CASANOVA-OAK KNOLL

NEIGHBORHOOD PLAN

Adopted August 6, 1985
RESOLUTION NO. 92-75

RESOLUTION AMENDING THE CASANOVA/OAK KNOLL NEIGHBORHOOD PLAN, AN ELEMENT OF THE CITY GENERAL PLAN

WHEREAS, the Casanova/Oak Knoll Neighborhood Plan was adopted as an element of the city General Plan on August 6, 1985; and

WHEREAS, the proposed Plan amendment is a request from the Casanova/Oak Knoll Neighborhood Association and is agreed to by the Fairgrounds Board of Directors;

NOW, THEREFORE, BE IT RESOLVED BY THE MONTEREY CITY COUNCIL that the Casanova/Oak Knoll Neighborhood Plan, an element of the City General Plan, is hereby amended to delete Program 36a, which had required closure of the Fairground Carnival gate, as follows:

“Policy 36a: Close the neighborhood to Fairgrounds parking.

Program: Develop additional short or long parking for major events on the U.S. Navy Golf Course.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 7th day of April, 1992, by the following vote:

AYES: 5 COUNCILMEMBERS: CANEPA, EDGREN, OUTZEN, VREELAND, ALBERT

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE

ATTERT:

/s/ CYNTHIA PARHAM
City Clerk thereof

APPROVED: DANIEL ALBERT
Mayor of said City
WHEREAS, State planning law encourages cities to develop neighborhood plans to translate the city wide goals, policies, programs, and land use recommendations of their General Plans into more specific recommendations for particular areas of their cities; and

WHEREAS, this Neighborhood Plan is an element of the City General Plan and should be used by City Staff, the Planning Commission, and City Council in determining zoning and subdivision consistency with the General Plan when considering all proposed public and private development projects; and

WHEREAS, this Neighborhood Plan was developed jointly by the Casanova – Oak Knoll Neighborhood Association and City staff over a 15-month period with information from a door to door neighborhood survey, and discussion and comment at six full neighborhood meetings, seven Neighborhood Plan Subcommittee meetings and frequent informal meetings; and

WHEREAS, the Planning Commission held two public hearings on this Neighborhood Plan before recommending its adoption to the City Council;

NOW THEREFORE, BE IT RESOLVED BY THE MONTEREY CITY COUNCIL That the Casanova – Oak Knoll Neighborhood Plan is hereby adopted as an element of the City General Plan.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY
This 6th day of August, 1985 by the following vote:

AYES: COUNCILMEMBERS: ALBERT, CANEPA, OUTZEN, VREELAND, ROBERSON

NOES: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE
CASANOVA OAK-KNOLL NEIGHBORHOOD ASSOCIATION

OFFICERS (1985):
President ..................... Richard Ruccello
Vice President ............... Bill Foster
Treasurer ..................... Walli Poirier
Recording Secretary......... Keith Stanton
Corresponding Secretary... Herb Schuenemen
Neighborhood Plan Committee Chairman ...... Gary Carlsen
Airport Committee Chairman .... Joel Smith
Legal Committee Chairman .... Greg Reeve-Wilson
Beautification Committee Chairman.......... Leland Peterson
Phone Tree Committee Chairman ...... Pat Venza

NEIGHBORHOOD PLAN COMMITTEE:
Gary Carlsen, Chairman
Brian and Laura Erbach
Bill Foster
Pat and Tony Venza
Dave Wald
Richard Ruccello

MONTEREY CITY COUNCIL
Mayor Clyde Roberson
Daniel Albert
Theresa Canepa
Carl Outzen
Ruth Vreeland

MONTEREY PLANNING COMMISSION
Chairman Don Edgren
David Cunningham
Laurie Hambaro
Velma Hollingsworth
Mary Jean Kracht
Ruth Menmuir
Harold Ragan
Dan Villa

CITY STAFF
City Manager John Dunn
Community Development Director Bill Wojtkowski
Senior Planner Butch Cope
Assistant Planner Carol Foulkes
Typing Rosemary Shackles
Graphic Arts Jeana Hein
# TABLE OF CONTENTS

PREFACE – WHO PREPARED THIS PLAN? i.

A. INTRODUCTION 1

* What is a neighborhood plan?
* Why does Casanova-Oak Knoll need one?
* What does the plan do?

B. THE PLANNING AREA 2

C. HISTORY OF THE NEIGHBORHOOD 8

D. THE RESIDENTS OF CASANOVA-OAK KNOLL 9

* Who lives in the neighborhood?
* What kinds of houses do they live in?

E. EXISTING LAND USE 11

F. NEIGHBORHOOD ISSUES 14

G. GOALS, POLICIES, AND PROGRAMS 17

1. HOUSING 17
2. PARKS, AND RECREATION 20
3. PUBLIC WORKS 24
4. AIRPORT NOISE 31
5. MONTEREY FAIRGROUNDS 36
6. COMMERCIAL BUSINESSES ALONG FREMONT 37
7. CRIME 38
8. ANNEXATION 38
9. OAK TREES 39
10. NEIGHBORHOOD APPEARANCE 39

H. LAND USE PLAN 40

I. CAPITAL IMPROVEMENT PROGRAM 48

J. ENVIRONMENTAL IMPACT REPORT 41

K. APPENDIX 44
PREFACE

• WHO PREPARED THIS PLAN?

The effort to develop the first neighborhood plan for Casanova-Oak Knoll Neighborhood Association began in early 1983. At that time, the Casanova-Oak Knoll Neighborhood Association (CONA) approached the City of Monterey and requested that the City assist them in preparing a neighborhood plan. The City indicated that funds and staff for this plan would be programmed for early 1984, after completion and adoption of the new City General Plan that was then in the process of being reviewed in public hearings.

CONA then appointed a Neighborhood Plan committee to represent the Association and work with City staff in developing the Neighborhood Plan. The members of the committee were:

   Gary Carlsen, Chairman
   Brian and Laura Erbach
   Bill Foster
   Pat and Tony Venza
   Dave Wald

In March, 1984, the Neighborhood Plan Committee began meeting with City staff to draw up the programs and schedule for preparing the Plan. One of the first steps in this program was a door-to-door neighborhood survey. This survey was undertaken by CONA members from June to September that year. This survey ended up being the most comprehensive and successful the City has ever had! A total of 75% of the single-family homes and 14% of the apartment units responded to the survey. The survey questionnaire covered a wide variety of subjects from likes and dislikes about the neighborhood to the types of recreational opportunities that are needed.

From this survey and two neighborhood meetings, a list of neighborhood assets and opportunities and problems and issues were developed. This list became the focus for investigating alternative means the City and Neighborhood Association could use to preserve the things of value in the neighborhood and help solve the problems and issues. A total of six full neighborhood meetings, seven plan Committee meetings, and frequent informal meetings between the Plan Committee members and City Staff were held between March 1984 and April 1985 in developing this Plan.
A. INTRODUCTION

• WHAT IS A NEIGHBORHOOD PLAN?

• WHY DOES CASANOVA-OAK KNOLL NEED ONE?

• WHAT DOES THE PLAN DO?

• WHAT IS A NEIGHBORHOOD PLAN?

There are two basic types of City plans relating to the future growth and development of the City -- the City General Plan and neighborhood or area plans.

The long-range development plan for the City of Monterey as a whole is called the General Plan. It consists of a number of goals, policies and programs that address and attempt to provide solutions for City problems and issues. All California cities and counties are required by State law to have a general plan.

State law also requires that all zoning decisions and all public and private projects must be found consistent with the recommendations of the general plan before they can be approved by the City. Consistency means that a proposed project must conform or agree with the goals, policies, programs and recommended land uses in the general plan.

The recommendations in the City's General Plan are very broad in nature and don't relate to specific parcels of land. As a result, State law encourages cities to develop neighborhood plans to translate the general plan's city-wide goals, policies, programs and land use recommendations into more specific recommendations for particular areas of the city.

This Casanova-Oak Knoll Neighborhood Plan is meant to be adopted as an element of the City General Plan. It addresses all pertinent issues required for general plans by the State Government Code. It should be considered as the General Plan for this area of the city. As such, this neighborhood Plan should be used by City staff, the Planning Commission and City Council in determining zoning and subdivision consistency with the General Plan when considering all proposed public and private development projects.

• WHY DOES CASANOVA-OAK KNOLL NEED ONE?

There is going to be change in this neighborhood, one way or another. It is a question of what kind of change, how fast it will come, and how the neighborhood residents can make a difference.

If the neighborhood doesn't have a plan, the residents will have much more difficulty determining how, when or where change will take place.

• WHAT DOES THE PLAN DO?

*It gives direction to both the neighborhood and the City on the growth and development of the neighborhood for next five to ten years. The plan should be reviewed annually and updated as needed to reflect current desires of the neighborhood and City policies.
*It is prepared by the neighborhood itself with assistance from City staff. It is both the neighborhood's plan and the City's plan.

*It is officially adopted by the City Council after being recommended by the Casanova-Oak Knoll Neighborhood Association and the City Planning Commission.

*It states: what neighborhood assets should be preserved; what opportunities should be pursued; what problems and issues should be addressed and how.

*It states who will carry out the recommendations in the plan:
  - City
  - Neighborhood Association
  - Individual Property
  - Owners/Renters
  - Other Agencies (Airport, U.S. Navy, Fairgrounds, etc.)

B. THE PLANNING AREA

The area covered by this plan is primarily the residential neighborhood of Casanova-Oak Knoll. Because some of the surrounding land uses impacts this residential area, they have been included in this plan. These areas include:

- The Monterey County Fairgrounds;
- The U. S. Navy Fleet Numerical Facility;
- The U. S. Navy Golf Course/Laboratory Area;
- The Monterey Peninsula Airport (part);
- Commercial businesses along south side of Fremont Street.

In addition, adjacent property within the City of Del Rey Oaks southwest of Canyon Del Rey Road and Rosita Road is included in the plan for reference purposes.
C. HISTORY OF THE NEIGHBORHOOD

The Casanova - Oak Knoll neighborhood, basically two distinct neighborhoods made up of Casanova and Oak Knoll, was annexed to the City of Monterey in February of 1949. Prior to annexation, it was a rural mix of farms, ranches, and small subdivisions. Until the late 30's and into the 40's, it was mainly oak-studded open space.

The first actual recorded subdivision covered an area bounded by what is now Fremont Street to the Airport and the eastern city limit line to Ramona Street. Known as the 1st Addition to Del Monte Grove, it was subdivided in 1892. It consisted of several large parcels owned by a few families.

From 1923 to 1930, there were only a few lots along Casanova. The Berry Brothers feed barn was located on the present Safeway property and was later replaced by Tanaka's Nursery in the forties. The Heck family property was next to Berry Brothers, with vacant land between it and the Bob Summers property which now houses the Lewis Apartments and Villa Casanova Apartments. Mr. Summers raised horses and cattle on this property. Further, up Casanova, at what is now the Mahara Condos, was the Wolf chicken farm where chickens and turkeys were raised until 1936. On the other side of Casanova at what are now the Town House Apartments was the Layton property. The Laytons moved to the area in 1933, and in the early 40's remodeled several chicken houses on their property. These chicken houses were rented to people during the war to help ease the housing shortage. The property was sold in the early 60's and the first apartment complex was constructed in the area. To the rear of the apartments is a large stand of Eucalyptus trees, which were planted by Mrs. Layton. Viola Layton Wood, one of the daughters, still resides on a portion of the property.

The first residential subdivision in the neighborhood came in 1940, when what are now Bush, Fern, Ivy & Lilac Streets, were developed. Oak Knoll Subdivision #1 was named for the majestic stands of Oak trees that covered the hillside. Shortly thereafter, in 1946, Oak Knoll #2 was started along Euclid Avenue. And in 1947, Oak Knoll #3 from Fremont to Airport began. Many of the original buyers who purchased their homes for under $10,000 still live in the neighborhood.

Other than Berry Bros. Feed, no other commercial businesses existed along Fremont Street until Mabel Schoga1 opened Mabel's Café at the corner of Airport Road and Fremont in 1940. Across Airport Road, on what is now the Brick House property, Granite construction operated a construction yard from 1941-1944. With the establishment of subdivisions in the area, many new businesses began to spring up along Fremont Street. Some of these were: The Skyway Market, Tanaka's Nursery, a motor court at Airport and Fremont; The Oaks Restaurant, The Blue Ox, Cerritos, The Bamboo Gardens, McKinny's Bar-B-Que, Sprindrift, Park Drive-In Theater, and Toy Town, all of which are now gone.

Prior to 1936, the only entertainment in the area was the polo matches and horse races held at the Polo Grounds (presently the Navy Golf Course). These polo matches attracted international competition, bringing teams from as far away as Mexico and South America, and attracted large crowds from around the Peninsula. Horse racing was held, and horses and owners, traveling from Santa Anita to Tan Ferran, would stop here for a week of racing. Paramutual betting with two-dollar tickets was then permitted. A portion of the racetrack still exists along the southern portion of the Fairgrounds. In 1936,
the Fairgrounds was moved from Jacks Park in downtown Monterey to its present location and brought another form of entertainment to the neighborhood.

To the south of the neighborhood lies the Monterey Peninsula Airport, which became public in 1941. Prior to then, only small private aircraft operated on a narrow runway. The airport was enlarged in the early 50's to allow commercial aircraft traffic to serve the area.

In 1951, the U.S. Navy began flying out of the airport and took over operation of the northside of the runway. Small trainer aircraft were brought in for pilots attending the Naval Postgraduate School. The Navy operated out of the three hangars still existing on the property, with the Navy tower handling all air navigation. The Navy closed down operations in the late 1960's, and the Airport District took over full operation of the field. The lower portion of the Navy base now houses the Navy's Fleet Numerical, which began operations in 1972.

In 1951, the 5th subdivision was added to the neighborhood. Casanova Subdivision, which encompasses Melway Circle, was built on land that was previously a Japanese garden. This land was purchased by Martin Girotti in 1946 and fifteen homes were built in a circle off of Casanova Street. One of Mr. Girotti's sons, Mel, who was born in a house across from the family property, still lives in the neighborhood on Melway Circle. This subdivision was followed in 1955 by Casanova Oaks, consisting of upper Casanova Avenue and Ralston Drive. At the same time, the Portuguese Hall was started at the top of Casanova Avenue.

Casanova-Oak Knoll's only park was deeded to the City of Monterey in 1957 with the addition of Casanova Oaks. This small 1.3 acre lot was remodeled in 1984 through a joint endeavor of the neighborhood and the City to include picnicking and barbecuing. Playing a large part in the original development of this park was the former Oak Knoll Casanova Neighborhood Association, which remained active through the late fifties and early sixties until it disbanded. In October of 1982, the current Casanova - Oak Knoll Neighborhood Association was started and still remains active today, playing an important part in the development of this Neighborhood Plan.

History Provided by:
Loren Bell
Mel Girotti
Viola Layton Woods
Anne Rotter
Adeline McKay Matthews

History Compiled by:
City of Monterey Staff
Richard Ruccello
Gary Carlsen
D. THE RESIDENTS OF CASANOVA-OAK KNOLL

• WHO LIVES IN THE NEIGHBORHOOD?

• WHAT KIND OF HOUSES DO THEY LIVE IN?

• WHO LIVES IN THE NEIGHBORHOOD?

According to the 1980 U. S. Census, there were 1,510 people living in the Casanova-Oak Knoll neighborhood. As indicated in Table A, approximately 86% of the residents were White, 5% were Black and 6% were Asian -- about the same percentage as in the City as a whole.

The median age in the neighborhood was slightly older than for the City (32 as compared to 30 for the City). The percentage under 20 years was significantly less in the neighborhood than the City (19% compared to 25% for the City), and the percentage over 65 years was a little higher (15% compared to 11% for the City as a whole).

There were also a slightly higher percentage of residents over 65 years that have a problem driving a car or riding a bus.

A lower percentage of residents in the neighborhood were foreign born than in the City as a whole (8% compared to 14% for the City). There was also a lower percentage of college graduates and a higher percentage of veterans in the neighborhood.

There were a smaller percentage of married couple families in the neighborhood than in the City as a whole, and a higher percentage of female-headed households. This last fact may be partially due to the higher percentage of multiple family housing units in the neighborhood than the City.

There was also a significant difference between the neighborhood and the City in the types of occupations of the residents. Of those employed in Casanova-Oak Knoll, 81% worked for wages or salary from a private company, business or individual, as compared to 68% for the City as a whole. Another 11% of the neighborhood workers held local, state or federal government jobs as compared to 21% for the City.

One of the main indicators of a population’s economic well being is annual income. The average annual income of households in the neighborhood in 1979 was $17,038, compared to $20,519 for the City. A little over 22% of the households in the neighborhood made over $25,000 a year, compared to 29% for the City. The average annual income for families was $19,948 in Casanova-Oak Knoll and $24,819 in the City. The poverty threshold for a four-person family was $7,412 in 1979. There were a total of 87 persons below the poverty level in Casanova-Oak Knoll that year. This equals about 6% of the neighborhood. Approximately 7% of the City as a whole were below the poverty level.
### TABLE A

<table>
<thead>
<tr>
<th>WHO LIVES IN CASANOVA-OAK KNOLL?</th>
<th>(From the 1980 Census)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CASANOVA-OAK KNOLL</td>
<td>CITY OF MONTEREY</td>
</tr>
<tr>
<td>Total Persons</td>
<td>1,510</td>
</tr>
<tr>
<td>Race: White</td>
<td>86%</td>
</tr>
<tr>
<td>Black</td>
<td>5%</td>
</tr>
<tr>
<td>Asian</td>
<td>6%</td>
</tr>
<tr>
<td>Age: Median</td>
<td>32</td>
</tr>
<tr>
<td>Under 20</td>
<td>19%</td>
</tr>
<tr>
<td>Over 65</td>
<td>15%</td>
</tr>
<tr>
<td>Persons over 65 with</td>
<td>23%</td>
</tr>
<tr>
<td>Transportation Disability</td>
<td></td>
</tr>
<tr>
<td>Foreign Born</td>
<td>8%</td>
</tr>
<tr>
<td>College Graduates</td>
<td>19%</td>
</tr>
<tr>
<td>Veterans</td>
<td>25%</td>
</tr>
<tr>
<td>Marital Status (over 15):</td>
<td></td>
</tr>
<tr>
<td>Single</td>
<td>27%</td>
</tr>
<tr>
<td>Married/Living Together</td>
<td>49%</td>
</tr>
<tr>
<td>Families</td>
<td></td>
</tr>
<tr>
<td>Married Couple Families</td>
<td>77%</td>
</tr>
<tr>
<td>Female Headed Households</td>
<td></td>
</tr>
<tr>
<td>Workers</td>
<td></td>
</tr>
<tr>
<td>Private Wage and Salary Workers</td>
<td>81%</td>
</tr>
<tr>
<td>Government Workers</td>
<td>11%</td>
</tr>
<tr>
<td>Annual Family Income (Mean)</td>
<td>$19,948</td>
</tr>
<tr>
<td>Families Below Poverty Level</td>
<td>6%</td>
</tr>
</tbody>
</table>

### WHAT KINDS OF HOUSES DO THEY LIVE IN?

According to the 1980 Census, there were 730 homes and apartment units in the Casanova-Oak Knoll neighborhood. They amounted to 6% of the 12,096 housing units in the City. A little over 32% of the housing units in the neighborhood were owner occupied, compared with 37% for the City. Contrary to what this lower owner occupancy figure might simply suggest, Casanova-Oak Knoll residents appear to move less than residents in the City as a whole. Approximately 65% of this neighborhood's residents moved into their present home prior to 1970, compared to 54% of the residents of the City as a whole.

Casanova-Oak Knoll also has a higher percentage of apartment or multiple family units than in the City overall. In 1980, approximately 59% of the housing units in this neighborhood were multiple family units, compared to 50% for the City. The build-out of the Mahara multiple family project of 128 units at the corner of Casanova and Euclid Avenues will change this percentage to 65% multiple family units and 35% single family units.

Casanova-Oak Knoll is also one of the more "affordable" housing areas of the City. The median value of the owner occupied homes in 1980 was $86,500, compared to $103,800 for the City. The median monthly rent for homes or apartments in the neighborhood was $283 and $310 for the City as a whole.
<table>
<thead>
<tr>
<th></th>
<th>CASANOVA-OAK KNOLL</th>
<th>CITY OF MONTEREY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Housing Units</strong></td>
<td>858</td>
<td>12,096</td>
</tr>
<tr>
<td><strong>Housing Type:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Units</td>
<td>299 (35%)</td>
<td>6,038 (50%)</td>
</tr>
<tr>
<td>Multiple Family Units</td>
<td>599 (65%)</td>
<td>6,058 (50%)</td>
</tr>
<tr>
<td>Persons per Household</td>
<td>2.04</td>
<td>2.27</td>
</tr>
<tr>
<td>Owner Occupied Units</td>
<td>32%</td>
<td>37%</td>
</tr>
<tr>
<td>Moved into Present Unit Prior to 1970</td>
<td>65%</td>
<td>54%</td>
</tr>
<tr>
<td>Median Value of Owner Occupied Units</td>
<td>$86,500</td>
<td>$103,800</td>
</tr>
<tr>
<td>Median Monthly Contract Rent</td>
<td>$283</td>
<td>$310</td>
</tr>
</tbody>
</table>
E. EXISTING LAND USE

The residential area of the Casanova-Oak Knoll neighborhood consists of approximately 80.7 acres. Single family homes occupy approximately 61.9 acres and apartments occupy 18.8 acres of land. The other land uses within the neighborhood planning area that are within the Monterey City Limits and the land they occupy are shown in Table C.

<table>
<thead>
<tr>
<th>TABLE C</th>
<th>EXISTING LAND USES</th>
<th>AREA (acres)</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td>80.7</td>
<td>27.9%</td>
</tr>
<tr>
<td>Single Family</td>
<td></td>
<td>61.9</td>
<td></td>
</tr>
<tr>
<td>Multiple Family</td>
<td></td>
<td>18.8</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td>26.7</td>
<td>9.2%</td>
</tr>
<tr>
<td>Neighborhood Park</td>
<td></td>
<td>1.3</td>
<td>0.5%</td>
</tr>
<tr>
<td>Portuguese Hall Site</td>
<td></td>
<td>5.1</td>
<td>1.8%</td>
</tr>
<tr>
<td>Fairgrounds</td>
<td></td>
<td>23.0</td>
<td>7.9%</td>
</tr>
<tr>
<td>Navy Golf Course/Laboratory Area</td>
<td></td>
<td>100.6</td>
<td>34.7%</td>
</tr>
<tr>
<td>Navy Fleet Numerical</td>
<td></td>
<td>22.6</td>
<td>7.8%</td>
</tr>
<tr>
<td>Streets</td>
<td></td>
<td>29.5</td>
<td>10.2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>289.5 acres</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
F. NEIGHBORHOOD ISSUES

The neighborhood-wide survey conducted in the summer of 1984 by the Neighborhood Association gives us a good indication of what the residents like and don’t like about living in Casanova-Oak Knoll. Some of the things they like about the neighborhood are its sunbelt location and friendly neighbors. Some of the things they don’t like are noise from the Airport and Fairgrounds. Table D lists these likes and dislikes in order of preference.

A summary of the major issues in the neighborhood that were brought out by the survey and that are the focus of this Plan is, as follows:

- **NEIGHBORHOOD DETERIORATION**

In some areas of the neighborhood (along Ramona and Stuart Avenues and Ralston Drive), residents felt there was a trend toward deterioration.

- **MOBILITY**

38% of the apartment residents surveyed indicated they would move in one to two years. On the other hand, 61% of the single-family residents indicated they wouldn’t move within ten years.

- **MORE APARTMENTS?**

The fact that apartment units and dwellers are now a majority of the neighborhood, and that they tend to be more transient and less interested in what is going on in the neighborhood, is a major concern. 83% of the single-family residents and 43% of the apartment residents surveyed were opposed to more apartments in the neighborhood. Of those opposed to more apartments, 85% of the single family residents and 78% of the apartment residents favored rezoning to single family zones of any additional apartment zoning not yet developed with apartments.

- **LACK OF RECREATIONAL OPPORTUNITIES**

A majority of the neighborhood in both single family and apartment areas felt there is a lack of recreational opportunities in the neighborhood. The preferred facilities are shown in Table E.
**TABLE D**

<table>
<thead>
<tr>
<th>In Order of Preference - 1 is Highest</th>
<th>Single Family Areas</th>
<th>Multiple Family Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHAT LIKE:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Its Climate or Sunbelt Location</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Friendly Neighbors</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>The Character of the Neighborhood</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>More Reasonably priced Housing</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Convenient Location</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>It Is Quiet</td>
<td>6</td>
<td>--</td>
</tr>
<tr>
<td>WHAT DISLIKE:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Fairgrounds</td>
<td>2</td>
<td>--</td>
</tr>
<tr>
<td>Apartments</td>
<td>3</td>
<td>--</td>
</tr>
<tr>
<td>Traffic</td>
<td>4</td>
<td>--</td>
</tr>
<tr>
<td>Commercial</td>
<td>5</td>
<td>--</td>
</tr>
<tr>
<td>Deterioration</td>
<td>6</td>
<td>--</td>
</tr>
<tr>
<td>Parking</td>
<td>7</td>
<td>--</td>
</tr>
<tr>
<td>No Sidewalks</td>
<td>8</td>
<td>--</td>
</tr>
<tr>
<td>Rent</td>
<td>--</td>
<td>1</td>
</tr>
<tr>
<td>Crime</td>
<td>--</td>
<td>3</td>
</tr>
</tbody>
</table>

**TABLE E**

<table>
<thead>
<tr>
<th>NEEDED RECREATIONAL FACILITIES IN CASANOVA-OAK KNOLL</th>
<th>Single Family Residents</th>
<th>Apartment Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. ACTIVE RECREATION</td>
<td></td>
<td></td>
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<tr>
<td>Tennis</td>
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<td>Baseball</td>
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<tr>
<td>Children’s Areas</td>
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<td>B. PASSIVE RECREATION</td>
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<tr>
<td>Branch Library</td>
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<td>Community Center</td>
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<td>Green Belts</td>
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<td>Picnic Areas</td>
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</tbody>
</table>

**TRAFFIC/STREETS**

A majority (65%) of the single-family residents indicated it is not safe to walk along Airport Road (the worst), Ramona Avenue or Casanova Avenue. 64% of the single-family residents and 74% of the apartment residents indicated parking is a problem along Casanova Avenue. Almost three-fourths (72%) of the single-family residents and 62% of the apartment residents would like to see street sweeping in the neighborhood.

Street repair was indicated as needed along a number of streets (Dundee, Edinburgh, Lerwick, Littlest, Ralston, Ramona and Stuart). Street drainage was indicated as an occasional problem by residents along Ramona/Stuart and Lerwick.
A majority of the residents along the following streets indicated they would like to have sidewalks: Euclid, Lerwick and Ramona/Stuart.

- CRIME/SECURITY

A majority (57%) of the apartment residents surveyed felt there is a problem with crime in the neighborhood. Only 28% of the single-family residents felt it is a problem.

The apartment residents indicated the main problem is security in the carport areas. Approximately 45% of the apartment residents surveyed indicated they have experienced thefts or other criminal acts on their property.

Both single family residents (90%) and apartment residents (82%) feel more frequent police patrolling would help.

- OAK TREES

Over 80% of both the single family and apartment residents surveyed indicated they favored preservation of oak trees in the neighborhood.

Approximately 70% of those in favor of preserving oak trees favored a requirement of a City permit before oak trees could be cut down.

- LAND USE CONFLICTS

The two non-residential land uses within the Plan area that bother most people are first, the Airport and related facilities and second, the Fairgrounds.

Other neighborhood problems mentioned were junk cars and the parking of cars on sidewalks and lawns.

- AIRPORT

Almost three-fourths (74%) of the single-family residents and a majority (55%) of the apartment residents surveyed indicated they were concerned about the airport. The biggest concern was aircraft noise, and second was the potential for aborted landings/crashes.

The primary source of noise was first, large commercial aircraft landings/takeoffs, with small jet landings/takeoffs as second.

Airport noise was indicated to be equally a problem during all periods of the day (morning, daytime and evening).

- FAIRGROUNDS

The neighborhood residents indicated that the events causing the most problems are the Jazz Festival and motorcycle events. Noise is the biggest problem with these events, with parking second, and traffic third.
G. GOALS, POLICIES, PROGRAMS

1. HOUSING
2. PARKS AND RECREATION
3. PUBLIC WORKS
4. AIRPORT NOISE
5. MONTEREY FAIRGROUNDS
6. COMMERCIAL BUSINESSES ALONG FREMONT
7. CRIME
8. ANNEXATION AREA
9. OAK TREES
10. NEIGHBORHOOD APPEARANCE

G. GOALS, POLICIES, PROGRAMS

Goals - Once the major planning issues were identified in Casanova-Oak Knoll, a neighborhood meeting was held by CONA to draft goals for dealing with these issues. These goals are very broad statements of purpose, which provide direction for more specific policies and programs.

Policies - Policies are the main emphasis of this Neighborhood Plan. They are specific statements indicating the kinds of actions that should be taken by the City, neighborhood and other agencies to address the issues and meet the goals. During the development of this Plan, many alternative policies were considered and evaluated.

Programs - Programs are the specific actions the City, neighborhood or others intend to use to carry out the policies of the Neighborhood Plan. These programs establish a commitment to action and are not just a list of possible measures. These programs are also short-term actions that should be reviewed annually and related directly to the City's one and five year Capital Improvement Programs and annual budget.

1. HOUSING

The concern with the increasing number of apartment units is the major housing issue within the neighborhood. With the completion of the first phase of the Mahara project, apartment units make up over 60% of the housing units of the neighborhood, compared with a little over 50% for the city as a whole. Some of the residents' concerns are: the non-permanence of the apartment residents; increased traffic; inadequate parking; and inadequate street size. Over 83% of the single-family residents and 43% of the apartment residents were opposed to more apartments in the neighborhood.

GOAL: Keep the present mix of single family houses and apartments within the neighborhood.

Policy 1: No more apartment units should be approved within the neighborhood.

Program 1a: Initiate a zone change to rezone the Portuguese Hall site from R-G-20 (Garden Apartments) to uses more compatible with the surrounding residential area.
Policy 2: Commercial zoned property developed with single family or compatible uses should be rezoned to uses compatible with surrounding residential areas.

Program 2a: Initiate a zone change to rezone the C-3 (Thoroughfare Commercial) zoned lot at the intersection of Ramona Avenue and Dundee Avenue, which is developed with a single-family house to uses more compatible with the surrounding residential area.
2. PARKS AND RECREATION

GOAL: Provide adequate park and recreational facilities within the neighborhood to meet the needs of youth, families and senior citizens.

a. Existing Neighborhood Park

The existing 1.3 acre neighborhood park at the corner of Ramona and Euclid Avenues is the only park in the neighborhood. It has lawn and picnic areas and sandbox and playground equipment. Based on the City's Parks and Recreation Master Plan standard of four acres of active park land for every 1,000 residents, this neighborhood should have six acres of active parks. Casanova-Oak Knoll is further disadvantaged by the fact there is no elementary school with the usual playground facilities in the neighborhood or even in an adjacent neighborhood.

Policy 3: Consider expanding the existing neighborhood park through opportunity buying of adjacent property.

Program 3a: Notify adjacent property owners that should they ever wish to sell, the City would be interested in purchasing their property to expand the existing park.

Program 3b: Consider using one of the adjacent houses as a community center if purchased by the City for park expansion.

Program 3c: Budget funds through the City's Capital Improvement Program for acquiring these parcels.

b. Airport Property

The Monterey Peninsula Airport's adopted Master Plan designates a 16 plus acre area east of the end of Casanova Avenue as "Recreation". This area is an extension of the Canyon Del Rey drainage course and is heavily vegetated with oak trees and other flora. There is barbecue, picnic facilities in this area and a site where there was a ballfield in the past.

Policy 4: Explore with the Airport District the feasibility of developing a portion of their property at the end of Casanova Avenue as a park serving the Casanova-Oak Knoll neighborhood.
Program 4a: Develop an agreement with the Airport District permitting the City to develop and use a portion of their property shown in the Airport Master Plan as "Recreation" for a city neighborhood park.

Program 4b: Budget funds through the City's Capital Improvement Program for design and development of this park.

Program 4c: Provide access and design of the park to encourage use by Casanova-Oak Knoll residents only.

c. Portuguese Hall Site

The Portuguese Hall and related facilities at the east end of Casanova Avenue is a little over five acres in size. The neighborhood supports the continued use of this property for the Portuguese Association's (F.D.E.S.) recreational activities. In addition, this property could be combined with the proposed recreation area on the Airport property to provide large public/private joint use recreation facilities. If the F.D.E.S. discontinues its recreational use, the property could be reclassified for residential use.

Policy 5: Explore with the Portuguese Hall site owners the use of their facilities for appropriate neighborhood association functions.

Policy 6: Explore with the Portuguese Hall site owners the possible joint use of their facilities with adjacent neighborhood recreational facilities that might be developed on Airport District property.

d. U. S. Navy Annex Area - Fleet Numerical

There are presently two tennis courts on the U. S. Navy's Fleet Numerical facility. The need for tennis courts in the neighborhood was listed as the greatest need in the recent neighborhood survey. The Navy is planning to relocate their gate to the Fleet Numerical building easterly of its present location. The fence around the property will also be relocated, putting the tennis courts and over two acres of vacant property outside the fenced-in area. This area could be developed by the City for joint Neighborhood/Navy recreational facilities.
Policy 7: Seek authorization from the U. S. Navy for the use of their recreational facilities in their Annex area by Casanova-Oak Knoll neighborhood residents.

Program 7a: Seek authorization for use of the existing tennis courts.

Program 7b: Work with the Navy and Airport District on joint development and use of the present vacant property west of the tennis courts for additional recreational facilities (softball diamond, picnic facilities?).

e. U. S. Navy Lab/Rec Area

The City, Navy and Fairgrounds are presently discussing the possibility of joint use of the Navy golf course for Fairgrounds parking and additional community recreational facilities. The Fairgrounds is in the midst of developing its first master plan and is attempting to find solutions to the growth needs and parking and traffic problems. The adjacent Navy Golf Course property might be a solution to some of these needs if it can be used more intensively for recreation and parking to benefit all parties concerned.

Policy 8: Seek authorization from the U. S. Navy for the use of their recreational facilities in the Lab/Rec area by Casanova-Oak Knoll residents.

Program 8a: Seek authorization for use of the golf course.

Program 8b: Seek authorization for use of the picnic/ball field area on a reservation basis.

Program 8c: Work with the Navy on the joint development of recreational facilities on land not presently used for golf fairways adjacent to the houses fronting on Ivy and Lilac Streets. These recreational facilities could be connected to those proposed for development in the Annex Area (Fleet Numerical) by improving the present unpaved roadway between these two areas.

f. Fairgrounds

The Fairgrounds buildings are presently used on occasion for neighborhood association meetings and other events. Until a suitable community center can be developed, this use of Fairgrounds facilities should be continued where it doesn't conflict with revenue producing Fairgrounds events.

Policy 9: Develop a mutually acceptable agreement with the Fairgrounds Board for use of their facilities for neighborhood association functions.
Program 9a: Work with the Fairgrounds management in developing an annual calendar of events for neighborhood association functions in Fairgrounds facilities.

g. Del Rey Oaks Greenbelt

Policy 10: Explore with the Airport District and City of Del Rey Oaks the joint development of trails and passive uses of the greenbelt that runs from the Airport District property adjacent to the easterly end of Casanova Avenue, westerly through the City of Del Rey Oaks to Monte Mart.

h. Branch Bookmobile

The need for a branch library/bookmobile was listed as the greatest passive recreational need by single family residents and as a high priority by apartment residents in the 1984 neighborhood survey.

Policy 11: Locate a site for a branch library in the neighborhood.

Program 11a: When the location and design of a community center is being considered, incorporate the requirements for an appropriately sized branch library.

Policy 12: Re-establish the bookmobile program to serve Casanova-Oak Knoll neighborhood.

Program 12a: Develop a regular bookmobile schedule with appropriate stops in the neighborhood until a branch library can be established.

3. PUBLIC WORKS

a. SIDEWALKS

The neighborhood survey indicated that 65% of the single-family residents indicated they felt it was not safe to walk along Airport Road, Ramona Avenue, or Casanova Avenue. Airport Road was the least safe. This unsafe situation is due to the lack of sidewalks along both Airport and Ramona and only along parts of Casanova. A majority of the residents along Ramona, Euclid and Lenwick have also indicated they would like sidewalks constructed along their streets and would be willing to form an assessment district to pay their share.

The Fairgrounds Board has agreed to install sidewalks, curb and gutter adjacent to their property on Airport Road from Fairgrounds Road to the end of the carnival grounds.

GOAL: Improve pedestrian safety.

GOAL: Provide sidewalks where desired by the residents.

Policy 13:

Program 13a: Install sidewalks, curbs and gutters as needed on the northeast side of Airport Road from Ramona Avenue to Dundee Avenue. This project is proposed for funding by the City of Monterey.
Program 13b: Install sidewalks, curbs and gutters as needed on Ramona Avenue from Euclid Avenue to Dundee Avenue. This project is proposed for joint funding by the City and homeowners along Ramona Avenue.

Program 13c: Install sidewalks, curbs and gutters as needed along all interior streets. This project is proposed for funding by the homeowners along interior streets through Local Improvement Districts or other means.

Program 13d: Where appropriate, new sidewalks could be designed as meandering “walkways” constructed of concrete, cement stabilized decomposed granite or asphalt. These “walkways” could be installed where curbs and gutters are existing or not needed and where a meandering route would save existing trees, etc.
b. STREET IMPROVEMENTS

GOAL: Improve traffic flow and safety along streets in the neighborhood.

Policy 14: Improve traffic flow and safety along Casanova Avenue.

Program 14a: Paint a centerline down Casanova Avenue after sidewalk, curbs and gutters are installed adjacent to the Mahara project.

Program 14b: Widen and redesign the south side of the Casanova Avenue/Fremont Street intersection to provide an additional lane for turning movements from Casanova onto Fremont Street (there is now only one lane in this direction).

Policy 15: Oppose the use of Casanova Avenue and Airport Road for any additional Airport related traffic.

Policy 16: Improve traffic flow and safety along Airport Road.

Program 16a: Encourage the U.S. Navy (Fleet Numerical) and the Airport District to contribute their fair share of street improvements (sidewalk, curb, gutter, drainage, etc.) along Airport Road.

Program 16b: Redesign the Airport Road/Euclid Avenue intersection to provide for smoother and safer traffic flow. Two measures that should be considered immediately are changes to the roadway centerline striping and relocation of the point where cars stop at the stop sign on Airport Road.

c. STREET RESURFACING

Policy 17: Complete street resurfacing in the neighborhood where needed to prevent deterioration of the existing paving.

Program 17a: Resurface the following streets during the next five years in this general order or priority: Littleness Avenue, Lenwick Drive, Edinburgh Avenue, Stuart Avenue, Melway Circle and Ralston Avenue.

Program 17b: Coordinate this resurfacing program with the improvement plans of the utility companies to prevent construction in newly resurfaced street.
d. STREET SWEEPING

Policy 18: Reestablish regular street sweeping in the neighborhood.

    Program 18a: Sweep all streets with curbs on an average of once every two weeks.

e. SPEED LIMITS

Policy 19: Provide adequate police surveillance in the neighborhood to enforce the present 25-mph speed limit.

f. STREET LIGHTS

Policy 20: Provide adequate street lighting within the neighborhood

    Program 20a: Provide street lights at intersections and generally on every other utility pole as desired by the residents.

g. DRAINAGE

GOAL: Prevent the flooding of private property.

Policy 21: Determine the adequacy of existing drainage facilities and the impacts of proposed development.

    Program 21a: Work with the U. S. Navy (Fleet Numerical), the Airport District and the County Fairgrounds on the impacts of their facilities and proposed developments on the drainage system within the neighborhood.

    Program 21b: Evaluate the impacts on the neighborhood of possible spills of hazardous wastes on the D. S. Navy and Airport property.

    Program 21c: Investigate the adequacy of drainage facilities at the corner of Ramona Avenue and Bruce Lane, on Lerwick Drive, and along Airport Road.
4. AIRPORT NOISE

The Monterey Peninsula Airport has major impacts on the Casanova-Oak Knoll neighborhood. Over three-fourths of the single family residents and over a majority of the apartment residents in the neighborhood indicated in the 1984 survey that they are concerned about the Airport. The primary concerns are airport noise and the potential for aborted landings/crashes.

In 1979, the City of Monterey co-sponsored a federally funded study with the Monterey Peninsula Airport District, the County and other surrounding cities. This study was called the Airport Noise control and Land Use Compatibility (ANCLUC) Study. The goals from that study were also adopted in the 1983 City of Monterey General Plan. They are also adopted as part of this neighborhood plan.

GOALS:

1. To make the Monterey Peninsula Airport and, its affected neighborhoods and communities mutually compatible.

2. To reduce total aircraft noise exposure levels in the Monterey Peninsula Airport environs to a maximum acceptable level.

3. To reduce single-event noise intrusions in residential neighborhoods.

4. To reduce the community's exposure to nighttime and early morning aircraft noise.

5. To work together to design, achieve, and maintain a level of local air service that will be compatible with community social and economic needs as well as environmental considerations.

6. To develop a planning framework that achieves a balance between the community's needs for air transportation service and new housing demand, and that also considers community safety and environmental needs.

Noise level measurements and citizen complaints reviewed in the ANCLUC study, the 1983 Airport Improvements Environmental Impact Report and the City of Monterey General Plan all indicated that aircraft noise was a particular problem in Casanova-Oak Knoll and surrounding neighborhoods. State law has established community noise level standards for residential areas near airports. These standards indicate that the maximum CNEL (Community Noise Equivalent Level) for residential areas around existing airports is 70 dBA until December 31, 1985; and 65 dBA thereafter. Achievement of these standards is the responsibility of the Airport owner.

State law also requires that developers of new residential structures proposed to be located within contours of CNEL 60 or higher, as shown on the most recent local General Plan, must complete an acoustical analysis showing that the structures have been designed to limit intruding noise to an interior level of 45 dBA. The City is responsible for enforcement of this regulation. Building plans and acoustical analyses are reviewed by the chief building inspector to insure that state standards are met.
The land use compatibility standards in the following table were adopted in both the ANCLUC study and the City of Monterey General Plan to address these State requirements and study findings.

The following City of Monterey General Plan Policies and programs address the Airport and airport noise and are incorporated in this Casanova-Oak Knoll Neighborhood Plan for reference purposes.

CITY GENERAL PLAN AIRPORT POLICIES AND PROGRAMS

Policy 23: Support the elimination of local training operations at the airport once an alternative facility is developed at Salinas or elsewhere in the county.

Local general aviation training operations have been determined to cause much of the noise annoyance experienced by residents surrounding the Airport.

Program 23a: Encourage the Airport District to limit touch and go and other training operations to weekends, eventually phasing them out altogether.

Policy 24: Support the Airport District Board’s policy of attempting to limit aircraft operations to the hours between 7 a.m. and 11 p.m.

Presently, air carriers are the only types of aircraft that are limited by contract agreement to the 11 p.m. - 7 a.m. curfew. Other types such as general aviation are only encouraged not to fly during the curfew hours.

Policy 25: Support limiting the number of fixed-base general aviation aircraft at the airport to the existing number.

Since the noise from general aviation aircraft is a major complaint, and since the increasing demand for permanent-base facilities is largely from outside the county, it seems reasonable to limit the growth of these types of aircraft.

<table>
<thead>
<tr>
<th>TABLE F</th>
<th>MONTEREY PENINSULA AIRPORT (AIRPORT LAND USE COMPATIBILITY STANDARDS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOISE EXPOSURE</td>
<td>LAND USE STANDARD</td>
</tr>
<tr>
<td>1. Above CNEL 75</td>
<td>1. All land in this category should be under airport ownership or control.</td>
</tr>
</tbody>
</table>
| 2. CNEL 65-75 | 2.a. Obtain avigation easements and soundproof (insulate) existing residences, schools, and other noise-sensitive developments to achieve interior noise level of CNEL 45 or below.  
   b. Permit no residences or other noise-sensitive development in areas exposed to noise levels above CNEL 70.  
   c. Require adequate sound insulation and avigation easements for all new residential and other noise-sensitive development in areas exposed to noise levels from CNEL 65-70. |
| 3. CNEL 60-65 | 3. Require acoustical studies of proposed new residential and other noise-sensitive development. Require sound insulation as necessary to achieve interior noise levels of CNEL 45 or below. Require avigation easements as necessary. |
Policy 26: Continue to work with the military to obtain limitations on military aircraft operations at the airport similar to those for civilian aircraft.

Military aircraft serving operations out of Fort Ord have not always followed Airport District curfew and noise abatement operational procedures. The noisier aircraft used by the military make this problem worse.

Policy 27: Support improvements and operational changes at the airport that promote safety and noise reduction.

A number of operational changes have been proposed at the Airport to reduce noise levels over residential areas. One of these changes is to have more aircraft land and take off to the east. This shifts the area of noise impact away from existing residential areas west of the Airport to the area east along Highway 68.

Program 27a: Support the construction of a new general aviation runway and the closing of the cross-runway only if additional studies indicate the noise impact will not be increased in existing residential neighborhoods.

Program 27b: Support extension of the main runway only if additional studies indicate the need for safety purposes.

A new general aviation runway is proposed north of the present main runway. The proposal may have both safety and noise reduction advantages. The flight paths can be shifted away from the air carrier path and away from impacted residential neighborhoods. These flight path shifts, however, are dependent on the Airport Board and FAA adopting and enforcing the necessary regulations.

The present cross-runway used by general aviation aircraft that causes noise complaints in adjacent neighborhoods can then and should be closed.

Policy 28: Work with the Airport District, Airport Land Use Commission and surrounding cities in planning for appropriate land uses around the Airport, and in developing solutions to existing noise problems.

Policy 29: Airport Road should not be used as an access road for further development of the area at the northside of the Airport. It should be used by the Airport only as an emergency or service road.

- CASANOVA-OAK KNOLL NEIGHBORHOOD PLAN AIRPORT POLICIES AND PROGRAMS

In late 1984, the Airport District initiated an Airport Noise Compatibility Program. A consultant was hired and two meetings were sponsored by the Casanova-Oak Knoll Neighborhood Association to discuss existing and projected noise impacts and possible noise reduction programs. As a part of the first phase of this Airport noise program, the consultant developed existing (1984) and projected (1989) noise contours. These contours are included in this Neighborhood Plan.

It is important to note that the 1989 noise contours show an increase in noise impact in the Casanova-Oak Knoll, Del Monte Grove, and Del Monte Dunes neighborhoods! Also, these 1989 contours assume completion of the 1,000 foot easterly extension of the main runway and the new parallel general aviation runway – two improvements the Airport District has always indicated would reduce noise impacts on surrounding neighborhoods.
The Airport consultant's report indicates that these are "worst case" estimates, even though they also state that, "the forecasts used are well within the range of aviation activity experienced at the Monterey Peninsula Airport". The consultants also indicate that a full range of noise abatement and noise reduction measures will be evaluated in a subsequent report.

Policy 31: Reduce existing aircraft related noise impact in the neighborhood.

Program 31a: Noise reduction measures by the Airport Board must be directed at reducing both inside and outside noise levels in the neighborhood.

Program 31b: Encourage the Airport Board and FAA to direct more flights to takeoff/land to/from the east.

Program 31c: Work with the Airport Board to reduce the use of thrust reversal procedures.

Program 31d: Work with the Airport Board to reduce noise impact from small private jets.

Program 31e: Work with the Airport Board to reduce the "annoyance" from continued flights of general aviation aircraft.

Program 31f: Work with the Airport Board to reduce the noise from aircraft engine warm-ups to levels acceptable to the neighborhood.

Program 31g: Work with the Airport Board to reduce airport ground noise (generators, etc.) impacting the neighborhood (especially near the upper end of Casanova Avenue).

Policy 32: Reduce Airport related environmental hazards.

Program 32a: Work with the Airport Board and FAA to eliminate the dropping of aircraft fuel and other particulate from aircraft passing over the neighborhood.

Program 32b: Oppose the storage of aviation fuel and other hazardous material on the northside of the Airport within 500 feet of the neighborhood and within drainage courses that could drain into the neighborhood.

Program 32c: Work with the Airport Board to eliminate odor pollution (diesel, etc.) coming from the Airport.

Policy 33: Since the need for moderately priced housing is the primary social need in the City, the City and neighborhood are opposed to solutions to noise impact problems that propose to eliminate any existing housing.
Program 33a: Oppose the construction of any new housing in areas of existing or projected high noise impact (over 65 CNEL).

Program 33b: Support residential noise insulation programs funded by the Airport District as a solution to reducing interior noise levels.

Policy 34: Oppose the use of neighborhood residential street by automobile and truck traffic going to and from the Airport and businesses on the Airport property.

Program 34a: Work with the Airport Board to eliminate the use of Airport Road by military convoys going to the northside of the Airport.

Program 34b: Complete the new roadway proposed on the Airport Master Plan from the northside of the Airport to Highway 68 and/or 218 prior to the construction of any additional development on the northside.

Program 34c: Oppose the use of Airport Road and Casanova Avenue by construction traffic during development of the northside of the Airport and by business traffic after development is completed.

Policy 35: The City should sponsor its own noise studies in the neighborhood on a periodic basis (i.e., once every two years) with noise monitoring at a number of sites spread throughout the neighborhood.

<table>
<thead>
<tr>
<th>TABLE G</th>
<th>SUMMARY OF IMPACTS</th>
<th>Monterey Airport</th>
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<tbody>
<tr>
<td>1984 Noise Exposures</td>
<td>Del Monte Dunes</td>
<td>Del Monte Grove</td>
</tr>
<tr>
<td>Areas of Impact (acres)</td>
<td>12.6</td>
<td>33.8</td>
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<tr>
<td>Single Family D.U.</td>
<td>91</td>
<td>161</td>
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<tr>
<td>Multiple Family D.U.</td>
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<tr>
<td>Total D.U.</td>
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<td>254</td>
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<td>Population Affected</td>
<td>249</td>
<td>560</td>
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<tr>
<td>1989 Noise Exposures</td>
<td>Del Monte Dunes</td>
<td>Del Monte Grove</td>
</tr>
<tr>
<td>Areas of Impact (acres)</td>
<td>14.5</td>
<td>36.9</td>
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<td>Single Family D.U.</td>
<td>106</td>
<td>168</td>
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<tr>
<td>Multiple Family D.U.</td>
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<td>129</td>
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<tr>
<td>Total D.U.</td>
<td>106</td>
<td>168</td>
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<tr>
<td>Population Affected</td>
<td>287</td>
<td>580</td>
</tr>
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</table>


5. MONTEREY FAIRGROUNDS

The Monterey Fairgrounds was mentioned in the neighborhood survey as one of the two major land use conflicts with the adjacent residential areas (the Airport was the other). The events mentioned as causing the most problems were the Jazz Festival and motorcycle events. Noise was the biggest problem with these events, with parking second, and traffic third.

In late 1984, the Fairgrounds Board and City of Monterey initiated a joint master plan consultant study to: 1) develop a long range plan for the Fairgrounds programs and facilities; 2) look at the possible use of the US Navy Golf Course for Fairgrounds parking during peak periods and for other community recreational uses; and 3) develop solutions
to the noise, parking and traffic impacts on the surrounding residential areas from events at the Fairgrounds.

This Fairgrounds master plan is still in process. The policies and programs from that plan should be incorporated into this neighborhood plan when adopted by the City. Listed below are interim policies and progress.

GOAL: Reduce the impacts of the Fairgrounds on the Casanova-Oak Knoll neighborhood to acceptable levels.

Policy 36: Close the neighborhood to Fairgrounds parking.

  Program 36a: Permanently close the Fairgrounds carnival gate to Airport Road and require that access to the Fairgrounds be only from Fairgrounds Road or Garden Road. Complete curb, gutter, and sidewalk Airport Road next to the fairgrounds.

  Program 36b: Develop additional short or long term parking for major events on the US Navy Golf Course.

Policy 37: Reduce the noise impact of events in the arena to acceptable

  Program 37 Alternatives:
  • Face the Arena Stage/loudspeakers to the west, away from the neighborhood;
  • Enclose the Arena;
  • Relocate the Arena;

6. COMMERCIAL BUSINESSES ALONG FREMONT

The neighborhood supports the continued use and development of the new commercial business along the south side of Fremont Street which compatible with the adjacent residences. The neighborhood patronizes many of these businesses and the businesses often reciprocate by giving discounts to Neighborhood Association members.

There have been problems in the past, however, with noise from bars with live entertainment and with abandoned commercial buildings.

GOAL: Commercial businesses along Fremont Street which are compatible with the adjacent residential neighborhood.

Policy 38: Require use permits for all commercial businesses with night time activity that are adjacent to residential areas.

  Program 38a: Develop more restrictive zoning regulations for commercial businesses adjacent to residential areas.

  Program 38b: Review commercial zoning regulations for setbacks, access, height, lighting, noise buffers and other standards.
7. CRIME

Crime in the neighborhood appears to be more of a concern in the apartment areas and less in the single family areas. The more secure feeling in the single family areas is probably due in part to the success of the Neighborhood Watch program developed a year ago in cooperation with the City Police department. Only 28% of the single-family residents felt crime in the neighborhood is a problem and only 17% had experienced thefts or other criminal acts on their property.

On the other hand, a majority (57%) of the apartment residents surveyed felt there is a problem with crime. They indicated the main problem is security in the carport areas approximately 45% of the apartment residents surveyed indicated they have experienced thefts or other criminal acts on their property.

Both single family residents (90%) and apartment residents (82%) feel more frequent police patrolling would help.

GOAL: Reduce crime in the apartment areas of the neighborhood.

Policy 39: Increase police patrolling and surveillance in the apartment areas of the neighborhood.

Program 39a: Work with the Police Department and apartment owners and managers to provide adequate lighting and security measures in carport areas.

8. ANNEXATION AREA

At the easterly end of Casanova Avenue are four residentially zoned lots in the unincorporated area. These lots are surrounded on the west by the Casanova Oaks subdivision in the City of Monterey, on the north and east by The City of Del Rey Oaks greenbelt, and on the south by the Airport District.

The Local Agency Formation Commission, the State agency that determines appropriate boundaries for cities and special districts, has determined that these four lots should be annexed to the City of Monterey. The most logical access is to Casanova Avenue. The four lots, two of which have houses on them, have no: City streets (they are all on a common driveway easement); Cal-Am water (the two lots are served by wells); sewer (the two lots are now on septic tanks); or fire protection. Fire protection is a real problem since these lots would be a threat to the residences on Ralston Drive if any of them caught fire.

The present County zoning on the four lots is residential, one acre minimum. The Neighborhood Association and City feel this area should continue to be zoned for one-acre minimum lots if annexed to the City because traffic is presently a problem on Casanova Avenue and will continue to increase. The four lots are also on terrain over 15% slope.

GOAL: Annexation of the four lots at the easterly end of Casanova.

Policy 40: Prezone and annex the four lots at the easterly end of Casanova with one acre minimum zoning.

Program 40a: Prezone the four lots from T-B-4 (County) to R-E-40 (City-Residential Estate, one-acre minimum).
9. OAK TREES

There is a good reason this neighborhood is called Casanova-Oak Knoll. At one time, there were substantially more oak trees in the neighborhood. Many of these died or were cut down over the last 30 years due to the development of the area for homes and the more extensive watering of lawns and gardens. The oak tree map in this plan roughly indicates the present locations of the existing oak trees.

The residents of this neighborhood are proud of their oak trees. Over 80% of both the single family and apartment residents surveyed indicated they favored preservation of oak trees in the neighborhood. And 70% of those in favor of preserving oak trees favored a requirement of a City permit before oak trees could be cut down.

GOAL: Preserve existing oak trees and plant new oaks in areas where they have been removed.

Policy 41: Require City approval before existing oak trees can be removed.
  Program 41a: Develop an oak tree ordinance requiring a City Permit before an oak tree can be removed.

Policy 42: Promote the planting of new oak trees in the neighborhood.
  Program 42a: Continue the present City program of providing and planting free oak trees in the neighborhood.

Policy 43: Develop a joint City/Neighborhood oak tree disease/pest prevention and eradication program.

10. NEIGHBORHOOD APPEARANCE

Neighborhood appearance is an important concern of Casanova-Oak Knoll residents. The Casanova-Oak Knoll Neighborhood Association is the most active in the City because of this concern.

One of the neighborhood’s related concerns is deterioration. The neighborhood survey indicated the residents along Ralston Drive and Ramona and Stuart avenues felt this was a problem. The survey also indicated the parking of junk cars and RV’s on sidewalks, lawns and sides of houses were neighborhood appearance problems.

GOAL: Improve neighborhood appearance.

Policy 44: The Neighborhood Association (CONA) should sponsor neighborhood clean up campaigns and awards on a regular basis.

Policy 45: The Neighborhood Association (CONA) should inform the residents through their newsletter and personal contact that the appearance of the neighborhood would be improved if vehicles and RV’s were not parked on sidewalks and lawns.

Policy 46: The City should actively enforce its abatement program for abandoned vehicles, zoning conflicts, and unsafe vacant buildings.
H. LAND USE PLAN

The Land Use Plan shows the general recommended types and locations of proposed land uses in Casanova-Oak Knoll. It attempts to respond to this neighborhood Plan’s goals and to summarize in map form the land use implications of the policies and programs in the other parts of this Neighborhood Plan.

As mentioned in the Introductions to this Plan, the Neighborhood Plan takes precedence over zoning when considering what is allowed in the neighborhood. All public and private development projects in the neighborhood must be found to be in conformance with the recommendations of this Neighborhood Plan before the City can approve them. If a project is found to be in conformance, then it also must meet all zoning requirements as to more specific types of uses allowed, density, setbacks, height, etc.

Some of the recommendations from other sections of the Neighborhood Plan shown on this Land Use Plan are as follows:

The reclassification of the Portuguese Hall site from medium density residential use, with the recommendation that the present use be continued. If the Portuguese Association (F.D.E.S.) discontinues their use, the property should be developed with uses compatible with the surrounding residential area.

The reclassification of small commercial lot developed with single-family house at the intersection of Ramona and Dundee Avenues from commercial to low density residential.

The annexation of the four lots of the easterly end of Casanova Avenue with a zoning of single family residential, one-acre minimum.

The expansion of the small neighborhood park at the corner of Euclid and Ramona to include the four to five adjacent lots, with one or more of the homes used as a community center.

The joint use of the westerly portion of the US Navy Annex (Fleet Numerical) by the Casanova-Oak Knoll Neighborhood and the Navy for park and recreational facilities. The Land Use Plan also shows a roadway linking this area with the ballfield and picnic areas at the south end of the Navy Golf Course, which are also proposed for joint City/Navy use.

A linking of the private recreational facilities on the Portuguese Hall site with the proposed recreation area to the east on the Airport District property for joint private/public use. This area could also be linked to the Del Rey Oaks greenbelt running along Rosita Road and Canyon Del Rey Road.

I. CAPITAL IMPROVEMENT PROGRAM

The programs listed throughout this Neighborhood Plan are the adopted implementation measures to be used to carry out the policies of the Plan. Some of these programs indicate that capital improvements, or major construction projects, should be carried out by the City, neighborhood, or other agency. These Capital Improvement projects should be included in the City’s annual one and five year Capital Improvement Programs adopted by the City Council.
The proposed 1985-89 City of Monterey Capital Improvement Program includes the following projects recommended in this Neighborhood Plan:

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>YEAR</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Street Resurfacing</td>
<td>1985-89</td>
<td>$150,000/year</td>
</tr>
<tr>
<td>(Citywide)</td>
<td></td>
<td>(Citywide)</td>
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<tr>
<td>Neighborhood Plan Program:</td>
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<tr>
<td>resurface the following streets during</td>
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<td>the next five years in this general</td>
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<td>order of priority:</td>
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<tr>
<td>Littleness, Lenwick, Edinburgh, Stuart,</td>
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<tr>
<td>Melway, Ralston. (City General Improvement Fund, Road Improvement Fund)</td>
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<td></td>
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<tr>
<td>Airport Road Sidewalks one side only.</td>
<td>1985-86</td>
<td>$75,000</td>
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<tr>
<td>(Housing and Community Development Fund)</td>
<td></td>
<td></td>
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<tr>
<td>Ramona Avenue Sidewalks one side only.</td>
<td>1985-86</td>
<td>$40,000</td>
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<tr>
<td>(1/2 City, 1/2 Assessment District)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Casanova Avenue/Fremont Street</td>
<td>1985-86</td>
<td>$50,000</td>
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<tr>
<td>Intersection- Widen and Redesign</td>
<td></td>
<td></td>
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<tr>
<td>Intersection. (City General Fund)</td>
<td></td>
<td></td>
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<tr>
<td>Purchase of lots adjacent to neighborhood park for buying park expansion and community center.</td>
<td>Opportunity</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Develop park and recreation improvements on the Airport property east of Casanova Avenue.</td>
<td>1986-87</td>
<td>Undetermined</td>
</tr>
<tr>
<td>Develop park and recreation improvements on the westerly portion of the US Navy's Fleet Numerical property.</td>
<td>1986-87</td>
<td>Undetermined</td>
</tr>
</tbody>
</table>

J. ENVIRONMENTAL IMPACT REPORT

The adoption of a City general plan or element of a general plan, such as this Neighborhood Plan, is subject to review under the California Environmental Quality Act (CEQA). CEQA guidelines for Environmental Impact Reports (EIR) are different for general plans than for EIRs on individual projects. CEQA guidelines state that “the requirement for an EIR on a local general plan, element or amendment thereof will be satisfied by the general plan or element document, and no separate EIR will be required if: (1) the general plan addresses all the points required to be in an EIR by Article 9 of these guidelines and (2) the document contains a special section or a coversheet identifying where the general plan document addresses each of the points required. (California Administrative Code, Title 14, Article 9, Section 15148).”

Description of Project
The project is described as the Casanova-Oak Knoll Neighborhood Plan, an element of the City general Plan. The location and boundaries of the project are found in section B of this Plan. The goals of the project are stated in section A and throughout the Plan. This Plan addresses the impacts of the specific public actions proposed in the Plan and the potential impacts of development conducted pursuant to the Plan. Many of the proposed Plan’s policies and programs represent mitigation measures to potential adverse environmental impacts, and therefore are considered to be beneficial impacts.
Environmental Setting
The environmental setting of the Casanova-Oak Knoll Neighborhood is covered in detail in the City’s recently revised general plan and EIR (adopted and certified in November 1983). A number of technical reports were prepared for the General Plan and EIR which provide background data and descriptions of the environmental setting for all subject areas requiring evaluation by CEQA. These technical reports are incorporated in the General Plan and cover the following topics: geology/soils; hydrology/water quality; biotic resources; noise; aesthetic considerations; air quality; energy; historical/archaeological resources; public services; housing; social; economic; traffic and circulation.

Environmental Impacts of the Proposed Action
The impact of the Casanova-Oak Knoll Neighborhood Plan itself as a policy document for the City and Neighborhood is difficult to measure until implementation of the proposed policies and programs is initiated. The intent of the recommended policies and programs is to reduce the overall environmental impacts in the Casanova-Oak Knoll Neighborhood. In general terms, if the policies and programs are implemented, they can be expected to have the following impacts:

Housing: A reduction in the possible number of additional apartment units will reduce potential traffic and parking impacts.

Parks and Recreation: The proposed expansion of existing park and recreation facilities and the creation of new facilities will help meet the needs of youth, families and senior citizens. The creation of these facilities would convert a few single-family related traffic and other impacts. These new Park facilities would also utilize existing vacant or underutilized land. These neighborhood facilities would also mean that neighborhood residents would have to travel out of the neighborhood less often for recreation purposes.

Public Works:
- The construction of additional sidewalks may increase the amount of impervious surfaces in the neighborhood, but will greatly increase pedestrian safety.
- The construction of additional curbs and gutters will provide better drainage in the neighborhood and lessen the chance for destruction of property by flooding. The increase in impervious surfaces will be minimal.
- Street surface improvements will improve traffic flow and safety.
- The enforcement of speed limits will increase traffic safety.

Airport Noise: Implementation of the proposed policies and programs will reduce the impacts of aircraft noise in the neighborhood.

Monterey Fairgrounds:
- Closing the neighborhood to Fairgrounds Traffic will reduce traffic accidents in the neighborhood.
- Improvements to the arena will reduce noise impact in the neighborhood.
Commercial Businesses along Fremont: Regulating the type and design of businesses along Fremont Street will reduce the adverse impacts on adjacent residences.

Crime: Increased police patrolling and surveillance will reduce traffic accidents in the neighborhood.

Annexation: Annexation of the four lots at the easterly end of Casanova will provide needed fire protection and other public services.

Oak Trees: Preserving existing oak trees and planting new ones will provide a more pleasant, natural environmental setting.

Neighborhood Appearance: These policies should improve the overall appearance of the neighborhood.

4. Any Significant Environmental Effects Which Cannot be Avoided if the Proposal is Implemented.

The adoption of the Neighborhood Plan itself will not have an adverse impact on the environment. Implementation of the recommended policies and programs will serve to improve the existing environment and control adverse impacts from future development. Implementation would result in a minor increase in demand for public services.

5. Mitigation Measures Proposed to Minimize the Impact

No adverse environmental effects of the Neighborhood Plan have been identified. Its purpose is to improve the environment and mitigate the impact of future development.

6. Alternatives to the Proposed Action

The recommended policies and programs were developed with the neighborhood residents after analyzing a number of alternatives. In some cases, the recommended policies also include a number of alternatives from which the City and neighborhood may choose for implementation.

7. The Relationship between Short Term Uses of Man’s Environment and the Maintenance and Enhancement of Long Term Productivity.

The Neighborhood Plan promotes long term welfare by designating appropriate and compatible land uses and densities.

8. Any Significant Irreversible Environment Changes Which Would be Involved if the Proposed Action Should be Implemented

The Neighborhood Plan does not propose any policies or programs that are irreversible or would involve an irreversible change.
APPENDIX

CASANOVA OAK-KNOLL NEIGHBORHOOD PLAN
COMMITTEE MEETINGS

March 8, 1984  First Meeting of Neighborhood Plan Committee
March 26, 1984  Plan Committee – Plan Boundaries, Issues, Survey
April 9, 1984  Plan Committee – Discussed Survey
April 24, 1984  Plan Committee - Discussed Survey
May 14, 1984  Neighborhood Meeting – Approved Survey
July – Sept, 1984  Conducted Neighborhood Survey
October 29, 1984  Neighborhood Meeting – Discussed Results of Survey
December 3, 1984  Neighborhood Meeting – Identified Neighborhood Issues And Solutions
February 11, 1985  Neighborhood Meeting – Discussed Airport Issues
February 25, 1985  Neighborhood Meeting – Discussed Public Works Issues
March 11, 1985  Plan Committee – Developed Airport and Public Works Policies
April 8, 1985  Plan Committee – Discussed Park and Recreation Issues
April 22, 1985  Neighborhood Meeting – Discussed Draft Plan Policies And Programs
June 12, 1985  Neighborhood CONA Board and Neighborhood Plan Committee meeting – reviewed and discussed Draft Plan.
July 22, 1985  Neighborhood Meeting – Discussed possible revision to the Plan for the C-3 lot at 625 Ramona Avenue.