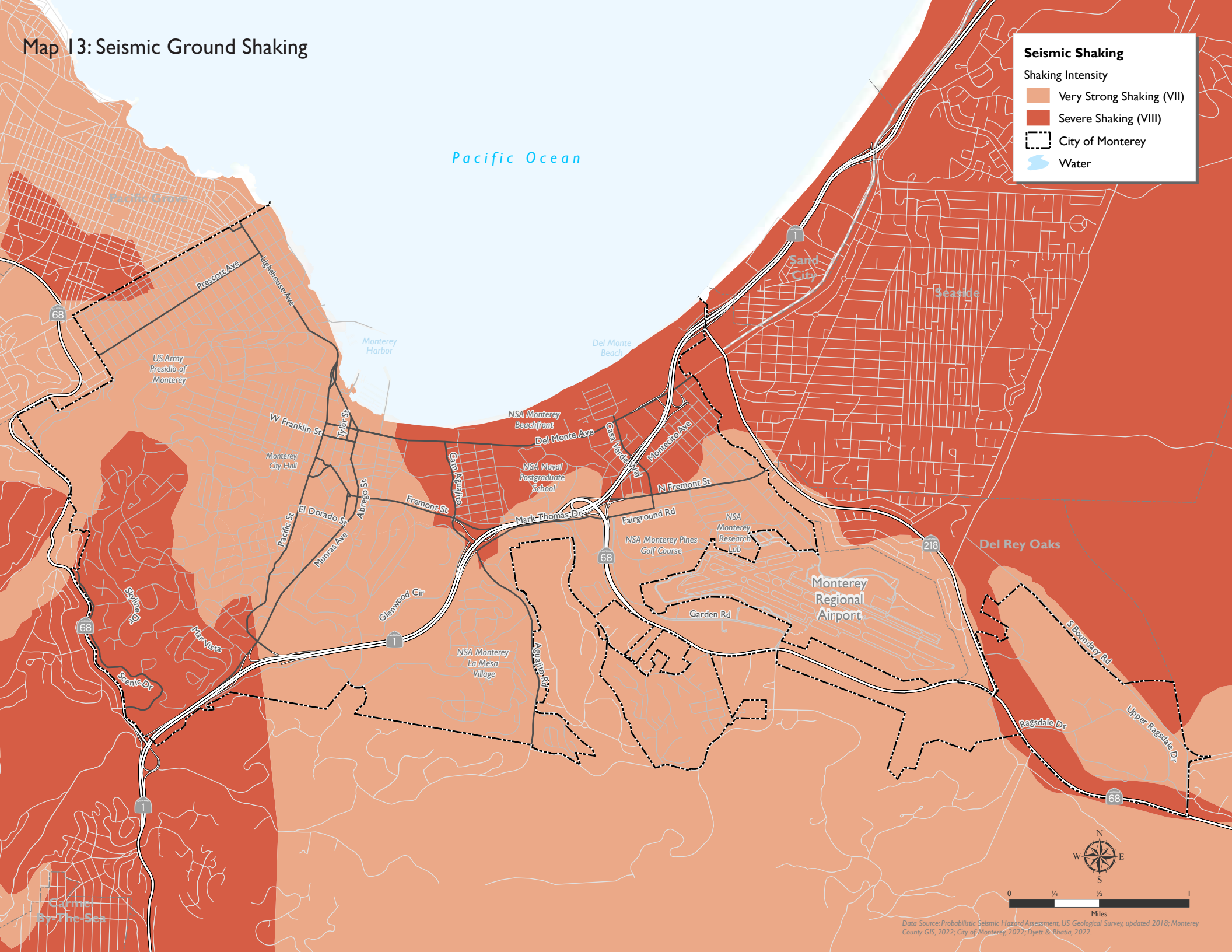
Seismic Shaking

Shaking Intensity

- Very Strong Shaking (VII)
- Severe Shaking (VIII)

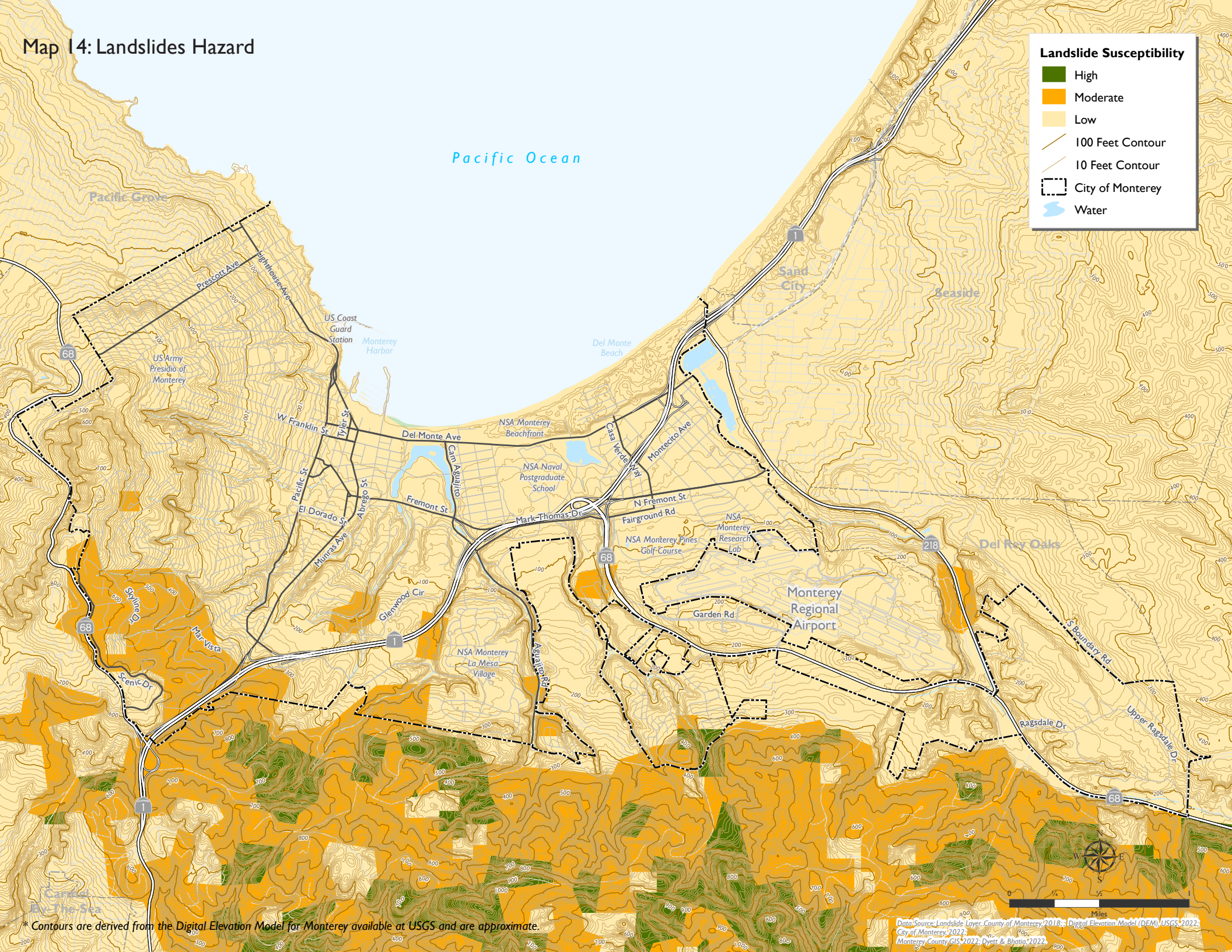
City of Monterey

Water



Data Source: Probabilistic Seismic Hazard Assessment, US Geological Survey, updated 2018; Monterey County GIS, 2022; City of Monterey, 2022; Dyett & Bhatia, 2022.

Map 14: Landslides Hazard



Landslide Susceptibility

- High
- Moderate
- Low
- 100 Feet Contour
- 10 Feet Contour
- City of Monterey
- Water

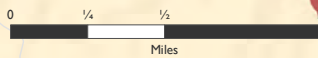
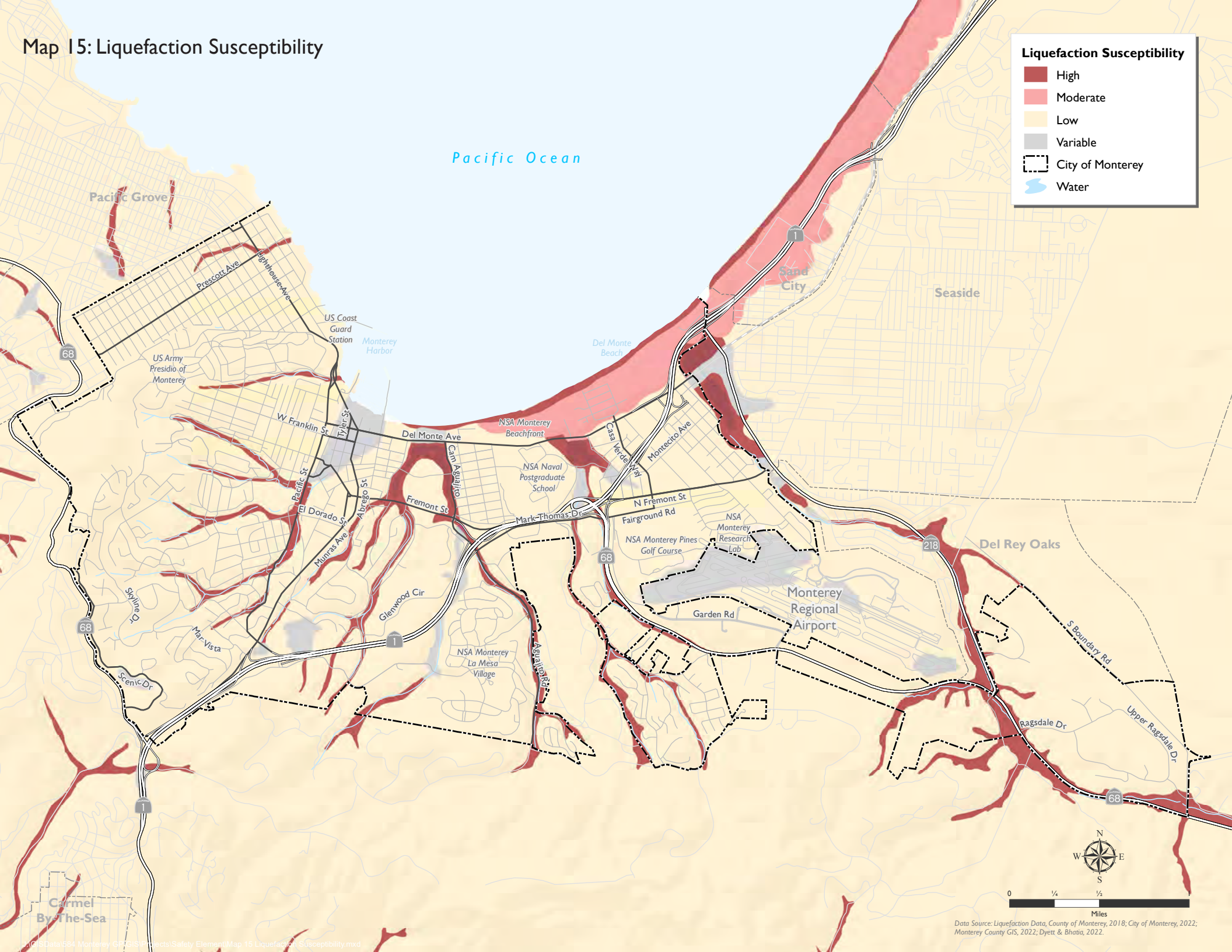


* Contours are derived from the Digital Elevation Model for Monterey available at USGS and are approximate.

Map 15: Liquefaction Susceptibility









Liquefaction Susceptibility

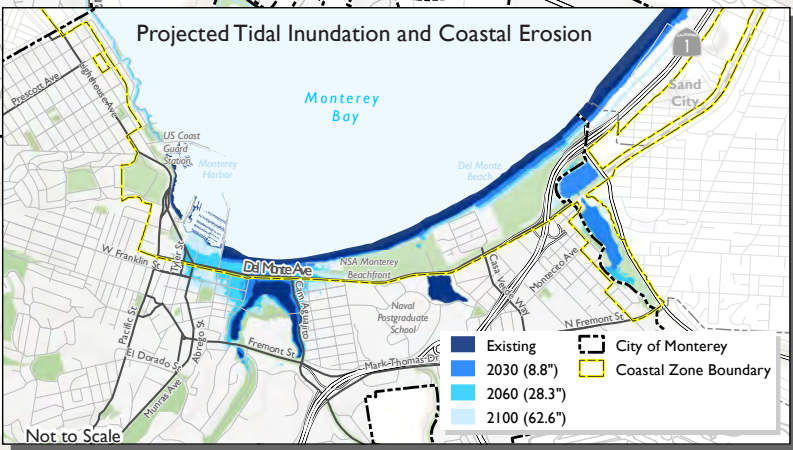
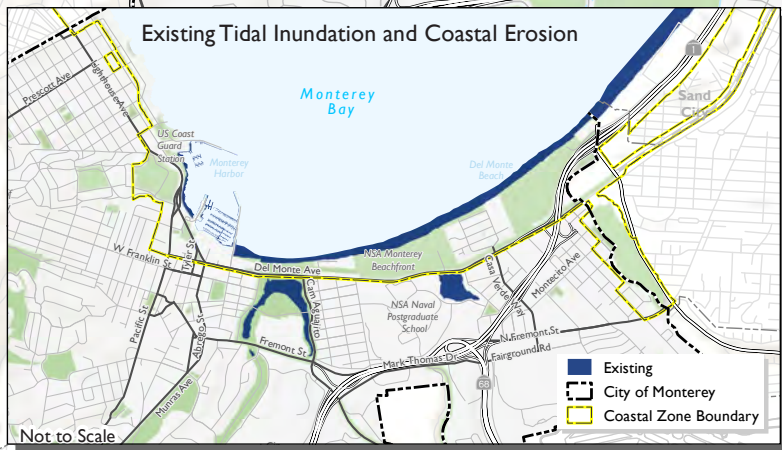
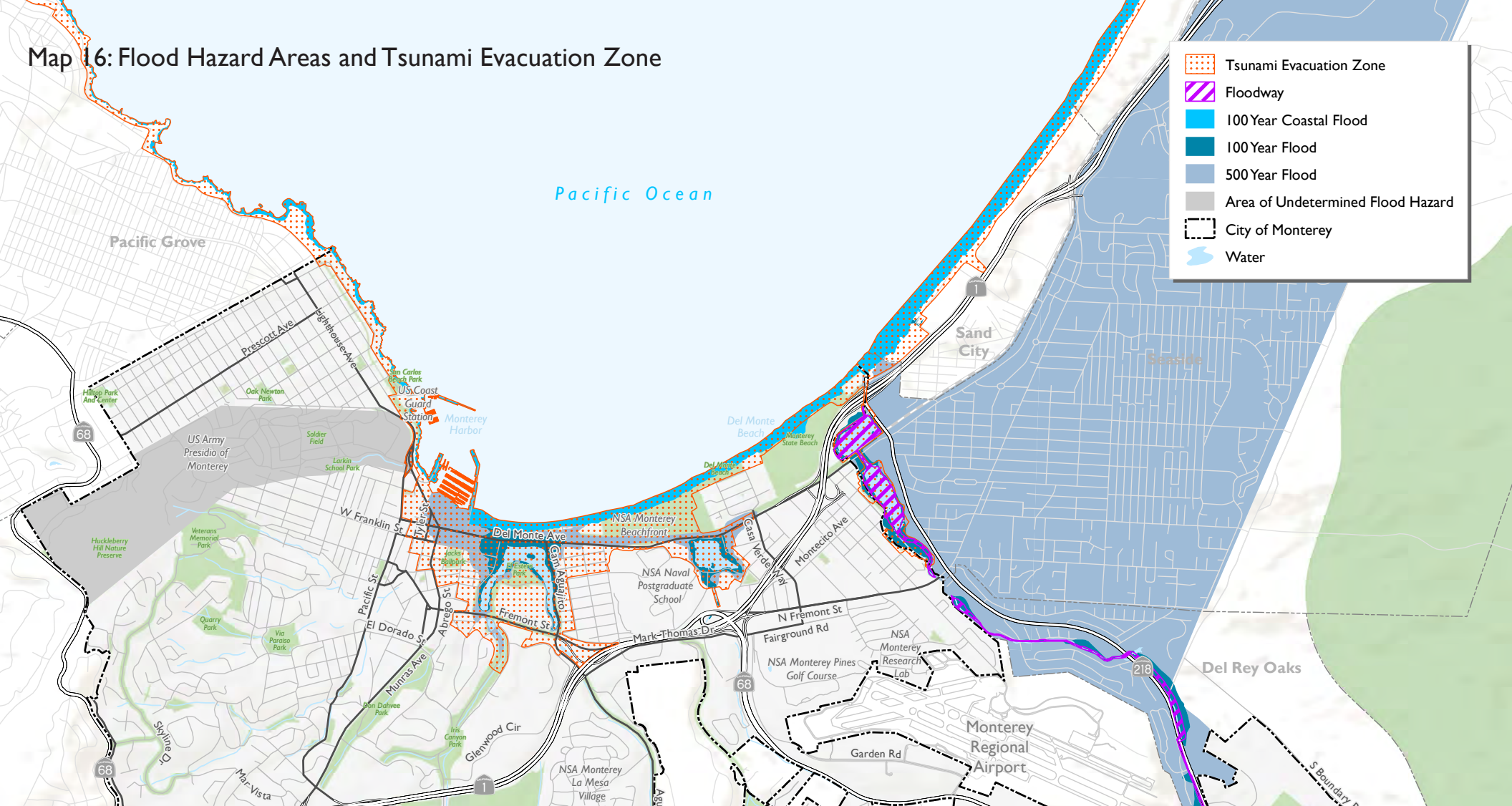
- High
- Moderate
- Low
- Variable
- City of Monterey
- Water



Data Source: Liquefaction Data, County of Monterey, 2018; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2022.

Map 16: Flood Hazard Areas and Tsunami Evacuation Zone

-  Tsunami Evacuation Zone
-  Floodway
-  100 Year Coastal Flood
-  100 Year Flood
-  500 Year Flood
-  Area of Undetermined Flood Hazard
-  City of Monterey
-  Water



0 1/4 1/2 1 Miles

Data Source: City of Monterey Final Sea Level Rise and Vulnerability Analyses; Existing Conditions and Issues Report, 2016; National Flood Hazard Layer, FEMA 2017; City of Monterey, 2023; Monterey County GIS, 2023; Dyett & Bhatia, 2023.

- Policy a.6.** Continue to regulate development on hillsides where average slope is greater than 15 percent.
- Policy a.7.** When creating new lots of record sloped areas of 25 percent or greater shall not count towards the minimum lot size.
- Policy a.8.** Prohibit new development on existing lots of record where average slope is 25 percent or greater. Minimal encroachment into 25 percent or greater slope may be permitted by the Planning Commission subject to a use permit if it is designed and located to minimize impacts to adjoining property and public right-of-way that could occur due to inadequate grading and drainage control, visual appearance, and removal of trees and vegetation. To permit such encroachment, the Planning Commission must find that the amount and location of 25 percent or greater slope area so severely restricts the development potential of the lot that prohibiting development on 25 percent or greater slope deprives such property of privileges enjoyed by other similar properties or is such a minor encroachment that an exception to this prohibition is warranted.
- Policy a.9.** Minimize grading in hillside areas and require erosion prevention by revegetation or other acceptable methods.
- Policy a.10.** Permit grading operations only in areas scheduled for immediate construction or paving.
- Policy a.11.** In order to maximize soil and slope stability and erosion prevention, minimize excavation, grading, cutting, or filling during construction; require erosion prevention as a strategy in the planning and design of grading operations; and avoid or minimize removal of ground cover, vegetation, and canopies.
- Policy a.12.** Require an Erosion and Sediment Control Plan (ESCP) or a Stormwater Pollution Prevention Plan (SWPPP) as required by local, regional or state regulations.
- Require engineering geology or slope stabilization reports when the excavation and/or grading planned have the potential for slope instability or potential to create unstable slope or soil conditions. Flooding Hazards*
- Policy a.13.** Design, construct, and maintain street and storm drain flood control systems to accommodate storm flows, employing "green infrastructure" techniques as feasible and appropriate.
- Policy a.14.** Review all development applications for areas within a 100-year flood hazard zone for consistency with FEMA National Flood Insurance Program (NFIP) standards to mitigate flood hazard potentials.
- Policy a.15.** Require applicable development projects to employ low impact development (LID) design strategies that minimize drainage concentration, minimize impervious coverage, utilize pervious paving materials, and overall utilize best management practices (BMPs) to reduce stormwater runoff and minimize increases in downstream runoff and/or impacts resulting from new development.

- Policy a.16.** Through compliance with existing environmental regulations and associated development agreements, require applicable new development and re-development to incorporate storm drainage and water quality improvements into their design plans for construction and to protect downstream watershed processes.
- Policy a.17.** Periodically review the risk of increased flooding hazards due to climate change and develop strategies to adapt to changing flood hazard conditions, including those related to monitoring, emergency preparedness, vegetation management, and development policies, and ensure that the City's hazard information is up-to-date regarding climate trends.
- Policy a.18.** Consider and mitigate the potential hazards from storm waves, tsunamis, high tidal conditions and flooding for projects along the bay shoreline.
- Policy a.19.** As the need is identified, work with creekside property owners to reduce and mitigate flood hazards.

Wildfire Hazards

Wildfire Protection

The Monterey Fire Department (MFD) provides a complete range of fire protection, prevention, and educational services in the Cities of Monterey, Pacific Grove, Carmel-by-the-Sea, and Sand City, as well as to the Naval Postgraduate School, La Mesa Village, and the Monterey Regional Airport. Other agencies with responsibility for wildland fire prevention and protection services in the planning area include: the Monterey County Regional Fire District; the Presidio of Monterey Fire Department; the U.S. Forest Service (USFS) Monterey Ranger District; and the California Department of Forestry and Fire Protection (CAL FIRE).

MFD has prepared a Community Wildfire Protection Plan (CWPP) that outline local priorities for wildfire risk mitigation and provides a roadmap of actions for a community to address the wildfire threat. The CWPP provides a comprehensive list of local, state, and federal agencies with responsibility for fire protection.

- Policy a.20.** Work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.
- Policy a.21.** Jointly with State, County, local and other agencies, inform property owners of wildfire risks and measures to reduce those risks, including by:
- Maintaining and making publicly available an up-to-date map of high and very high fire hazard areas consistent with CAL FIRE designations; and
 - Disseminating information on fire weather watches and fire risks via the City's website and encouraging all Monterey residents to engage in risk reduction and fire preparedness activities.

- Policy a.22.** Maintain regulations and standards designed to achieve the greatest practical level of built-in fire protection to confine fires.
- Policy a.23.** Avoid, where feasible, locating new development in Very High Fire Hazard Severity Zones (FHSZ). If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.
- Policy a.24.** Require new development in Very High FHSZs to prepare a Fire Protection Plan that minimizes risks by:
- Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
 - Siting and designing development to avoid hazardous locations (e.g. through fire breaks) to the extent feasible;
 - Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
 - Using appropriate fire-safe building materials and design features, consistent with the adopted City Code and Fire and Building Code standards to ensure the minimum amount of required fuel modification;
 - Using fire-retardant, native plant species in landscaping; and
 - Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities.
- Policy a.25.** Require that all new development located in a Very High FHSZs or a State Responsibility Area (SRA) be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.
- Policy a.26.** Require new development in Very High FHSZs to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel breaks, and roadside fuel reduction.
- Policy a.27.** Continue to require proactive weed abatement and, brush thinning, and removal services on new and existing development in Very High FHSZs in order to curb potential fire hazards.
- Policy a.28.** To facilitate the orderly evacuation of residential areas within the Very High FHSZs, maintain minimum standards for roadway design, maintenance, and vegetation management.
- Policy a.29.** Cooperate with the CAL FIRE and Monterey County Regional Fire District to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.
- Policy a.30.** Coordinate with the California-American Water Company and the Marina Coast Water District to ensure that those agencies plan for an adequate and sustainable

water supply to meet fire suppression needs within the planning area over the long term.

- Policy a.31.** Work with responsible agencies and nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.
- Policy a.32.** Adopt and implement the Community Wildfire Protection Plan to guide the restoration and maintenance of landscapes, promote fire-adapted communities, and strengthen response to wildfire.

Wind Hazards

- Policy a.33.** Monitor issues related to damage from windstorms and undertake precautionary measures as needed, such as tree trimming.
- Policy a.34.** Within Very High Fire Hazard Severity Zones, set new schools, housing, and care facilities a minimum of 100 feet back from high voltage power lines or substations.

Humanmade Hazards

- Policy a.35.** Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.
- Policy a.36.** Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.
- Policy a.37.** Consistent with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

Emergency Management

With the potential for natural and humanmade hazards in the planning area, it is critical that the City plan proactively to ensure the safety of residents in times of disaster. This involves ensuring that all parts of the city are accessible for both evacuation and emergency access, including areas of new development and areas of the city with fewer access points. The City recognizes the importance of emergency preparedness through the design and implementation of its Emergency Operations and Local Hazard Mitigation plans. These plans are based on the functions and principles of the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS).

Map 17 shows emergency evacuation routes throughout the city. Primary emergency access and evacuation routes include State Routes, 1, 68, and 218 as well as major thoroughfares within the city, such as Lighthouse Avenue, Pacific Street, Del Monte Avenue, Fremont Street, Mark Thomas Drive, and Aguajito Road. All evacuation routes face potential disruption from a flood, earthquake, or wildfire event, which may block roadways or damage the roadway surface. In the event of

widespread disruption to local evacuation routes, remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since evacuation routes for Monterey also serve as evacuation routes for neighboring communities, and so potential disruptions may have regional effects.

An analysis of existing development patterns and roadway connectivity completed with the use of graphic information systems (GIS) software indicates that some residential areas of the city have constrained emergency access. These evacuation-constrained properties are all located in at least one hazard-prone area and may have access to only one emergency evacuation route, which can significantly impede the swift and orderly movement of residents to safer locations and can lead to congestion, delayed emergency response times, and heightened risk to life and property. As shown on Map 18, in the event of a wildfire in the southern part of the planning area, evacuation-constrained areas include of Skyline Forest, Monterey Vista, portions of the Skyline, Monterey Vista, Aguajito Oaks, Deer Flats, Fisherman Flats, Alta Mesa, and Old Town neighborhoods. In the event of flooding or tsunami, evacuation-constrained areas include portions of the Del Monte Grove/Laguna Grande, Del Monte Beach, Villa Del Mar, Casanova/Oak Knoll, Oak Grove, Old Town, and New Monterey neighborhoods.

Areas at greatest risk from fault rupture, flooding, and wildfire are generally concentrated in the western and southern portions of the city, as shown on Maps 19A and B. Under emergency evacuation scenarios involving one or more of these events, the distance from these areas to the nearest evacuation gateway is longest and in consideration of access to vehicles, network constraints, and traffic signal timing, these neighborhoods are most vulnerable. An evacuation route capacity analysis that modeled a multi-hazard scenario with buildout of the General Plan in 2031 concluded that, on a systemwide basis, roadways in the planning area would have adequate capacity for an evacuation; however, traffic volumes could surpass capacity at the approaches to certain highway interchanges. Evacuation times can be improved and evacuation capacity optimized with the implementation of technological and design strategies. Above all, ensuring that community members are prepared for emergency evacuation events and understand what to do is of critical importance.

Goal b. Goal B: Provide effective emergency response to disasters and emergencies.

Policy b.1. Use the adopted Local Hazard Mitigation Plan and Emergency Operations Plan to guide actions and investments for emergency preparedness and response.

Policy b.2. Maintain area-wide mutual aid agreements and communication links with partner agencies and other participating jurisdictions.

Policy b.3. Maintain and periodically update the Emergency Operations Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.

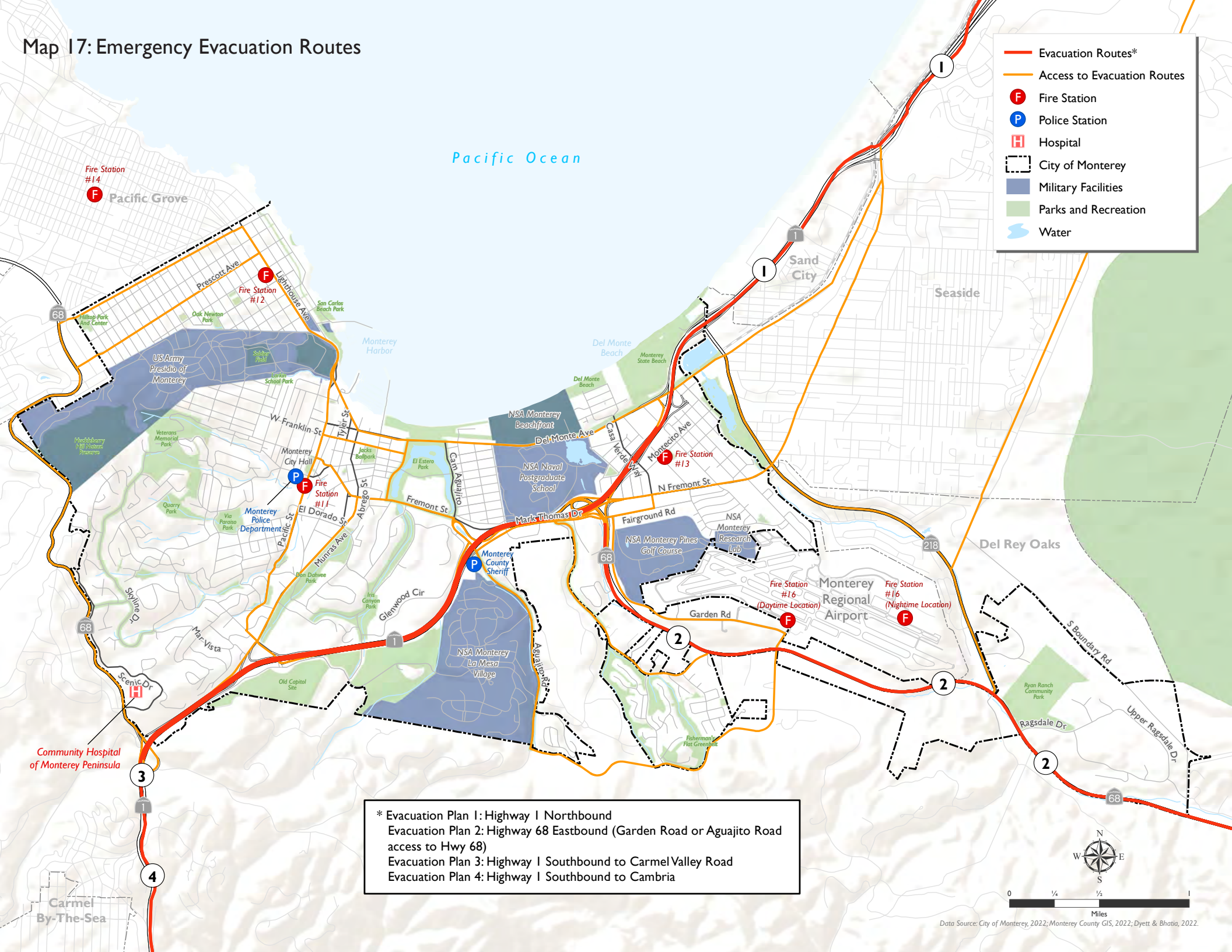
Policy b.4. Partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as Highway 1 and Highway 68 and to develop contingency

plans for operations when these and other roads are inoperable due to flooding or wildfire.

- Policy b.5.** Coordinate with Caltrans to identify and implement measures to temporarily increase capacity at highway ramps during emergency evacuation events. Measures may include optimizing adaptive signal systems, placing traffic cones to accommodate a higher volume of evacuating vehicles, providing real-time traffic safety and guidance information via changeable message sign (CMS) boards, and other strategies.
- Policy b.6.** Install clear and comprehensive signage and wayfinding to facilitate smoother traffic flow and direct residents and visitors effectively to evacuation routes.
- Policy b.7.** Study the feasibility of deploying dynamic message signs, roadway sensors, and other Intelligent Transportation Systems (ITS) tools to disseminate real-time traffic conditions, alternative routes, and delays to drivers, enhancing situational awareness and decision-making.
- Policy b.8.** Ensure road surfaces on City-designated evacuation routes can withstand extreme weather conditions and are maintained to accommodate increased traffic during evacuations.
- Policy b.9.** Require new residential subdivisions to have at least two ingress and egress routes that account for existing and proposed traffic evacuation volumes at buildout
- Policy b.10.** Explore secondary means of ingress and egress in areas with existing evacuation constraints, as shown in Map 18, Evacuation Constrained Residential Parcels.
- Policy b.11.** Provide information on and build community awareness of major evacuation routes and notification systems used for emergency alerts to residents and businesses in Monterey.
- Policy b.12.** Use the countywide alert and early warning system to notify residents by phone, text, or email of extreme weather conditions and/or the need to evacuate in the event of emergency. The system should also be used to broadcast the location of evacuation centers, particularly for residents of vulnerable areas and neighborhoods with constrained emergency access.
- Policy b.13.** Develop an evacuation assistance program, in coordination with Monterey-Salinas Transit/ADA paratransit (RIDES) to help those with limited mobility or lack of access to a vehicle evacuate safely.

Map 17: Emergency Evacuation Routes

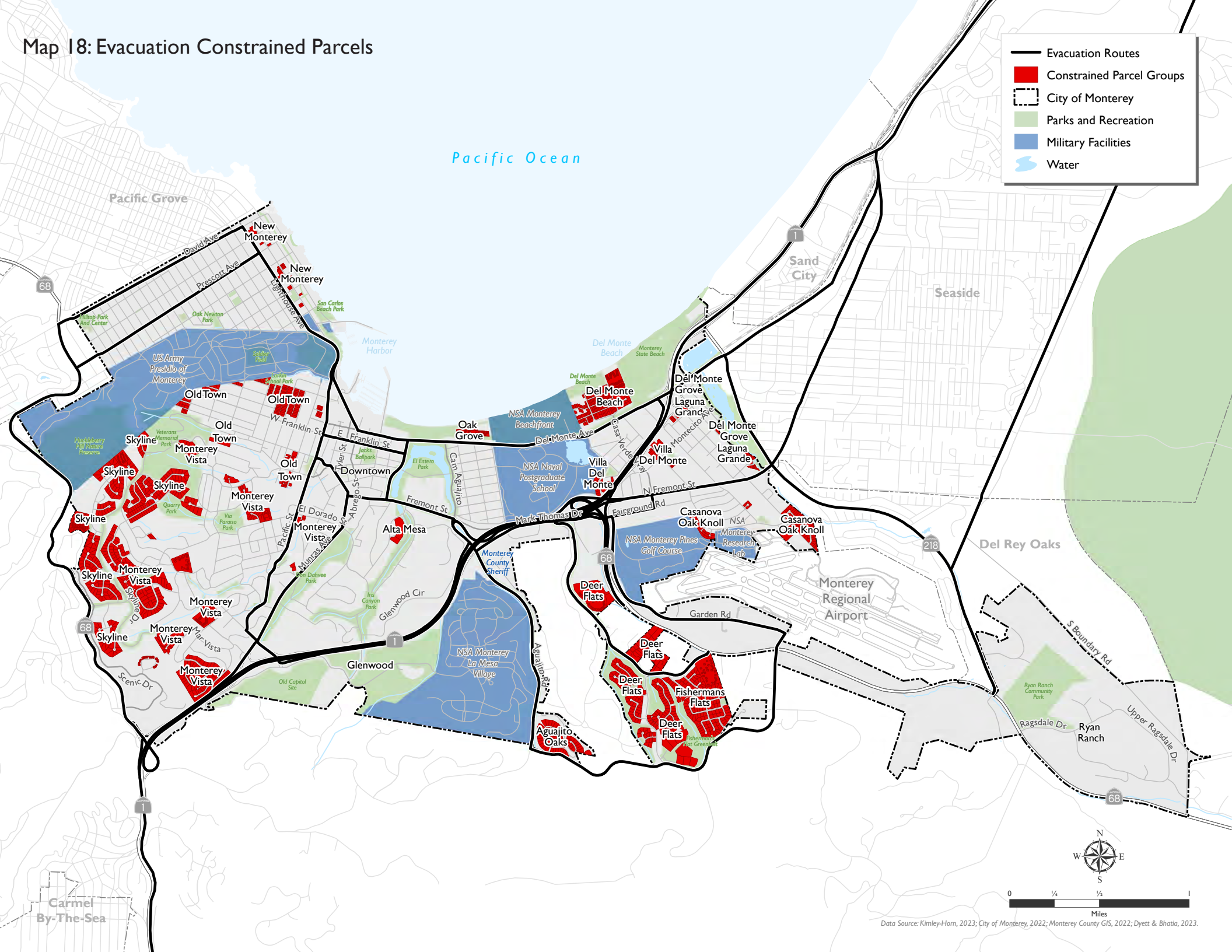
- Evacuation Routes*
- Access to Evacuation Routes
- F Fire Station
- P Police Station
- H Hospital
- City of Monterey
- Military Facilities
- Parks and Recreation
- ~ Water



* Evacuation Plan 1: Highway I Northbound
 Evacuation Plan 2: Highway 68 Eastbound (Garden Road or Aguajito Road access to Hwy 68)
 Evacuation Plan 3: Highway I Southbound to Carmel Valley Road
 Evacuation Plan 4: Highway I Southbound to Cambria

Map 18: Evacuation Constrained Parcels

- Evacuation Routes
- Constrained Parcel Groups
- ⬡ City of Monterey
- Parks and Recreation
- Military Facilities
- Water



Data Source: Kimley-Horn, 2023; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Figure 19A: Risk Assessment for Scenario Involving Evacuation to the Southeast

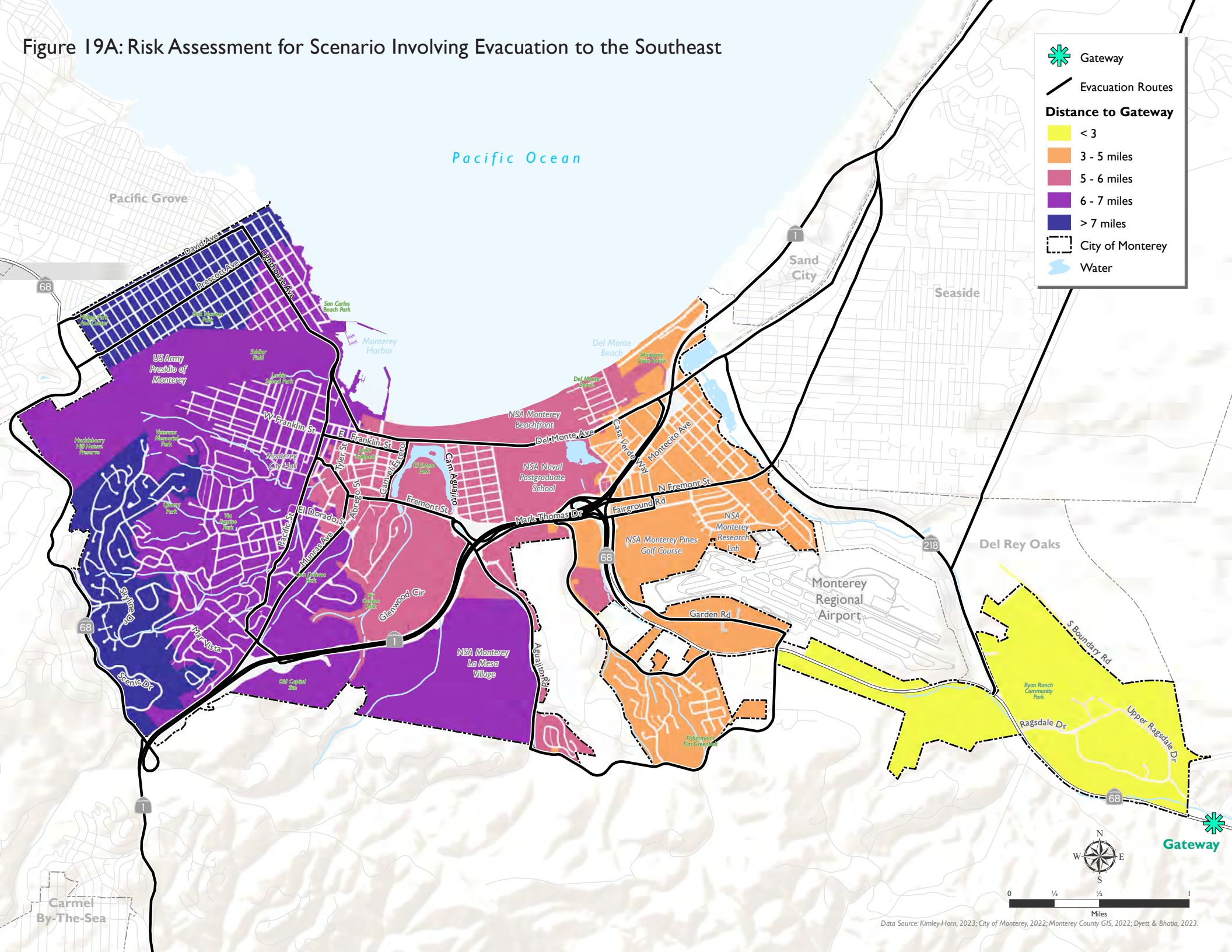
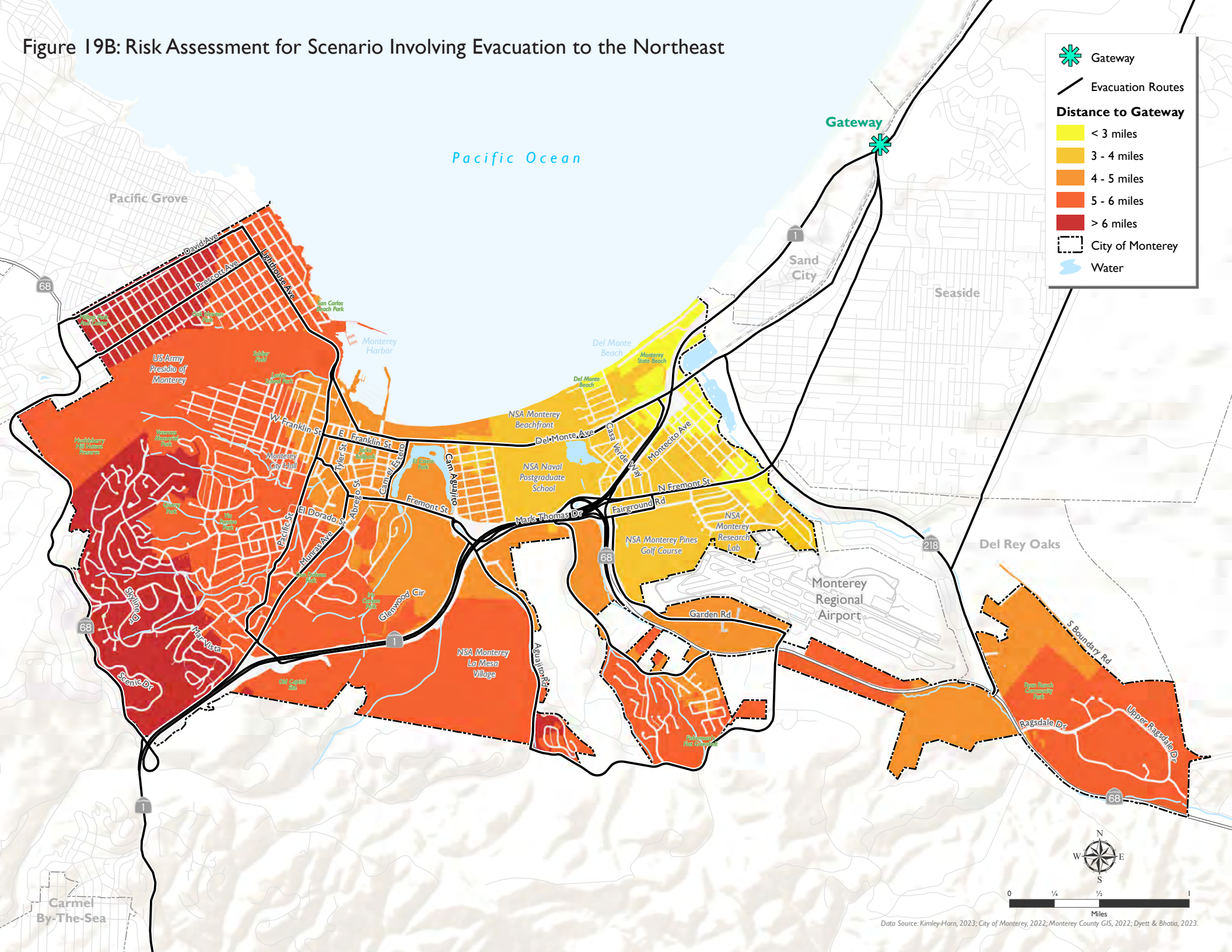


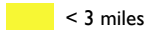
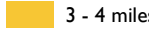
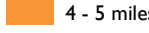
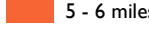
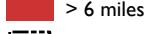


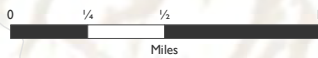


Figure 19B: Risk Assessment for Scenario Involving Evacuation to the Northeast



-  Gateway
-  Evacuation Routes
- Distance to Gateway**
-  < 3 miles
-  3 - 4 miles
-  4 - 5 miles
-  5 - 6 miles
-  > 6 miles
-  City of Monterey
-  Water



Data Source: Kimley-Horn, 2023; City of Monterey, 2022; Monterey County GIS, 2022; Dyett & Bhatia, 2023.

Community Resilience to Hazards and Climate Change

Climate change refers to long-term shifts in weather patterns, including temperature and precipitation. Over the course of the Earth's history, climate shifts have occurred naturally, but since the 1800s, human activities have been the main driver of climate change, primarily due to burning fossil fuels like coal, oil, and gas. Burning fossil fuels generates greenhouse gas (GHG) emissions that act like a blanket wrapped around the Earth, trapping the sun's heat and raising temperatures. As climate change progresses, it will continue to increase the frequency and severity of flooding, droughts, wildfires, and extreme heat events, that will both individually and collectively have increasing impacts on vulnerable populations, critical services, and infrastructure in Monterey. While comprehensive, coordinated actions to reduce GHG emissions can help mitigate the extent of these impacts over the long term, additional actions must be taken to address the people, places, and infrastructure most at risk and to leverage other opportunities to effectively build community resilience to natural hazards and the effects of climate change.

The City's Climate Action Plan incorporates strategies to reduce GHG emissions, including strategies to bolster energy efficiency, reduce tailpipe emissions, and increase reliance on renewable energy sources. The local annex of the MJHMP identifies a prioritized list of actions to mitigate climate risks, based on an assessment of climate vulnerabilities that describes local hazards, their extent, magnitude/severity, previous occurrences, and the likelihood of future occurrences. Safety Element policies focus on additional long-term actions to strengthen the resilience of community infrastructure to natural hazards and the effects of climate change, while at the same time identifying a robust framework of actions to increase public awareness and build community response capacity.

Goal c. Build community resilience to natural disasters and the effects of climate change

Resilient Infrastructure

- Policy c.1.** Consider climate impacts, risk, and uncertainty in designing and evaluating capital improvement projects and adjust infrastructure design standards and project locations to address asset- and site-specific vulnerabilities.
- Policy c.2.** Increase the resiliency of City-owned structures to severe weather events and support homeowners and business owners in increasing the resilience of their buildings and properties, through retrofits, weatherization, and other improvements.
- Policy c.3.** Locate new critical facilities, such as hospitals and health care facilities, emergency shelters, fire stations, police stations, emergency command centers, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.
- Policy c.4.** Continue to plan for the continuity of operations for critical facilities following a disaster to help prevent interruption of emergency response related to life, property, and environment preservation. Evaluate options for ensuring emergency power at

critical facilities, including microgrids, solar capture and storage, distributed energy, and backup generators. Consider the ability to reduce utility costs and carbon emissions in the assessment.

- Policy c.5.** Partner with utility providers, regional agencies, and neighboring jurisdictions to assess the vulnerability of energy infrastructure and identify improvements that increase resilience of local energy infrastructure.
- Policy c.6.** Require new development to underground utility lines wherever feasible and continue to coordinate with electricity and telecommunications providers to underground existing overhead lines throughout the city, prioritizing high voltage transmission lines and areas within Very High Fire Hazard Severity Zones.

Community Preparedness

- Policy c.7.** Promote community awareness and understanding of threat hazards, disaster response, and steps that can be taken to reduce personal risk by:
- Disseminating information in multiple languages and formats to reach all segments of the community;
 - Providing emergency preparedness and emergency alert information through social media, traditional media, community fairs, and direct information to neighborhood associations, residents, service clubs, and other organizations; and
 - Conducting educational seminars or evacuation practice events to enhance preparedness and response.
- Policy c.8.** Train City staff in emergency preparedness and response by maintaining updated emergency plans, conducting regular emergency and disaster preparedness exercises, testing operational and emergency plans, and coordinating efforts with the County of Monterey's Emergency Management Department..
- Policy c.9.** Identify a network of resilience hubs, such as the library, community centers, and other City facilities throughout Monterey, to serve as central points for gathering, sharing information, and accessing resources in the event of a natural or human-made disaster. Resilience hubs should be situated away from areas at risk of hazard impacts to the extent possible, located in easily accessible locations, and equipped with backup power supplies.
- Policy c.10.** Create neighborhood-level resilience plans to improve initial emergency response, subsequent recovery, and ongoing self-sufficiency throughout the city.
- Policy c.11.** Expand the Community Emergency Response Training (CERT) program to address community and neighborhood preparedness for climate impacts. Pilot implementation of the updated program in areas with populations most vulnerable to climate impacts.
- Policy c.12.** Coordinate with Monterey-Salinas Transit to identify alternative routes and stops if normal route infrastructure is damaged or closed due to severe weather.

Public Safety Services

Responsive public safety services are integral to maintaining and strengthening quality of life in Monterey. Law enforcement and fire protection services rooted in community-based approaches help to ensure that neighborhoods remain safe, engaged, and ready to respond in the event of an emergency. It is critical that we make wise investments in public facilities and safety to provide for our community's existing and future needs.

Goal d. Provide responsive police and fire services that support a safe and secure environment for people and property.

- Policy d.1.** Provide responsive, efficient, and effective police services that promote a high level of public safety.
- Policy d.2.** Provide fire prevention and emergency response services that minimize fire risks and protect life and property, including fire prevention, fire-related law enforcement, and public education and information programs.
- Policy d.3.** Locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.
- Policy d.4.** Require that new development contribute funds to ensure the provision of adequate police and fire services.
- Policy d.5.** Explore and as appropriate incorporate new technologies and innovations that enhance the efficient, cost-effective delivery of public safety services.
- Policy d.6.** Maintain mutual aid agreements and communication links with the California Department of Forestry and Fire Prevention (CAL FIRE), the Monterey County Regional Fire District, and other fire protection agencies that allow for supplemental aid from other police and fire personnel in the event of emergencies.
- Policy d.7.** Work with the California-American Water Company (Cal-Am) and the Marina Coast Water District (MCWD) to ensure adequate water pressure for fire-fighting and require that water systems serving new development be designed to meet fire flow requirements.
- Policy d.8.** Promote fire safety and prevention programs citywide, particularly for high occupancy uses.
- Policy d.9.** Develop a fire and life safety building inspection program or other mechanism for auditing fire hazards in older buildings that may not meet current fire safety standards, particularly in the Downtown commercial core. Explore options for promoting the retrofit of older buildings with sprinkler systems.
- Policy d.10.** Monitor the pace and location of development in Monterey and coordinate the timing of fire station construction or expansion to the rise of service demand in surrounding areas.

- Policy d.11.** Continue to engage the Police and Fire Departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.
- Policy d.12.** Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting and site lines into residential areas; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.
- Policy d.13.** Employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups.



Exhibit F

Via email -Fionna Jensen

February 14, 2024

BOARD OF DIRECTORS

Mary Ann Leffel, Chair
Carl Miller,
John Gaglioti
Danial Pick
LisAnne Sawhney

EXECUTIVE STAFF

Michael La Pier, AAE
Executive Director
Scott Huber
District Counsel

TO: Airport Land Use Commission
RE: City of Monterey General Plan (Safety Element and Land Use Element)

The Monterey Regional Airport (Airport) staff have reviewed the ALUC application materials from the City of Monterey's General Plan (Safety Element and Land Use Element) update as provided to the Airport, by County Staff on 02/07/2024 and the Airport provides the following review comment.

In the Compatibility with Military and Airport Operations section, page 3-11, Monterey Regional Airport disagrees with the statement "Airport operations are governed by an Airport Land Use Compatibility Plan (ALUCP)".

The State of California, Department of Transportation, Division of Aeronautics publishes the California Airport Land Use Planning Handbook, which establishes statewide guidelines for conducting airport land use compatible planning. The desired outcome or result of airport land use compatibility planning is to "minimize the public's exposure to excessive noise and safety hazards" while providing for the "orderly expansion of airports" (Section 21670 (a)(2)). This planning effort is applied to "the area surrounding these airports" (Section 21670 (a)).

As provided by the Division of Aeronautics, the ALUCP does not govern Airport Operations, rather it is meant to ensure that land uses surrounding an airport are compatibility with Airport operations.

The Monterey Regional Airport requests that the language in the section mentioned above, be revised to accurately represent an ALUCP objective.

We appreciate the opportunity to provide our comment.

Respectfully,
Monterey Regional Airport

Michael La Pier, AAE
Executive Director