



Appendix O

**MONTEREY REGIONAL AIRPORT
NORTH SIDE CONCEPT PLAN**

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NORTH SIDE CONCEPT PLAN

Jurisdictional Context

For jurisdictional standards and code requirements, 3 potential jurisdictions were considered for comparison: (1) County of Monterey; (2) City of Monterey; and (3) City of Del Rey Oaks. Each of these jurisdictions has a different set of site development standards, so development of the Airport site under the code restrictions of each will yield different potential development results.

In light of the conclusions in the recent “North Side Market Analysis” report by Kosmont Companies, two main land uses were considered in this Concept Plan: Light Industrial Business Park and Office Park.

Following are brief descriptions of the three pertinent jurisdictions and comments regarding development under each jurisdiction’s set of statutes.

County of Monterey

Monterey County has site development standards that would almost surely yield the highest maximum allowable square footages for office and light industrial parcels over equivalent uses under the other two city standards. Some of the key factors include:

- Both Business/Professional Office and Light Industrial uses are permitted under the “LI” (Light Industrial) Zone. (For more detailed list of uses permitted, not permitted, or conditional, consult the Zoning Ordinance)
- Maximum Building Footprint Coverage:
 - Allows 50% of site area (excluding parking and landscape) for one story
 - Allows 50% of site area for more than story
- Parking Requirements:
 - Light Industrial uses-- One space per each 500 sq. ft. of building area
 - Professional Office uses-- One space per each 500 sq.ft. of building area
 - R & D-- One space per each 500 sq.ft.
- Landscape Coverage:
 - 10% Minimum site area coverage (planting, walkways, rec areas, fountains, patios/plazas, etc.)
- Building Height: County allow a 35’ building height, but has conditional provisions to go up to 50’.

City of Monterey

The City of Monterey appears to have the more specific and more detailed set of code standards, as well as more stringent requirements than the County's.

- Both Business/Professional Office and Light Industrial uses are permitted under the "IR" Zone, with the sub-Zone of "IR-40" (minimum 40,000 s.f. lot size) being most logical for the Airport site. However, smaller lots may be permitted with an approved development plan for a site with a minimum area of ten acres.
- Lot Frontage:
 - The City requires a 150' minimum lot frontage in the "IR-40" Zone.
- Building Coverage: City restricts maximum site building coverage to
 - 40% of site area (excluding parking and landscape) for one story
 - 30% of site area for more than story
- Parking Requirements:
 - Light Industrial uses-- One space per each 500 sq. ft. of building area for;
 - Professional Office uses-- One space per each 275 sq.ft. of building area
 - R & D-- One space per each 500 sq.ft.
- Landscape Coverage:
 - 20% Minimum site area coverage (planting, walkways, rec areas, fountains, patios/plazas, etc.)
- Building Height: City allows a 35' maximum building height.

City of Del Rey Oaks

Looking through their standards, they do not appear to have a specific light industrial zoning district. The closest zoning district they have is C-1, which allows for professional office uses and a limited number of light industrial oriented uses. Here are some of the C-1 zoning standards:

- Professional Offices: Limit of two stories or 30' height:
- Parking requirement: 1 space per 300 sq. ft. of building space (service commercial allows 1 space per 500 sq. ft.)
- Landscaping Requirements: landscape coverage is by Architectural Control Committee review. No specific coverage requirements shown.

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Note: Given the limited zoning districts and standards for Del Rey Oaks, there is some question whether light industrial or the types of uses under consideration would be appropriate for Del Rey Oaks. Our initial response is to stick with either County or City standards. Therefore, we have restricted our comparison only to those two jurisdictions.

Additional Note for all Jurisdictions:

It should also be noted here that development codes are not the only criteria from which to determine development of the Airport site. Political, geographical and financial issues may also be key factors in determining which jurisdiction offers the most advantageous opportunity for a successful project. However, for the purposes of this Plan, mainly the jurisdictional standards were considered.

Site Plan Option Descriptions and Statistical Comparison

General Overview:

- Given the topographic constraints on the western development section—road access and circulation alternatives are greatly limited; so both schemes show the one most logical approach, which maximizes access to development areas. The “softer” topography on the eastern development area allows less grading and more parcel layout options to consider.
- Developable area on the western site can be improved by significant grading on the western end, creating “tiered” lots by moving dirt to the west and east. Each of the 2 options assumes that this level of grading would occur and approximates locations of graded slopes. However, no specific grading studies have yet been performed to confirm actual pad sizes.
- Use of roundabouts is shown on both options, as these allow easier secondary road intersections and any allowance for stacking distance.
- Environmental: All options assume that the environmental areas of Spine Flowers and Manzanita can be mitigated, rendering those areas completely developable. Also, all options assume significant grading and removal of trees and vegetation on the west end. If trees are later required to be preserved, then up to two parcels shown on the site plan options may not be feasible.
- The conceptual development depicted in this Plan is for concept purposes only. The completion of this Plan is not an approval of, or commitment to construct the development. Under current assumptions and/or requirements, the conceptual development depicted would need to be further evaluated and determinations made under both NEPA and CEQA and approved by the Federal Aviation Administration before the MPAD could complete design and construction.

- “Sensitive Site”: Both options assume that the “Sensitive Site” shown on the plans is to be preserved. If any future access is required to this site, it can be provided between business park parcels.
- The existing berm on the north side of the site is assumed to be preserved as-is. Also, the property boundaries for the solar farm are also preserved as shown on base maps.

Statistical Comparison Chart (Attachment 1)

This chart--accompanying this report--is a matrix that compares potential site building square footage yields and parking requirements for parcels in both Options One and Two, using the City of Monterey and County of Monterey zoning standards. Though this matrix is conceptual only, it illustrates the differences in ultimate project square footage yields from one land use to another, from one-story to two-story building products, from varying parking requirements, and from varying landscape requirements. The components of this chart are based on 4 elements of each development parcel:

- Building Footprint—Maximum allowable building footprint onsite, excluding parking and open space. However, within this “allowable” footprint, there may be other elements, such as loading zones, storage and maintenance yards, trash collection areas, and other uses that may not be within a particular enclosed building and may reduce the ultimate amount of available land for the building.
- Parking Area—Minimum required number of parking spaces for the total conceptual building square footage—for both one and two-story buildings. For the purposes of this Plan, we have assumed an average site area need of 350 sq. ft. per parking space (assuming drive aisles, entry drives, inefficiencies, etc. Number of parking spaces achieved for actual parking layouts may vary, depending on site shapes and sizes, and other variables.
- Minimum Landscape Area—Expressed as a percentage of the overall parcel site square footage, and may include walkways, planting areas, plazas, rec areas, etc.
- Estimated Detention Area—For the purposes of this Plan, it is assumed that 5% of the site area will be required for storm drainage and detention uses.

Option One Description (Attachment 2)

Land Use Assumptions:

- All Light Industrial parcels, maximizing individual parcel depths.
- Development of 16 parcels, ranging from approximately 1.2 acre to 2.4 acres in size (with the exception of two parcels constrained on the north side of the “Sensitive Site”)
- Set up so that parcels may be aggregated for larger users.
- This option assumes *all one-story buildings*, reflected in the Statistical Comparison chart. There is, however, the potential option for two-story buildings, depending on user needs; this would change the estimated square footage yield figures and the parking count requirements.

Roads:

- Eastern half improves existing dirt access road to provide access to parcels on north side of “Sensitive Site.” (note: this access road could conceivably be reduced to a private drive, narrower and less expensive to build)
- Western half improves existing dirt road north of the main entry drive, and grades it as far to the south side as possible to maximize lot depths to the north.

Option Two (Attachment 3)

Land Use Assumptions:

- Mix of Light Industrial/Flex parcels and Office Park/Flex parcels
- This option maximizes the overall lot quantity by providing access to reduced lot depths and widths.
- Also set up so that parcels may be aggregated for larger users.
- Development of 11 Light Industrial “Flex” lots and 12 Office “Flex” lots, ranging from 0.6 to 1.4 acres in size.
- This option assumes both one and two-story building types for Light Industrial/Flex users, and all two-story building types for Office/Flex users, optimizing lot coverage efficiency.

Roads:

- Western half—See description in Option Two.
- Eastern half—creation of a one-way central loop access drive around the “Sensitive Site” to gain access to small interior lots.

- Existing northern dirt service road (shown in dashed lines) is left as-is, as maintenance access from entry roundabout.

END

Summary Chart : North Side Concept Plan - Preliminary Site Plan Options

Parcel Number	Land Use Category	Developable Acres(1)	Building Types	Est. Maximum Building coverage (City Code)(2)(4)(5)	Minimum Number of Parking spaces Required (City Code)(2)(4)	Est. Maximum Building coverage (County Code)(3)(4)(5)	Minimum Number of Parking spaces Required (County Code)(3)
Option One--All Light Industrial							
1.1	Lt. Industrial	1.2	One story	20,908 sf	42	27,040 sf	52
1.2	Lt. Industrial	1.6	One story	27,878 sf	56	34,848 sf	71
1.3	Lt. Industrial	2.0	One story	34,848 sf	70	43,560 sf	87
1.4	Lt. Industrial	2.2	One story	38,333 sf	77	47,916 sf	96
1.5	Lt. Industrial	1.7	One story	29,620 sf	59	37,026 sf	74
1.6	Lt. Industrial	1.4	One story	24,393 sf	49	30,492 sf	61
1.7	Lt. Industrial	1.0	One story	17,424 sf	35	21,780 sf	44
1.8	Lt. Industrial	1.3	One story	22,651 sf	45	28,314 sf	57
1.9	Lt. Industrial	1.3	One story	22,651 sf	45	28,314 sf	57
1.1	Lt. Industrial	2.4	One story	41,817 sf	84	52,272 sf	104
1.11	Lt. Industrial	2.2	One story	38,333 sf	77	47,916 sf	96
1.12	Lt. Industrial	1.5	One story	26,136 sf	52	32,670 sf	65
1.13	Lt. Industrial	1.5	One story	26,136 sf	52	32,670 sf	65
1.14	Lt. Industrial	1.9	One story	33,105 sf	66	41,382 sf	83
1.15	Lt. Industrial	0.5	One story	8,712 sf	18	10,890 sf	22
16	Lt. Industrial	1.0	One story	17,424 sf	35	21,780 sf	44
Sub Totals Option One		24.7 ac.		430,369 sf	862 spaces	538,870 sf	1,078 spaces

Parcel Number	Land Use Category	Developable Acres(1)	Assumed Building Types	Est. Maximum Building coverage (City Code)(2)(4)(5)	Minimum Number of Parking spaces Required (City Code)(2)(4)	Est. Maximum Building coverage (County Code)(3)(4)(5)	Minimum Number of Parking spaces Required (County Code)(3)
Option Two--Light Industrial and Office Flex Uses							
2.1	Lt. Industrial/Flex	1.2	One/Two Story	20,909/31,363 sf	42/63	27,600/36,960 sf	52/74
2.2	Lt. Industrial/Flex	1.3	One/Two Story	22,651/33,977 sf	45/68	28,314/40,040 sf	57/80
2.3	Lt. Industrial/Flex	1.4	One /Two Story	24,393/36,590 sf	49/73	30,492/43,120 sf	61/86
2.4	Lt. Industrial/Flex	1.2	One/Two Story	20,909/31,363 sf	42/63	27,600/30,800 sf	52/62
2.5	Lt. Industrial/Flex	1.0	One /Two Story	17,424/26,136 sf	35/53	21,780 /30,800 sf	44/62
2.6	Lt. Industrial/Flex	1.4	One/Two Story	24,393/36,590 sf	49/73	30,492/43,120 sf	61/86
2.7	Lt. Industrial/Flex	1.3	One/Two Story	22,651/33,977 sf	45/68	28,314/ 40,040 sf	57/80
2.8	Lt. Industrial/Flex	1.0	One/Two Story	17,424/26,136 sf	35/53	21,780/30,800 sf	44/62
2.9	Lt. Industrial/Flex	1.0	One /Two Story	17,424/26,136 sf	35/53	21,780/30,800 sf	44/62
2.10	Lt. Industrial/Flex	1.2	One/Two Story	20,909/31,363 sf	42/63	27,600/36,960 sf	52/74
2.11	Lt. Industrial/Flex	1.1	One/Two Story	19,166/28,750 sf	38/57	23,958/33,880 sf	49/68
2.12	Office/Flex	0.9	Two Story	16,587 sf	60	27,720 sf	59
2.13	Office/Flex	0.8	Two Story	14,744 sf	54	24,640 sf	49
2.14	Office/Flex	1.0	Two Story	18,430 sf	67	30,800 sf	62
2.15	Office/Flex	0.7	Two Story	12,901 sf	47	21,560 sf	43
2.16	Office/Flex	0.6	Two Story	11,058 sf	40	18,480 sf	37
2.17	Office/Flex	1.0	Two Story	18,430 sf	67	30,800 sf	62
2.18	Office/Flex	1.0	Two Story	18,430 sf	67	30,800 sf	62
2.19	Office/Flex	1.0	Two Story	18,430 sf	67	30,800 sf	62
2.20	Office/Flex	0.9	Two Story	16,587 sf	60	27,720 sf	56
2.21	Office/Flex	1.0	Two Story	18,430 sf	67	30,800 sf	62
2.22	Office/Flex	0.8	Two Story	14,744 sf	54	24,640 sf	49
2.23	Office/Flex	0.9	Two Story	16,587 sf	60	27,720 sf	56
Sub Totals Option Two		23.3 ac		423,611/537,739 sf	1167/1397 spaces	616,190/723,800 sf	1232/1455 spaces

NOTES

(1) Acreages and calculations shown are approximate, based on conceptual land use plans and represent only those portions of the parcels that would be buildable after grading. (2) Parking counts and building square footage estimates based on City of Monterey site development standards for Industrial and Office land uses under the "IR" Zone. Calculations are derived from maximum

allowable building footprint coverages (30% for office, 40% for Light Industrial), plus City parking standard standard of one space per 275 sf of office building space and one space per 500 sf of light industrial building space, and 20% minimum landscape coverage. (3) Parking counts and building square footage estimates based on County of Monterey site development standards for "LI" Zone. Calculations are based on this code--derived from 50% maximum allowable building coverages for *both* office and light industrial uses, plus County parking standard of one space per 500 s.f. of building space and 10% minimum landscape coverage (4) Parking coverage calculated at average 350 sf/space; actual areas may vary, depending on parking efficiency) (5) Note that "building coverages" shown above are *maximum possible* by Code, but may include added necessary loading, storage, trash, and maintenance areas, and other ancillary spaces, excluding required (6) Allowance for stormwater detention areas assumes approx. 5% of site coverage.

Exact location of identified resources is not disclosed to protect resource integrity.