Oak Grove
Neighborhood Plan
December 1990

MONTEREY CITY COUNCIL

Dan Albert, Mayor
Carl Outzen, Vice-Mayor
Theresa Canepa
Don Edgren
Ruth Vreeland

MONTEREY PLANNING COMMISSION

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Community Development Director
Planning Services Manager (Advance)
Project Planner
Graphic Arts

Lee Riordan
Bill Wojtkowski
Bill Fell
Carol Hughett
Ellen Hu
RESOLUTION NO. 97-186

AMENDMENT TO THE CITY OF MONTEREY OAK GROVE AREA PLAN

WHEREAS, the Monterey General Plan encourages the development of area plans to translate city-wide goals, policies, programs, and land use recommendations from its General Plan into more specific neighborhood recommendations; and

WHEREAS, the Area 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, the Oak Grove Area Plan was originally adopted by Resolution 91-190 on November 5, 1991 by the City Council of Monterey.

WHEREAS, the amendment to the Oak Grove Area Plan will eliminate potential incompatibilities between commercial and residential uses in the 1200 block of First Street and Tenth Street area.

WHEREAS, the Planning Commission held three public hearings on this amendment to the Oak Grove Area Plan before recommending its adoption to the City Council.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the Oak Grove Area Plan be amended as follows:

Page 24 Text (First Street)-

The City should therefore consider rezoning these properties to R-3 Medium Density Multifamily Residential.

Page 27 Text (First Street)-

PROGRAM 11B: Rezone the properties which front First Street between Ocean and Sloat to R-3 Multi-Family (See Attached Map).

PROGRAM 11C: Add an overlay zoning district (D-2) to the two properties which extend from Del Monte Avenue to First Street. Issues which should be examined with new development proposals include but are not limited to hours of operation, traffic, parking, noise, odor, loitering, access, light, and glare impacts.

PROGRAM 11D: Vehicular access should be limited to Del Monte Avenue for new commercial development. Access to First Street shall be limited only to new residential development oriented towards First Street.
As new uses and developments are proposed in the area backing up to Ninth Street, the City should work with the property owners to improve the back of the commercial properties. Improvements may include but are not limited to building new trash enclosures and storage areas for materials.

PROGRAM 13: Add a D-2 overlay district to the properties which front onto Tenth and back onto Ninth Street. Issues which should be examined with new development proposals include but are not limited to building new trash enclosures, storage areas for materials, and parking. Require new businesses to continue to front onto Tenth Street. Vehicular access to commercial development shall be from Tenth Street. Access to residential uses can be from Ninth or Tenth Streets.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 7th day of October, 1997, by the following vote:

AYES: 4 COUNCILMEMBERS: EDGREN, ROBERSON, VREELAND, ALBERT
NOES: 1 COUNCILMEMBERS: CANEPA
ABSENT: 0 COUNCILMEMBERS: NONE

APPROVED:

/s/DANIEL ALBERT
Mayor of said City

/s/CYNTHIA PARHAM
City Clerk thereof
Mr. Ed Leeper, Save Cur Peninsula Committee, urged Council to follow the lead of Pacific Grove and Carmel and adopt a resolution supporting a Hatton Canyon Park. Mr. Neal Hotelling expressed concerns and offered suggestions about the replication of the San Xavier warehouse now before the Coastal Commission. Mrs. April Harrison, Old Town, expressed safety concerns about the off-base smoking policy at the Defense Language Institute (DLI). (Councilmember Roberson asked that this be put on an upcoming agenda). Mr. David Dilworth, Responsible Consumers, thanked Council for opposing the Cassini project and asked support in asking AMBAG (Association of Monterey Bay Area Governments) to reconsider the method used for population projections. He said he will ask for an Environmental Impact Report. Mrs. Sharon Dwight, President of New Monterey Neighborhood Association, echoed the concerns about the DLI smoking in the neighborhoods issue. Mrs. Elizabeth Leeper suggested the City provide ashtrays outside the DLI gates as a safety measure. Mr. Joseph Aiello, Monterey resident, supported Council’s actions on the San Xavier warehouse and asked for improvements to Franklin Street for pedestrian safety.

RESOLUTION NO. 97-136
CANEA VOTED NO
(Continued from September 2, 1997)

Staff, said the Oak Grove Neighborhood Plan came under review by the Commission following applications for reuse of the Shell Station on Del Monte and Sloat. Staff said the proposed changes, worked on by the Commission and the neighborhood, involve changes to the Plan on First Street and Tenth Street, which if approved, would be followed by zoning changes. On question by Councilmember Canepa, staff said the current use of much of the property is single and multi-family residential, but the underlying zoning is C-2, commercial. Mayor Albert opened the public hearing.

Mr. Luis Osorio, President, Oak Grove Association, supported the plan amendments. Mr. Tom Cutino, Ocean Avenue resident, asked for more notice and said there is commercial parking in residential areas. Mr. Joseph Aiello and Mr. Joe Manuguerra supported the status quo. Mrs. Sharon Dwight said the D-2 development overlay zoning provided advantages when placed on commercial next to residential areas, especially notification of upcoming projects. There were no other speakers. Mayor Albert closed the public hearing and brought the matter back to the Council for action.

Councilmember Roberson said the neighborhood is a "jumble of uses" and this will bring consistency to the area. Councilmember Canepa spoke in opposition of changing certain parcels now zoned commercial to multi-family residential. On question by Councilmember Roberson, the City Attorney said that in determining the tax basis, use and zoning are considered and commercial is generally taxed higher than multi-family residential. Councilmember Edgren said in this community, residential may be more valuable.

On motion by Roberson, seconded by Vreeland and carried by the following vote the Planning Commission recommendation on First Street was approved.

AYES: 4 COUNCILMEMBERS: EDGREN, ROBERSON, VREELAND, ALBERT
NOES: 1 COUNCILMEMBERS: CANEPA
ABSENT: 0 COUNCILMEMBERS: NONE
EXISTING ZONING:

- R-3: Medium Density Residential
- C-1: Neighborhood Commercial
- C-2: Community Commercial
- O: Office and Professional
- A: Administrative Professional
- V: Visitor Accommodation Facilities
- D-2: Development Control

PROPOSED ZONING:

- R-3: Medium Density Residential (R-3)
- D-2: Development Control (D-2)
DECLARATION OF NULLUTY OF RESOLUTION NO. 90-275 AND
ADOPTION OF THE OAK GROVE AREA PLAN
AS AN ELEMENT OF THE CITY OF MONTEREY GENERAL PLAN

WHEREAS, the City Code and the Monterey General Plan encourage the development of area plans to translate the city-wide goals, policies, programs, and land use recommendations from its General Plan into more specific neighborhood recommendations; and

WHEREAS, this Area 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 Area Plan was developed jointly by the residents and property owners of the Oak Grove neighborhood and City staff over a 21-month period with information from a door-to-door neighborhood survey, and discussion and comment at five full neighborhood meetings and five Neighborhood Planning Committee meetings; and

WHEREAS, the City Council has adopted criteria for adopting Area Plans and staff has reviewed the plan to assure that the plan complies with those criteria; and

WHEREAS, the Planning Commission held a public hearing on this Area Plan before recommending its adoption to the City Council; and

WHEREAS, the Monterey City Code, Charter, Section 4.4, requires a minimum of 3 votes by the City Council to adopt a resolution, and Resolution 90-275 was erroneously "approved" by a vote of 2 to 1, making it a nullity.

NOW, THEREFORE, BE IT RESOLVED BY THE MONTEREY CITY COUNCIL that Resolution No. 90-275 is hereby declared a nullity, and the Oak Grove Area Plan is hereby adopted as an element of the City General Plan, amending the City General Plan Land Use Element for consistency with the Oak Grove Area Plan.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 5th day of November, 1991, by the following vote:

AYES: 3 COUNCILMEMBERS: Canepa, Vreeland, Albert

NOES: 0 COUNCILMEMBERS: None

ABSENT: 0 COUNCILMEMBERS: None

Disqualified to vote because of a conflict of interest: 2 Councilmembers: Edgren, Outzen

ATTEST: APPROVED:

/s/CYNTHIA PARHAM  /s/DANIEL ALBERT
City Clerk there’of  Mayor of said City
EXECUTIVE SUMMARY

This neighborhood plan identifies those issues important to the residents and property owners in Oak Grove, and provides solutions to those issues. Key issues include the desire to retain the single-family residential character in a largely apartment-zoned neighborhood and eliminating parking overflow problems from the adjacent Naval Postgraduate School. The following is a brief summary of some of the main recommendations in the Oak Grove Neighborhood Plan:

RESIDENTIAL LAND USE

- Encourage the retention of single-family homes.
- Implement apartment development design guidelines following design elements of existing single-family homes in the neighborhood.

COMMERCIAL LAND USE

- Resolve existing commercial versus residential land use inconsistencies by initiating a rezoning analysis for the commercial parcels on First Street and Ocean Avenue, (Figures 11a and 11b), to consider a use compatible with the adjacent multiple-family residential zoning designation.
- Add design control to the existing neighborhood commercial area in the center of the neighborhood.

TRAFFIC AND PARKING

- Initiate a neighborhood-wide parking permit program, through a neighborhood-wide post card survey to determine which blocks are interested in having a parking permit program on their block.
- Through the neighborhood-wide residential parking permit program, consider the parking needs of neighborhood-oriented commercial business employees where feasible. (This recommendation is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)
- Initiate discussions with 10th Street businesses and the Neighborhood Association to see if there is a need to establish time-limit parking on 10th Street. (This recommendation is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

PARKS AND RECREATION

- Construct a pedestrian/bicycle accessway at Sloat and Del Monte Avenues to the Recreation Trail and the Beach.
PREFACE

WHO PREPARED THIS PLAN?

The effort to develop the first neighborhood plan for the Oak Grove neighborhood began in early 1989. At that time, the Oak Grove Neighborhood Association requested that the City Council approve the development of a neighborhood plan for Oak Grove as part of the Community Development Department 1989 Work Program. The City Council approved this request, and staff was assigned to work with Oak Grove on developing a neighborhood plan.

The Oak Grove Neighborhood Association then appointed a Neighborhood Planning Committee to represent the Association and to work with City staff in developing the neighborhood plan. The members of the committee were:

- Tom Bevan
- Tina and Angelo Bracco
- Fran Carpino
- Clara Foster
- Pat Gaughf
- Marcia Hardy
- Cheryl and Harlan Jencks
- Frank Nuovo
- Juan and Jody Quintana
- Jack Stevens

In January of 1989, the Neighborhood Plan Committee met with City staff to go over the schedule for preparing the Plan. One of the first steps in this program was a door-to-door neighborhood survey. This survey was approved at a neighborhood-wide public meeting in April 1989, and was distributed throughout May, June, and July. The survey was also mailed to all absentee property owners who did not live in the neighborhood. A total of 21.4% of the households in the neighborhood completed the survey, and 32.4% of the absentee owners completed the survey, for a total 23.3% survey return. The survey questionnaire covered a wide variety of subjects from parks and recreation, drainage, and tree planting concerns, to traffic, parking, and land use issues.

From this survey and a neighborhood-wide public meeting held in November of 1989, a list of neighborhood issues was developed. This list became the focus for investigating alternative means the City and the neighborhood could use to help solve the neighborhood problems and issues.

A total of five neighborhood-wide public meetings and six Neighborhood Planning Committee meetings were held between January, 1989 and December, 1990 in developing this Plan.
1.0 INTRODUCTION

1.1 WHAT IS A NEIGHBORHOOD PLAN?

Under State planning law, each city is required to adopt a General Plan to guide the long-range development of the city. Each General Plan must contain seven elements which, together, compose an integrated set of goals, policies, and action programs. In addition to the seven required elements, a city can adopt additional discretionary elements or address any other subjects which, in the judgement of the City Council, relate to the physical development of the city. The Monterey City Code and the General Plan both provide for adoption of area plans. The General Plan provides that "area plans should be adopted as part of the General Plan in the same manner as elements. They translate the general, citywide goals, policies, programs, and land use recommendations into more specific recommendations for particular areas of the city." The City Code provides, in part, that area plans should "relate the Citywide policies and programs of the General Plan to particular neighborhoods or other areas of the city" and that "policies and implementation programs...should be more specific and for a shorter time period than the General Plan."

This neighborhood plan identifies policies and programs that require City Council appropriation or result in an increased or new level of City services. Such items will be referred to the City budget review process. They are identified in the text with a double asterisk (**). They are also listed in Appendix B for easy referral. This list will be reviewed annually for items to be considered for funding in the annual City budget.

1.2 WHAT DOES A NEIGHBORHOOD PLAN DO?

- It gives direction to both the neighborhood and the City on the growth and development of the neighborhood for the next five to ten years. The plan should be reviewed annually in the context of the annual General Plan update process by the Planning Commission and Planning Staff, 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.

- Except for recommendations which have operational budget implications, it is officially adopted by the City Council after being recommended by the Oak Grove neighborhood 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 (U.S. Navy, etc.)
2.0 THE PLANNING AREA

The area covered by this Plan is primarily the residential neighborhood of Oak Grove, located between Lake El Estero and the Naval Postgraduate School, and comprising approximately 87 acres. Within this area, there are also some non-residential uses, such as the commercial businesses on 10th Street and Del Monte Avenue, and the office uses on Camino Aguajito. Because they lie within the natural boundaries of the neighborhood, these businesses are also included in the Neighborhood Plan. In addition, because it is directly adjacent to the neighborhood, the U.S. Naval Postgraduate School is discussed in the Neighborhood Plan in regard to its affects on the neighborhood.

Figure 1 illustrates the Oak Grove neighborhood planning area boundary and the surrounding land uses.
Oak Grove Neighborhood Plan
Planning Boundary
and
Surrounding Land Uses
Figure 1
City of Monterey
Community Development Department

Figure 1
CITY OF MONTEREY
COMMUNITY DEVELOPMENT DEPARTMENT

Future Window-on-the-Bay Park
Townhouses

US Navy
Property

US Naval
Postgraduate
School

Monterey Peninsula
College

El Estero
Lake

El Estero
Park

Cemeteries

Monterey Bay

0' 500'
Scale in Feet
3.0 HISTORY OF THE NEIGHBORHOOD

Second only to the downtown district and the "Old Town" neighborhood uphill from downtown, Oak Grove is the oldest neighborhood in Monterey. Subdivided in 1890, Oak Grove was originally one large land holding acquired by the Jacks family. David Jacks had acquired excess lands around the City of Monterey, including Oak Grove, through a sole auction bid in 1858 through tax default by the City. Then in 1890, Oak Grove was subdivided and lots were auctioned off. Figure 2 is a copy of the original pamphlet advertising the amenities of Oak Grove in 1890.

Located adjacent to the grand Hotel del Monte (now the Naval Postgraduate School), and just inland from the Old Bath House, Oak Grove began as a residential area where homes would soon develop as adjuncts to the Hotel. Many of the old-timers that live in the neighborhood today worked at the Hotel at one time or another. At that time, the neighborhood was sparsely developed with large victorian homes and was dotted with oaks and shade trees.

One of the earliest families to settle in Oak Grove was Dr. J.P.E. Heintz, who built a large home on Ocean Avenue between Fifth and Sixth Streets. During that time, lots were sold at auction for $50, but escalated to $2,000 per lot by the turn of the Century. The lots were sold with hotel privileges and were marketed as a suburb of San Francisco with access via the Del Monte Express train.

Many of the early residents of Oak Grove still remember the streetcar that used to rumble down Seventh Street, along the beach, down to Alvarado Street and out to Pacific Grove. Another historic element in Oak Grove for many old-timers was the Oak Grove School, where the El Estero Senior Housing Complex exists today, and the old Firehouse, which also served as a neighborhood community center.

Figure 3 illustrates the original subdivision map of 1890. As shown in the map, most of the lots were 20 and 25 feet wide, indicative of the tent lot subdivisions established at that time in coastal locations such as Pacific Grove and in New Monterey. These lots were combined into larger parcels 40 and 50 feet wide, which exist today.
Is the western portion of the "El Monte" in which the famous Hotel is located, being but a few moments' walk from it, and no doubt would have been included in the hotel grounds, had not a demand been made for its beautiful building and business sites, that lovely homes might be adjuncts to the hotel proper. It has also the advantage of being within the corporate limits of the town of Monterey, which is rapidly extending its buildings and streets to join those of Oak Grove. Each lot offered for sale commands a superlative view of the ocean, and macadamized avenues and shaded walks assist in making Oak Grove the most desirable investment ever offered at auction.

AN INEXHAUSTIBLE SUPPLY OF PURE MOUNTAIN WATER
Is piped to every Lot and Street

In 1880, eight hundred lots at Pacific Grove, two miles from Del Monte, were offered for sale, the restriction being that no saloons should exist, or liquor sold on the premises. Oak Grove has the same restriction. The lots were disposed of at prices ranging from $50 upwards. To-day not one of these can be purchased for less than $800, and a sale of one lot was recently recorded for $2,000. Think of this and purchase at Oak Grove.

On the east of this tract is Del Monte, on the south the beautiful mountain forests, on the west Lake Ajuajita, and towards the north it slopes gently to the ocean, which is separated only by the avenue connecting the Hotel with the town. At the terminus of the main avenue or street is the celebrated bathing establishment, and the entire tract is dotted with magnificent oaks and shade trees.
OAK GROVE NEIGHBORHOOD PLAN
1890 Lot Auction Brochure
Figure 3
CITY OF MONTEREY
COMMUNITY DEVELOPMENT DEPARTMENT
MAP

OF

Oak Grove Addition.
MONTEREY, CAL.

LOTs SHADED THUS ARE SOLD.
PIPE LINES.

Figure 4

OAK GROVE NEIGHBORHOOD PLAN
1890 Subdivision Map
4.0 THE RESIDENTS OF OAK GROVE

4.1 WHO LIVES IN THE NEIGHBORHOOD?

Although the 1990 U.S. Census has recently been completed, the information from that census will not be available until the end of 1991. Thus, for the purposes of this neighborhood plan, the 1980 U.S. Census information is the most recent available and is used here. In addition, the neighborhood survey also provides supporting information on census figures.

According to the 1980 U.S. Census, there were 1,490 people living in the Oak Grove neighborhood. At a ratio of 1.85 people/household, today's population is estimated to be 1,645. This equates to a 10% increase since 1980. This population increase is slightly less than the city-wide 15% population increase, from 27,558 in 1980 to 32,247 in 1990.

4.2 WHAT KINDS OF HOUSES DO THEY LIVE IN?

The 1980 Census indicated that there were 806 households in Oak Grove; 260 single family homes and 546 apartments. Today, land use surveys reveal that there are 889 households in Oak Grove; 167 single family homes and 722 apartments. This is a 1:4 ratio of homes to apartments, versus a 1:1 ratio city-wide. This high ratio is indicative of a neighborhood that is zoned for apartments. To reach this ratio, there has been a 32% increase in apartments since 1980, contrasted by a 46% decrease in single family homes in that same time period. This equates to a loss of approximately 100 single family homes in Oak Grove. While this loss of homes is attributable to the replacement of homes with apartment buildings, it is also due to the addition of secondary units in the back of homes, which removes them out of the single family home category and places them in the apartment category.

While the population totals have not changed significantly over the last decade in Oak Grove, the decrease in single family homes and increase in apartments is a significant change in the type of households in Oak Grove; apartment households typically have smaller size families, and represent a more transient population than single family households. For the most part, this is due to ownership opportunities with single family homes and the rental nature of apartments.
5.0 NEIGHBORHOOD ISSUES AND SOLUTIONS

5.1 ISSUE IDENTIFICATION METHODS

A neighborhood-wide survey was conducted in the Summer of 1989. A summary of the survey results is included in the Appendix of this Plan. The survey gives us a good indication of what the residents like and don't like about living in Oak Grove. Some of the things they like about the neighborhood are its climate, proximity to the beach, Lake El Estero, and downtown Monterey, its centralized, convenient location, and the friendly neighbors. Some of the things they don't like are noise from overhead airplanes, the high number of apartments, parking congestion, speeding cars, stray cats, transient neighbors, and unkempt yards. These likes and dislikes are listed in detail within the appendix of this Plan.

The major issues in the neighborhood that were brought out by the survey and which were extensively discussed at the subsequent public neighborhood-wide meetings, are the focus of this Plan. These issues involve parking, traffic, trees, parks and recreation, single family and apartment residential land uses, and commercial and office land uses.

5.2 SOLUTIONS - GOALS, POLICIES, AND PROGRAM DEFINITIONS

Those issues that result in a policy solution which could require City Council appropriation or result in an increased or new level of City services are identified in the text with a double asterisk (**). Those items will be reviewed annually for funding consideration in the annual City budget. See Appendix B for a summary of those policies and programs which have been asterisked.

Issues that result in programs involving Neighborhood Improvement Program (NIP) funds are deferred to the annual NIP process for review, approval, and implementation. All other programs presented in the Neighborhood Plan become effective as indicated in the Implementation Program (Section 13).

GOALS - Once the major planning issues were identified in Oak Grove, neighborhood meetings were held 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 can also be short-term actions that should be reviewed every year and relate directly to the City's annual Neighborhood Improvement Program and the city-wide Capital Improvement Program.
6.0 LAND USE

The entire Oak Grove neighborhood consists of approximately 85 acres. The major land use is residential, with retail frontages on Del Monte Avenue and Tenth Street. Office use prevails on the frontages of Camino Aguajito. Table 1 provides a breakdown of the intensity of land uses in Oak Grove. In general, these uses are indicative of the designated land use patterns as adopted in the 1983 City General Plan for this area of the City. As illustrated in Figure 5, the residential area of Oak Grove is designated "Residential - Medium Density (8 to 30 Dwellings/Acre". This designation allows single-family homes and allows apartments up to a 30 unit/acre density maximum. On typical 5,000 square-foot lots, this equates to a maximum of 3 apartment units under today's apartment development standards. The commercial areas in the Oak Grove planning area are also shown in Figure 5. The commercial land use designation in the General Plan is a generalized land use, within which various types of commercial use can occur. These types of uses are specifically outlined through zoning. The City-wide Zoning Ordinance establishes zones within which specific land use activities can occur. In general, zoning implements the General Plan. Figure 6 illustrates the zoning for this neighborhood.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area (In Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motels (VAF Zone)</td>
<td>2.10 Acres (4 Motels)</td>
</tr>
<tr>
<td>Commercial (C-1, C-2)</td>
<td>5.58 Acres</td>
</tr>
<tr>
<td>Office (RG-AP)</td>
<td>2.39 Acres</td>
</tr>
<tr>
<td>Residential (R-G)</td>
<td>39.10 Acres (889 Units)</td>
</tr>
<tr>
<td>Streets</td>
<td>35.80 Acres</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>85.00 Acres</strong></td>
</tr>
</tbody>
</table>

Figure 7 illustrates the existing land uses in Oak Grove. While apartment land use is pointed out as a concern of Oak Grove neighborhood residents, it is not the only land use activity which contributes to traffic and parking congestion and other issues in the Oak Grove neighborhood. The fact that Oak Grove is currently a mix of apartments and single family homes on small lots creates incompatibilities between the two. In addition, Oak Grove is directly adjacent to the Naval Postgraduate School, which is a contributor to traffic and parking congestion in the neighborhood. Another factor in the issues identified for Oak Grove is its proximity to both Del Monte Avenue and Highway One, which are two major traffic arterials in the City of Monterey. These two arterials have had an influence on Oak Grove's land use patterns. Before Highway One was built, 10th Street was an arterial frontage; today it is more of a neighborhood-oriented business district.
RESIDENTIAL-MEDIUM DENSITY
(8 TO 30 DWELLINGS/ACRE)

COMMERCIAL
OAK GROVE NEIGHBORHOOD PLAN
Existing Land Use

Figure 7
CITY OF MONTEREY
COMMUNITY DEVELOPMENT DEPARTMENT

LEGEND:
- Single Family Residential
- Multi-Family Residential
- Office
- Commercial
- Motel
- Vacant

MI"
6.1 RESIDENTIAL LAND USE

6.1.1 EXISTING RESIDENTIAL LAND USE

The 1980 Census indicated that there were 806 households in Oak Grove; 260 single-family homes and 546 apartments. Today, land use surveys reveal that Oak Grove is comprised of 889 residential units; 167 single-family homes and 722 apartments. This is a 1:4 ratio of homes to apartments, versus a 1:1 ratio city-wide. To reach this ratio, there has been a 32% increase in apartments, contrasted by a 46% decrease in single family homes since 1980. This high ratio is indicative of a neighborhood that is zoned for apartments, which is the case for Oak Grove. All residential parcels in the neighborhood are zoned "R-G," Residential Garden Apartment.

As shown in Figure 8, apartments and single-family homes are intermingled throughout the neighborhood, with no pattern of apartment or single-family development identifiable. Apartment development has manifested itself through additions to the rear of existing single-family homes, new construction on former home sites, and through lot combining of several small lots that formerly had small homes on them.

Examples of Apartment Additions to the Rear of Existing Single Family Homes

Figure 8 also identifies those R-G lots which currently have a single-family home on them, and the size of those lots -- those less than 5,000 square feet and those equal to or greater than 5,000 square feet. As shown in Figure 8, there are many 5,000 square foot parcels in Oak Grove. However, this neighborhood also has the highest concentration of 4,000 to 5,000 square foot lots in the City of Monterey.

The City General Plan land use designation of "Residential - Medium Density (8 to 30 Dwellings/Acre)" allows apartment development of up to three units on a typical 5,000 square foot lot. This land use designation also allows residential land use at lesser density, such as single-family homes. At the allowed density of 8 to 30 dwelling units per acre, apartment development on these smaller lots has resulted in small studio apartments and tight parking configurations. Recent ordinances adopted by the City have recognized this type of apartment development as an issue, and have set forth provisions which encourage the retention of single-family homes on R-G lots and which reduce the number of apartments that can be built on these smaller lots. Ordinance No. 2986 C.S., adopted in January of 1990, allows up to 40% lot
LEGEND

- SINGLE FAMILY DWELLING
- NUMBER OF APARTMENT UNITS
- USE OTHER THAN RESIDENTIAL
- LOTS EQUAL TO OR GREATER THAN 5,000 SQ.FT. WITH SINGLE FAMILY HOME
- LOTS LESS THAN 5,000 SQ.FT. WITH SINGLE FAMILY HOME

137. SINGLE-FAMILY HOMES
722 APARTMENTS
999 TOTAL UNITS EXISTING
coverage for single-family homes on R-G lots, as opposed to 35% floor area ratio allowed for
apartment development on these same lots. In addition, Ordinance No. 3003 C.S., adopted in
March of 1990, now permits only the addition of a secondary unit to an existing single-family
home if that lot is an apartment zoned lot less than 5,000 square feet. Prior to adoption of
that ordinance in March of 1990, apartment zoning allowed up to three units on these smaller
lots, which has been considered to be too much on too little land. These two recently adopted
ordinances have affected Oak Grove more than any other neighborhood in the City of
Monterey due to the high number of lots less than 5,000 square feet in this neighborhood.

At full build-out, Oak Grove would increase from 889 residential units to 1,132
units; a 27% increase. Prior to April of 1990, when Ordinance No. 3003 C.S. was adopted,
1,236 units could have been realized at full build-out; a 39% increase. These build-out
calculations are shown in Table 2.

As currently zoned, Oak Grove could become an important contributor to the
city-wide requirement of providing the opportunity to construct 1,231 new housing units to meet
the 1990 City Housing Element guidelines; Oak Grove would provide 243 new units at full
build-out, which is 20% of this quota. However, this build-out would also result in a substantial
increase in rental housing and elimination of home ownership opportunities (except for
condominiums), which is contrary to the Housing Element policy of encouraging ownership
opportunities in housing.
Table 2
FUTURE RESIDENTIAL BUILDOUT UNDER EXISTING ZONING
(Based on 30 Units/Acre Maximum Allowed by City General Plan)

<table>
<thead>
<tr>
<th>Existing Housing Density:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
</tr>
<tr>
<td>Apartments</td>
</tr>
<tr>
<td><strong>889 Units</strong>*</td>
</tr>
</tbody>
</table>

Potential Buildout with only Secondary Unit Allowed for R-G Lots 4,000-4,999 Sq.Ft. in Size
(Ordinance No. 3003 C.S., Approved by City Council on March 20, 1990):

<table>
<thead>
<tr>
<th>Single Family plus secondary unit on lots 4,000-4,999 sq.ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>208</td>
</tr>
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<table>
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<th>Apartments on lots 5,000-12,000 sq.ft. (standard R-G buildout calculations, using 30 units/acre density max.)</th>
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<th>Existing Apartments</th>
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<tbody>
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<td>722</td>
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**1,132 Units Potential***

(27% Increase; +243 Units)

Potential Buildout without Ordinance No. 3003:

<table>
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<tr>
<td>New Apartments</td>
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</table>

(full R-G standards)

**1,236 Units Potential***

(39% increase; +347 Units)

City of Monterey Community Development Department, May 1, 1990.

* Includes 44 existing units on commercial lots.
6.1.2 RESIDENTIAL LAND USE ISSUES

The fact that all residential areas in Oak Grove are zoned for apartments has divided residents and absentee property owners. Brought out in the neighborhood survey and discussed extensively at public neighborhood-wide meetings, the issue focused on the fact that while Oak Grove originated as a single-family residential neighborhood, today's apartment zoning throughout the neighborhood has resulted in a change in neighborhood character to a mix of apartments and single family homes. There was a clear split in both the survey and in the public neighborhood-wide meetings that residents in the neighborhood predominantly favor single-family uses in the neighborhood, while absentee property owners favor retention of apartment development as is currently permitted by zoning. This division was the main housing issue for Oak Grove. On October 16, 1990, the City Council held a public hearing on the Draft Oak Grove Neighborhood Plan and heard public testimony on this issue, and voted to retain the apartment zoning.

Secondary to the divided issue of single-family versus apartment zoning, specific concerns expressed by those in attendance at the public neighborhood-wide meetings included the perception that there are too many small apartments, creating traffic and parking congestion, boxy and unsightly apartment development; loss of open space from apartment structural development and paved driveway and parking areas; and the loss of sunshine due to the infringement of new apartment buildings adjacent to single-family homes. Additional concerns include unkempt and unmaintained properties due to absentee ownership and the renting out of garages for storage which in turn adds to parking congestion on streets. The renting out of garages is not permitted by City Zoning Ordinance.

6.1.3 RESIDENTIAL LAND USE GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs are the result of numerous public neighborhood-wide meetings held to discuss ways to solve the housing issues identified:

GOAL A: To preserve, maintain, and perpetuate the single-family character of Oak Grove.

POLICY 1: It is Oak Grove's policy to encourage single-family homes, single-family homes with secondary units, and apartments which retain the single-family character of the neighborhood.

PROGRAM 1A: Maintain the existing floor area ratio which encourages the retention of single-family homes (40% for single-family development and 35% for apartment development and single-family homes with a secondary units).

PROGRAM 1B: Amend the City-wide design guidelines for single family development to include the following specific design guidelines which retain the existing single family character of Oak Grove:

a) Horizontal wood siding bungalow style, with pitched gable or hipped roofs, with overhangs; stucco style is also acceptable as a design feature.

b) Residential scale and appearance;

c) Windows with wood trim and sills;

e) Recessed front entries;

f) Covered porches.
PROGRAM 1C: Provide City assistance through the City Housing Rehabilitation Program for the rehabilitation of single-family homes for home owners who qualify for the program.

GOAL B: To encourage larger, family-size apartment units.

POLICY 2: On apartment-zoned lots 5,000 square feet or greater, new apartment development should provide housing for family-size households as much as feasible.

PROGRAM 2A: Encourage new apartment development to have larger, two-bedroom apartments; discourage small, studio apartments.

GOAL C: To encourage apartment development which does not result in boxy, unsightly structures.

POLICY 3: New apartment development shall reflect the character of a single-family home in appearance as much as feasible.

PROGRAM 3A: Secondary unit additions on lots less than 5,000 square feet should reflect the character of the existing single-family unit on the lot and should be incorporated within the existing structure as much as feasible.

PROGRAM 3B: On lots greater than 5,000 square feet which have a single-family home existing, secondary unit additions and apartment development should be incorporated within the existing structure as much as feasible.

PROGRAM 3C: The following design elements shall be used by the City Architectural Review Committee as guidelines for apartment development and secondary units added onto single-family homes:

a) Front entry shall face the street, with secondary unit entries on the side of a building;
b) Recessed front entry with covered porch;
c) Front element of a building which screens balconies and stairs in the rear or on sides of buildings;
d) No stairways on the front of buildings which lead to second levels;
e) Balconies which are a combination of recessed and cantilevered;
f) Horizontal wood siding, with pitched gable or hipped roofs, with eve overhangs; Spanish style stucco is acceptable if it is an existing design feature of the building;
g) Windows which have wood trim and sills;
h) Avoid blank walls, especially facing a street.

GOAL D: To eliminate apartment development issues relating to loss of useable open space and tight parking accessibility.

POLICY 4: Require new apartment and secondary unit development to comply with new R-G standards for parking and circulation.
POLICY 5: Provide more useable open space areas in apartment development.

PROGRAM 5A: Encourage the City to re-examine the open-space requirements for apartment development and to provide more useable open-space areas in new apartment development as much as feasible.

PROGRAM 5B: On larger lots where existing apartment development is proposing remodeling, encourage more useable open space areas.

GOAL E: To eliminate infringement of new structures on neighboring residences' sunshine.

POLICY 6: It is Oak Grove's policy to maintain access to sunlight for existing residences.

PROGRAM 6A: The City Architectural Review Committee shall pay special attention to the shadow effect the development of a new residential building may have on adjacent residential structures, and shall encourage modulation of the building design to improve access to sunlight for adjacent residential structures as much as feasible.

Example of Apartment Building Shadowing Single-Family Home

GOAL F: To eliminate issues relating to rental housing, including unkempt/unmaintained properties and renting out of garages which results in on-street parking congestion.

POLICY 7: It is Oak Grove's policy to have a high degree of property maintenance.

PROGRAM 7A: The Neighborhood Association should encourage property maintenance in Oak Grove through its newsletters, at Association meetings, etc.

PROGRAM 7B: Encourage Oak Grove residents and property owners to register complaints with the City Community Development Department for code enforcement follow-up.

PROGRAM 7C: Refer building code violations and health code violations to the appropriate authorities.

POLICY 8: Parking spaces and garages shall be used for parking of tenant cars.
DO S

SINGLE FAMILY HOMES
Horizontal wood siding, wood trim windows, gable and mansard shingled roofs.

SINGLE FAMILY HOME
Stucco with Spanish tiled roof.

SINGLE FAMILY HOME CONVERTED TO APARTMENTS
Horizontal wood siding, wood trim windows, bay windows. Retains front appearance of existing single family home.

NEW APARTMENT BUILDING
Horizontal wood siding, wood trim windows, hip gable, shingle roof. Retains character established by single family homes illustrated above.
DON'Ts

AVOID LARGE BOXY STRUCTURES

Figure 9b
CITY OF MONTEREY
COMMUNITY DEVELOPMENT DEPARTMENT
6.2 COMMERCIAL LAND USES

6.2.1 EXISTING COMMERCIAL LAND USES

Commercial and office uses exist on three frontages of Oak Grove; Del Monte Avenue retail businesses, offices on Camino Aguajito, and on 10th Street, where neighborhood-oriented retail businesses provides services for Oak Grove residents. There is also a unique neighborhood market and beauty shop in the center of the neighborhood which provides services to the residents of Oak Grove.

While all of the commercial and office uses in the Oak Grove planning area are permitted by zoning and land use designations identified by the City's General Plan, some of the existing commercial and office uses are in conflict with the current land use conditions and current General Plan land use designations in certain areas of the Oak Grove neighborhood. These areas are illustrated in Figure 10, and are discussed as follows:

First Street (1200 block, odd side) - As shown in Figure 10, the 1200 block of First Street, between First and Del Monte Avenue, is designated for commercial land use in the 1983 City General Plan and by zoning. While the majority of existing land uses are residential on that portion of the block facing First Street, there are two commercial businesses fronting Del Monte Avenue with access onto First Street. This area is thus a transition area and could ultimately result in commercial uses along the street frontage facing the Oak Grove residential area. In general planning practice, residential and commercial uses in such close proximity are not compatible uses due to noise, night-lighting glare, traffic and parking impacts inherent with commercial uses. And while Zoning Ordinance development standards recognize this and limit the types of commercial activities that can occur directly adjacent to a residential zone, these limitations are not applicable when a public street separates them, as is the case on First Street. Thus, full commercial build-out could occur fronting this block of First Street, facing existing residences on the opposite side of the street, without limitations on the types of businesses, their hours of operation, and other commercially related activities.

Park Avenue (0-99 block) - The entire block bounded by Park Avenue, Camino Aguajito, First and Lake Streets is designated for commercial use (see Figure 10). While the majority of the block is occupied by a motel fronting Camino Aguajito, the remaining parcels on Park Avenue are a mix of residential and office use. Ultimately, commercial build-out on these parcels would result in commercial land use across the street from residential use on Park Avenue, similar to the potential situation in the 1200 block of First Street discussed above.

Camino Aguajito - While the zoning designation for all parcels fronting this street is "R-G", Residential Garden Apartment, an overlay zone called "AP", Professional Offices, permits office uses within a medium residential area, subject to approval by the City. Contrary to this, the City's General Plan designates all parcels along Camino Aguajito for medium residential land use (apartments). The result has been a gradual development of office uses along Camino Aguajito, with intermittent apartment complexes remaining. These office uses are currently subject to the same development standards as apartment development; 35% floor area ratio (size of building divided by size of lot), as opposed to 50% lot coverage allowed for office uses in commercial districts of the City. The result is smaller office buildings on "AP" overlay sites which are in keeping with the apartment zoning of the area. This is a new requirement adopted in the newly revised City Zoning Ordinance to keep uses in an overlay zone compatible with the underlying zone as much as feasible.
COMMERCIAL VERSUS RESIDENTIAL
LAND USE INCONSISTENCIES

Figure 10

CITY OF MONTEREY
COMMUNITY DEVELOPMENT DEPARTMENT
10th Street - 10th Street is commercially designated in the City General Plan and is commercially zoned. Today, this street is virtually built out with commercial service businesses, with rear service entrances on 9th and 8th Streets. This has resulted in an incompatible situation for residences on the opposite side of the street who face the rear of these businesses. Residents have expressed concern with the unsightly trash facilities at the rear of some of these businesses.

6.2.2 COMMERCIAL LAND USE ISSUES

Oak Grove residents feel that there is enough commercially zoned land surrounding the neighborhood. In the survey and at the public neighborhood-wide meetings, they expressed the concern that any future changes to these commercial uses should be to neighborhood-related commercial uses, but that there should be no more commercial variances/infringement into the residential area. Exceptions noted were home occupations which do not generate commercially oriented traffic and parking impacts. To resolve this concern, goals and policies in the following section focus on the desire for neighborhood-oriented uses to continue in the small central neighborhood commercial district on Ocean Avenue and along 10th Street, while the general commercial uses fronting on Del Monte Avenue are allowed to remain general commercial. An additional concern expressed at neighborhood meetings involves the rear of businesses on 10th Street as seen from residences. Unsightly trash facilities were an issue.

Unsightly trash facilities at the rear of 10th Street businesses.

On October 16, 1990, the City Council held a public hearing on the Draft Oak Grove Neighborhood Plan and heard public testimony on the commercial land use inconsistencies and issues outlined in the previous section. At that meeting, the City Council voted to: 1) add the "AP" office overlay zone to all parcels fronting Camino Aguajito which do not already have this overlay; 2) add a design control zone to the existing commercial area on Ocean Avenue between 3rd and 5th Streets; and 3) deferred rezoning of commercial parcels at Ocean Avenue and 1st Street for further study.
GOAL G: To prevent commercial infringement into residential areas.

POLICY 9: Limit commercial development to existing commercially zoned parcels in and around the neighborhood.

PROGRAM 9A: Encourage neighborhood-oriented commercial businesses on existing commercially zoned parcels on Ocean Avenue and 10th Street.

PROGRAM 9B: Maintain existing City home occupation permit requirements to allow only those home occupation permits which do not result in traffic, noise, or customer volumes typical of commercial businesses.

PROGRAM 9C: Add a design control zone to the existing neighborhood commercial zone on Ocean Avenue, to assure design review for neighborhood compatibility in future changes of business; change "C-1" zone to "C-1-D-1".

POLICY 10: Continue to allow existing and future office uses on Camino Aguajito under the "RG-AP" zoning designation, but limit this land use to frontages along Camino Aguajito only.

PROGRAM 10A: Rezone all remaining R-G parcels fronting Camino Aguajito to "RG-AP", to permit office use on these parcels (out of 13 parcels fronting Camino Aguajito, six parcels do not have this AP overlay).

GOAL II: To resolve the existing land use inconsistencies in Oak Grove.

POLICY 11: The commercially-designated parcels on First Street and Ocean Avenue, as shown in the Recommended Land Use Map (Figures 11a and 11b), shall be studied for possible use that is compatible with the adjacent multiple-family residential land use.

PROGRAM 11A: Initiate a rezoning analysis, following Plan approval, for the commercial parcels on First Street and Ocean Avenue, as shown in Figures 11a and 11b, from the "C-2" commercial zoning designation to a use compatible with the adjacent multiple-family residential zone.

POLICY 12: Encourage commercial businesses to keep the rear of their businesses clean and to provide for trash enclosures.

PROGRAM 12A: Enforce existing trash enclosure policy when a change in use or alteration of an existing business is proposed that requires City review.
6.3 LAND USE PLAN

The Land Use Plan shows the general recommended types and locations of proposed land uses in the Oak Grove neighborhood. It attempts to respond to this Neighborhood Plan’s goals 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 Introduction 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 the Neighborhood Plan before they can be approved by the City. 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.

The land use recommendations of this Neighborhood Plan are illustrated in Figures 11a and 11b. These recommendations are:

- Initiate a rezoning analysis, following Plan approval, for the commercially designated and zoned lots on First Street, as shown in Figures 11a and 11b, from commercial to a use compatible with the adjacent residential uses.
Land Use Plan
Specifically Recommends:

Initiate a rezoning analysis, following Plan approval, for the commercially designated and zoned lots on First Street, as shown below, from commercial to a use compatible with the adjacent residential uses.

COMMERCIAL

RESIDENTIAL-MEDIUM DENSITY
(8 TO 30 DWELLINGS/ACRE)
7.0 TRAFFIC AND PARKING

7.1 EXISTING

Oak Grove's streets predominantly follow a grid-system, with virtually flat terrain. The City's street classification system set forth in the City General Plan identifies Sloat Avenue and Camino Aguajito as collector streets for linking neighborhoods to arterial streets, and Del Monte Avenue as an arterial for high traffic volumes passing across the City. All other streets within Oak Grove are identified as local streets, for access to residences within the neighborhood. Pearl Street, as it crosses over Lake El Estero, is a collector street which then becomes a local street as it enters the neighborhood at the intersection of Pearl and 3rd Streets.

Figure 12 illustrates the most recently tabulated traffic volumes done by the City Engineering Department. As shown in Figure 12, there is a higher level of traffic travelling on Camino Aguajito northbound toward the Wharf and Cannery Row areas than southbound traffic on weekdays. It is presumed that there is even greater in difference on the weekends. For Sloat Avenue, traffic volumes are about even for both northbound and southbound traffic. On 3rd Street, there is a high volume of westbound traffic compared to eastbound traffic. This is probably attributable to cars travelling off of Del Monte Avenue and Mark Thomas Drive who use 3rd Street as a direct route to downtown, and to the presence of the 3rd Street gate at the Naval Postgraduate School directly across from the intersection of 3rd and Sloat. Exiting vehicles travel straight onto 3rd Street to get to downtown or other destinations in the City, while vehicles entering the Naval Postgraduate School come from all different directions.

Parking overflow from multi-vehicle residences and the Naval Postgraduate School is evident throughout the streets of the neighborhood. As a result, neighbors have successfully petitioned for permit parking on a few of the streets, which has in turn pushed the parked cars over to streets where no permit system is in place.
Figure 12

CITY OF MONTEREY
COMMUNITY DEVELOPMENT DEPARTMENT

EXISTING AVERAGE
DAILY TRAFFIC VOLUMES

March 1990 (M,T,W)
July 1988 (T,W)
October 25, 27, 1986 (Th,F)
There is one bike lane in the neighborhood, located on Sloat Avenue. Bicycles can travel in a designated bike lane on both sides of Sloat Avenue. The City Bikeways Plan proposes additional bike lanes on 3rd Street and on Camino Aguajito, but the width of 3rd Street is not adequate for a bike lane without loss of street parking.

Oak Grove has sidewalks almost throughout the entire neighborhood, with a few remaining areas scheduled for sidewalk improvements in the 1990-91 Neighborhood Improvement Program. Handicapped ramps at sidewalk corners currently exist in a limited number of areas, with ultimate plans for handicap ramps at all sidewalk corners identified in the Neighborhood Improvement Program for coming years in Oak Grove (see the NIP chapter at the end of this document). Marked pedestrian crosswalks exist at most significant intersections, including those at Del Monte Avenue.

7.2 TRAFFIC AND PARKING ISSUES

Parking

Parking received the highest response in the neighborhood survey as an issue in Oak Grove. The most frequently mentioned concern was the overflow daytime parking onto the residential streets from students attending classes at the Naval Postgraduate School. While inventory of available parking at the Naval Postgraduate School reveals sufficient parking, the location of these parking areas is on the other side of the School, resulting in students parking on the residential streets of Oak Grove, which are closer to the School classrooms. To combat the parking congestion, some neighbors have successfully petitioned for a parking permit program on individual blocks, but this has only shifted the parking congestion to those blocks where no permit parking is in place. In addition, the permit system on individual blocks has been implemented only on one side of the street to provide as much flexibility as possible for residents, but has resulted in complaints from those neighbors who end up with all the parked cars on their side of the street. This parking congestion has also resulted in concerns expressed regarding parked cars blocking driveways and parking too close to corners in the neighborhood.

Another parking issue has been identified on 10th Street, where merchants have expressed a need for time limit parking. While the City Traffic Committee has reviewed this request, it is waiting to see what solutions are reached on the parking congestion existing neighborhood-wide. Parking time limits on 10th Street would require continual patrol by a parking enforcement officer from the City Parking Division, which is not currently available.

Implementation of a neighborhood-wide parking permit program would alleviate parking congestion in the residential area of Oak Grove, and at the same time would provide the additional parking enforcement needed if 10th Street were to go to time-limit parking. However, concerns have been raised that implementation of a neighborhood-wide parking permit program would also generate some parking problems for employees of the commercial businesses surrounding the Oak Grove neighborhood on 10th Street, on Del Monte Avenue, and the few businesses within the neighborhood. Current City policy on residential parking permit programs limits permits to residents only, and does not allow permits for employees of commercial businesses in a residential parking permit area. In the neighborhood meetings where this issue was discussed, residents felt that neighborhood-oriented businesses both on 10th Street and within the neighborhood did not pose a parking congestion problem, and that consideration of these business employees be taken into account when formation of the neighborhood-wide parking permit program is considered.

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On December 18, 1990, the City Council considered establishing a parking permit program for Oak Grove and directed staff to proceed with a post card survey to determine which blocks in the neighborhood want the permit program on their block. The Council directed staff to return the post card survey results back to the Council for consideration.

In reviewing the time limit request on 10th Street, the Traffic Committee has also expressed concern regarding the informal perpendicular parking configurations which exist in front of several businesses there. From a traffic safety standpoint, this type of parking results in cars backing directly out onto 10th Street, which creates safety hazards. However, the neighborhood has not had any concerns regarding the perpendicular parking and prefers to keep it as is.

Traffic

Traffic is an issue in Oak Grove as it relates to speeding vehicles. Residents have expressed a concern regarding excess speeding on Ocean and Park Avenues. A second concern is the high traffic volume on Camino Aguajito on weekends, as Peninsula visitors exit off of Highway One and turn right onto Camino Aguajito towards Fisherman’s Wharf and Cannery Row. A third issue is a concern regarding the Naval Postgraduate School entrance gates. Recent construction activities and temporary closure of the 3rd Street gate is of concern as it relates to increased uses of other gates along Sloat Avenue. In addition, any possible change in the use of the Del Monte Avenue gate is of concern, given potential impacts this change could have on the use of the 3rd Street gate in the future. A final issue relating to traffic circulation is the lack of safe pedestrian crossings at Del Monte Avenue, as residents walk to the beach and Recreation Trail; while there are traffic signals for safe pedestrian crossing at the intersections of Del Monte/Camino Aguajito and Del Monte/Sloat, the primary entrance for Oak Grove residents to the beach and Recreation Trail is at the intersection of Del Monte and Park Avenue, where there is no traffic signal for safe pedestrian crossing.

The bike lane on Sloat Avenue only connects with the bike lane on Mark Thomas Drive. Residents of Oak Grove find it difficult to get from their neighborhood over to the Recreation Trail. A connection of the Sloat Avenue bike lane to the Recreation Trail is desired, and has been approved in the 1990 Neighborhood Improvement Program.

Issues regarding pedestrian crosswalks were identified on Del Monte Avenue, where the crosswalk at Park Avenue poses a safety hazards for Oak Grove residents trying to cross the unsignalized intersection to get to the Recreation Trail and beach area. In addition, the pedestrian trail around Lake El Estero poses a safety hazard as it crosses mid-block near the Pearl Street bridge at 3rd Street. The trail is not contiguous with the corner of the intersection, requiring trail users to cross the street mid-block in the flow of traffic. For pedestrian safety, the trail requires diversion from its existing route to be placed over to the corner, and the addition of a crosswalk across is needed.

7.3 TRAFFIC AND PARKING GOALS, POLICIES, AND PROGRAMS

GOAL I: To eliminate overflow parking and the related parking congestion problems from the adjacent Naval Postgraduate School.
POLICY 13: Discourage non-Oak Grove resident Navy students from parking on the Oak Grove neighborhood streets.

PROGRAM 13A: Establish a residential parking permit system in the Oak Grove neighborhood, and consider the parking needs of neighborhood-oriented commercial business employees where feasible.

PROGRAM 13B: Encourage the Naval Postgraduate School to provide its own parking on-base in locations which are easily accessible to students.

PROGRAM 13C: Encourage the Naval Postgraduate School to have its La Mesa students use the existing Navy Shuttle more, with a better schedule, and to carpool and bicycle as much as possible.

GOAL J: To eliminate the problem of parked cars blocking driveways and parking too close to corners in the neighborhood.

** POLICY 14: The City shall provide more enforcement in the Oak Grove neighborhood, and more information on whom to call (Police or Parking Division). (This policy is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

** PROGRAM 14A: Provide increased parking enforcement in the Oak Grove neighborhood. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

PROGRAM 14B: Establish a residential parking permit program in the Oak Grove neighborhood, and consider the parking needs of neighborhood-oriented commercial business employees where feasible.

** PROGRAM 14C: Initiate discussions with the neighborhood and 10th Street businesses to see if there is a need to establish time limit parking on 10th Street. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

** PROGRAM 14D: Create a public information program to better inform residents of whom to call for parking enforcement problems, including blocked driveways. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

** PROGRAM 14E: Review City policy on perpendicular parking adjacent to the public roadway on 10th Street. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

GOAL K: Address the perceived problem of speeding vehicles on Park and Ocean Avenues.

** POLICY 15: Determine if there is a problem of speeding vehicles on Ocean and Park Avenue. (This policy is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan).
** PROGRAM 15A: Conduct traffic/speed surveys on Ocean and Park Avenue. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

** PROGRAM 15B: If the surveys indicate speeding problems, develop strategies to address the problems found. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

PROGRAM 15C: Examine stop signage pattern for possible change to existing two-way stops at some intersections in the neighborhood.

GOAL L: To be in better communication with representatives of the U.S. Naval Postgraduate School as to traffic circulation, parking, and development activities occurring there.

POLICY 16: Through the upcoming NPS Master Plan update and environmental review process, work with the representatives of the U.S. Naval Postgraduate School to be better informed on proposed development activities as they relate to potential traffic circulation and parking impacts on adjacent areas.

GOAL M: To encourage tourist-related traffic to use more direct routes to get to Fisherman's Wharf and Cannery Row destination areas, rather than Camino Aguajito.

POLICY 17: Encourage tourist-related traffic to use Del Monte exit off of Highway 1.

PROGRAM 17A: Through the upcoming City-wide traffic study, identify alternative ways to get traffic from Highway One to other parts of Monterey.

PROGRAM 17B: Through the upcoming City-wide traffic study, provide a better signage program for visitors to Monterey.

GOAL N: To provide adequate pedestrian access to adjacent major recreational areas from Oak Grove.

POLICY 18: Provide safer and more convenient pedestrian crossings on Del Monte Avenue to the Beach and Recreation Trail from the Oak Grove neighborhood.

PROGRAM 18A: Through the Del Monte Avenue widening project, provide pedestrian crosswalks at Camino Aguajito, as the neighborhood's primary beach access to the Window-on-the-Bay Park and at Sloat and Del Monte Avenue to the Recreation Trail.

POLICY 19: Provide safer pedestrian crossing for users of the walking trail at Lake El Estero, as it crosses Pearl Street at the intersection of Camino Aguajito.

** PROGRAM 19A: Divert the pedestrian walking trail at El Estero Lake near the corner of Pearl Street and Camino Aguajito so that it channels pedestrians up to the corner of the intersection to provide for a safer pedestrian crossing. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan.)
PROGRAM 19B: Provide a pedestrian crosswalk for pedestrian trail users at the corner of Pearl Street and Camino Aguajito, as they cross Pearl Street. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan.)

POLICY 20: Provide for bicycle access from the Sloat Avenue bike lane over to the Recreation Trail as approved in the 1990 Neighborhood Improvement Program.

PROGRAM 20A: Through the use of 1990 NIP funds, construct an accessway for pedestrians and bicycles from Del Monte Avenue to the Recreation Trail at Sloat Avenue. (First phase of this project already approved in 1990/91 NIP. Remaining improvements referred to City budget review process for consideration.)

GOAL 0: To provide for handicap access on all sidewalks in Oak Grove.

POLICY 21: Provide handicap ramps at all sidewalk corners in Oak Grove.

PROGRAM 21A: Construct handicap ramps at the locations listed in the Neighborhood Improvement Program chapter of this Plan, using NIP funds. (This program is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan.)
8.0 PARKS AND RECREATION

8.1 EXISTING

There are no internal parks and recreation opportunities for Oak Grove residents within the neighborhood itself. Adjacent parks and recreation opportunities, however, are significant resources for this neighborhood. Lake El Estero, the Recreation Trail, and Monterey Beach are all within walking distance, and the ultimate Window-on-the-Bay Park, now called Monterey Bay Park, planned for the area between Lake El Estero and the beach will provide additional recreational opportunities for Oak Grove residents in future years.

8.2 PARKS AND RECREATION ISSUES

The main parks and recreation issue for Oak Grove residents is the lack of a community center, lack of an internal neighborhood play area, and the lack of safe access to the adjacent recreational facilities. Even though El Estero Lake provides recreational facilities nearby, many residents felt that traffic on Camino Aguajito and the narrowness of the Pearl Street bridge discouraged residents from walking over to El Estero Lake recreational facilities. In addition, residents expressed a problem with crossing Del Monte Avenue to get to both the beach and the Recreation Trail. Currently, the only access to both the beach and the Recreation Trail is provided at Park Avenue, where there is no traffic signal to regulate the high volumes of traffic for pedestrian crossings.
GOAL P: To provide a neighborhood play area for children and adults within the Oak Grove neighborhood.

POLICY 22: The City shall pursue the development of an active neighborhood park through opportunity buying of any existing undeveloped lot or lots which may become available.

**

PROGRAM 22A: The Oak Grove Neighborhood Association should monitor any opportunities for opportunity buying of property within the neighborhood for park purposes, and notify the City if such property becomes available. *(Ultimate implementation is referred to the City budget review process for consideration, as initiated by the neighborhood.)*

GOAL Q: To enhance park and recreation opportunities for Oak Grove residents through the provision of safer, more convenient access for Oak Grove residents to adjacent parks and recreation resources.

POLICY 23: Provide more direct beach access for Oak Grove residents at the intersections of Del Monte Avenue and Sloat Avenue, and at Del Monte and Camino Aguajito.

PROGRAM 23A: The City shall provide for more direct beach access in the Del Monte Avenue widening plans as much as feasible.

PROGRAM 23B: Coordinate a beach access point at Del Monte Avenue and Sloat, through the sliver of property immediately adjacent to and east of the Del Monte Beach Townhouses, with the State Parks and Recreation Department.

PROGRAM 23C: The City shall provide direct beach access for Oak Grove residents in the interim and ultimate park design features of the Window-on-the-Bay park project at Del Monte Avenue and Camino Aguajito as much as feasible.

POLICY 24: Provide more direct access to the Recreation Trail for Oak Grove residents at the intersection of Sloat and Del Monte Avenues.

**

PROGRAM 24A: Through the Neighborhood Improvement Program process, the Neighborhood Association should pursue implementation of access improvements to the Recreation Trail off of Sloat Avenue at the intersection with Del Monte Avenue. *(First phase of this project already approved in 1990/91 NIP. Remaining improvements referred to City budget review process for consideration.)*

POLICY 25: Provide better access to the park and recreation facilities at Lake El Estero for Oak Grove residents.
PROGRAM 25A: The City shall implement the approved new vehicle bridge at Pearl Street and Camino Aguajito. This will result in better pedestrian access for Oak Grove residents to the existing El Estero recreation facilities. (Already an approved budget item, using Federal Highway and Gas Tax monies.)

POLICY 26: Additional recreational opportunities for Oak Grove residents shall be pursued outside and immediately adjacent to the Oak Grove neighborhood.

PROGRAM 26A: Initiate discussions with the Navy for any recreational opportunities on the Navy property.

POLICY 27: Support the use of the approved community room in the El Estero Senior Citizen Housing project for Oak Grove neighborhood functions.
9.0 TREES

9.1 EXISTING

Original 1890 documentation on Oak Grove's history states that "the entire tract is dotted with magnificent oaks and shade trees." The presence of "magnificent oaks" is perhaps why this neighborhood was named "Oak Grove". However, today's tree inventory does not depict a predominance of any one type of tree in the neighborhood. This is perhaps due to the urbanization that has taken place in Oak Grove during the last century.

9.2 TREE ISSUES

While the majority of the responses in both the survey and at neighborhood meetings favored the planting of trees in the neighborhood, no consensus was reached on the types of trees to be planted. Given the name 'Oak Grove' neighborhood, oak trees were discussed, but no consensus was reached that this should be the predominant tree planted in future years. Many cited maintenance and pest problems with oak trees. Evergreen trees which do not generate pest or maintenance problems were discussed.

9.3 TREE GOALS, POLICIES, AND PROGRAMS

GOAL R: To provide for the planting of trees in Oak Grove.

POLICY 28: The planting of trees, both by the City and private persons, shall be encouraged in Oak Grove; give preference to evergreen trees, and discourage acacia trees.

** PROGRAM 28A: If additional trees are planted by private persons, trees shall be routinely trimmed, watered, and sprayed for pests by those persons. If additional trees are planted by the City, trees shall be routinely trimmed, watered, and sprayed for pests by the City. (This program is referred to the City budget review process for consideration of additional tree plantings in Oak Grove and is not approved as part of this Neighborhood Plan)
10.0 CRIME AND SECURITY

10.1 EXISTING

The Oak Grove neighborhood is generally a low, non-violent crime area. The existing Neighborhood Watch Program in this neighborhood is very successful in getting neighbors involved in crime prevention and security measures, and is probably the reason for Oak Grove's success in being a low crime area.

10.2 CRIME AND SECURITY ISSUES

While Oak Grove is a low crime area, residents do feel that there are security problems in the apartments and carports of apartment complexes, compared to fewer security problems in the single family homes.

10.3 CRIME AND SECURITY GOALS, POLICIES, AND PROGRAMS

GOAL S: To increase security in the apartment areas of Oak Grove.

POLICY 29: Maintain appropriate police patrol and surveillance in the apartment areas of the Oak Grove neighborhood.

PROGRAM 29A: For new development, the Architectural Review Committee shall review and approve proposed lighting in carport areas with safety in mind.

PROGRAM 29B: Continue to publicize the Neighborhood Watch Program that exists in Oak Grove.
11.0 AIRPORT

11.1 EXISTING

While the Oak Grove neighborhood is not extremely close to the Monterey Peninsula Airport, the main Instrument Landing System (ILS) flight path for arriving planes crosses over the northeast portion of Oak Grove. The result is aircraft-related noise impacts on Oak Grove residents, particularly in evenings and early morning hours.

11.2 AIRPORT ISSUES

Responses in the Oak Grove neighborhood survey identified concerns relating to airport noise impacts in Oak Grove. Residents stated in the survey that private planes are the main concern, as it is perceived that these planes do not adhere to existing flight paths, fly outside the 7:00 a.m. to 11:00 p.m. commercial operating hours of the airport, and fly directly over the Oak Grove neighborhood.

11.3 AIRPORT GOALS, POLICIES, AND PROGRAMS

GOAL T: To reduce airport-related noise impacts in the Oak Grove neighborhood.

POLICY 30: Reduce existing aircraft related noise in the neighborhood.

PROGRAM 30A: Continue to encourage the Airport Board and FAA to direct more flights to take off and land to/from the east.

PROGRAM 30B: Work with the Airport Board to reduce noise impacts from small private jets.

PROGRAM 30C: Work with the Airport Board to establish a curfew for private flights, similar to the curfew which exists for commercial flights.
12.0 NEIGHBORHOOD CHARACTER

12.1 EXISTING

Oak Grove is one of the oldest residential neighborhoods in the City of Monterey. With a heritage dating back to the Hotel del Monte and the Bath House on Monterey Beach, families have lived in Oak Grove for generations. This was evident in the neighborhood meetings, where multi-generation Oak Grove residents expressed their thoughts and ideas on what Oak Grove has been, is, and could be in future years. In addition to the residents of Oak Grove, another important resource of historic archives is the Naval Postgraduate School Museum, which documents the days of the Old Del Monte Hotel and the Oak Grove area that grew up near the hotel.

12.2 NEIGHBORHOOD CHARACTER ISSUES

As stated in previous sections, preservation of Oak Grove as a residential community is of great importance to its residents. The neighborhood perception expressed by a majority of those in attendance at public neighborhood-wide meetings and by residents who responded to the survey is that the single-family residential character of Oak Grove has been changed with the existing level of apartment development, and that most residents desire the encouragement of single family housing. Due to the divided opinions over the zoning issue of apartment versus single family zoning, the approach taken to solve this issue has been the creation of residential development guidelines as set forth in the Housing Section of this Plan, to preserve, maintain, and perpetuate the single family character of Oak Grove.

12.3 NEIGHBORHOOD CHARACTER GOALS, POLICIES, AND PROGRAMS

GOAL U: To identify Oak Grove as an historic, single family residential neighborhood.

POLICY 31: The existing single family residential character of the Oak Grove neighborhood shall be perpetuated through implementation of the residential design guidelines for single family and apartment development, as identified in the Housing Section of the Oak Grove Neighborhood Plan.

PROGRAM 31A: The Neighborhood should document the history of life-long residents and the generations of families that have grown up in Oak Grove, through coordination between the Oak Grove Neighborhood Association, the Naval Postgraduate School Museum, and the City Museum.

PROGRAM 31B: The Neighborhood should preserve maps, pictures, and other archives which document the history of Oak Grove through coordination between the Oak Grove Neighborhood Association, the Naval Postgraduate School Museum, and the City Museum.
3.0 IMPLEMENTATION PROGRAM

13.1 SUMMARY OF ACTIONS RECOMMENDED IN THIS NEIGHBORHOOD PLAN

The following is a brief summary of some of the main recommendations in the Oak Grove Neighborhood Plan:

RESIDENTIAL LAND USE

- Encourage the retention of single-family homes.
- Implement apartment development design guidelines which follow the design elements of existing single-family homes in the neighborhood.

COMMERCIAL LAND USE

- Resolve existing commercial versus residential land use inconsistencies through the following action:
  Initiate a rezoning analysis, following Plan approval, for the commercial parcels on First Street and Ocean Avenue, as shown in Figures 11a and 11b, from a "C-2" commercial zoning designation to a use compatible with the adjacent multiple-family residential zoning designation.
  - Add design control to the existing neighborhood commercial area in the center of the neighborhood through the following action:
    Initiate rezoning the "C-1" neighborhood commercial area to "C-1-D-1" to add design control.

TRAFFIC AND PARKING

- Initiate the review and implementation process for a neighborhood-wide parking permit program, through the provision of a neighborhood-wide post card survey to determine which blocks are interested in having a parking permit program on their block.
- Through the review and implementation process of the neighborhood-wide residential parking permit program, consider the parking needs of neighborhood-oriented commercial business employees where feasible. (This recommendation is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)
- Initiate discussions with 10th Street businesses and the Neighborhood Association to see if there is a need to establish time-limit parking on 10th Street. (This recommendation is referred to the City budget review process for consideration and is not approved as part of this Neighborhood Plan)

PARKS AND RECREATION

- Construct a pedestrian/bicycle accessway at Sloat and Del Monte Avenues to the Recreation Trail and the Beach, as approved in the 1990 Neighborhood Improvement Program.
13.2 OAK GROVE NEIGHBORHOOD PLAN IMPLEMENTATION PROGRAM

A majority of the programs set forth in this Plan are statements of action to implement the goals and policies. A summary of these statements of actions is listed below. Those issues that could result in operational or budget expenditures from the City are identified. Budget items are deferred to the budget review process for consideration. Operational items that increase City staff work load are identified and are deferred, if the volume of work load warrants budgetary review for additional staff.

Issues that result in programs involving Neighborhood Improvement Program (NIP) funds are deferred to the annual NIP process for review, approval, and implementation. All other programs presented in the Neighborhood Plan become effective as indicated in the Implementation Program (Section 13). Programs which recommend specific neighborhood improvement projects, such as construction projects, are also summarized in Section 13.3.

**PROGRAM**

**PROGRAM 1A:** Maintain the existing floor area ratio which encourages the retention of single-family homes (40% for single-family development and 35% for apartment development and single-family homes with secondary units.)

**IMPLEMENTED BY:**

Planning Commission/Architectural Review Committee -- Implement in the use permit and/or design review process.

**TIME TABLE**

Existing City Standards.

**PROGRAM 1B:** Amend the City's design guidelines for single family development to include the following specific design guidelines which retain the existing single-family character of Oak Grove:

a) Horizontal wood siding bungalow style, with pitched gable or hipped roofs, with eave overhangs; stucco style is also acceptable as a design feature.

b) Residential scale and appearance;

c) Windows with wood trim and sills;

d) Recessed front entries;

e) Covered porches.

**IMPLEMENTED BY:**

Architectural Review Committee -- implement in the design review process; Planning Department staff amend the single-family development guidelines for Oak Grove to include the specific items set forth in Program 1B.

**TIME TABLE**

Amend Single-Family development guidelines.

**PROGRAM 1C:** Provide City assistance through the City Housing Rehabilitation Program for the rehabilitation of single-family homes for homeowners who qualify for the program.

**IMPLEMENTED BY:**

Community Development Department -- provide assistance through the city-wide existing housing rehabilitation program to Oak Grove homeowners who qualify.

**TIME TABLE**

Existing on-going program.
PROGRAM 2A: Encourage new apartment development to have larger, two-bedroom apartments; discourage small, studio apartments.

PROGRAM 3A: Secondary unit additions on lots less than 5,000 square feet should reflect the character of the existing single family unit on the lot, and should be incorporated within the existing structure as much as feasible.

PROGRAM 3B: On lots greater than 5,000 square feet which have a single family home existing, secondary unit additions and apartment development should be incorporated within the existing structure as much as feasible.

PROGRAM 3C: The following design elements shall be used by the City Architectural Review Committee as guidelines for apartment development and secondary units added onto single family homes:
   a) Front entry shall face the street, with secondary unit entries on the side of a building;
   b) Recessed front entry with covered porch;
   c) Front element of a building which screens balconies and stairs in the rear or on sides of buildings;
   d) No stairways on the front of buildings which lead to second levels;
   e) Balconies which have a combination of recessed and cantilevered;
   f) Horizontal wood siding, with pitched gable or hipped roofs, with eave overhangs; Spanish style stucco is acceptable if it is an existing design feature of the building;
   g) Windows which have wood trim and sills;
   h) Avoid blank walls, especially facing a street.

Planning Commission/Architectural Review Committee -- implement through use permit and design review process.

Planning Commission/Architectural Review Committee -- implement in the use permit and design review process.

Planning Commission/Architectural Review Committee -- implement in the use permit and design review process.

Planning Commission/Architectural Review Committee -- implement in the use permit and design review process.

Program becomes effective when plan is adopted.

Program becomes effective when plan is adopted.

Program becomes effective when plan is adopted.

Guidelines should be incorporated into ARC review process.
PROGRAM 5A: Encourage the City to re-examine the open space requirements for apartment development, and to provide more usable open space areas in new apartment development as much as feasible.

PROGRAM 5B: On larger lots where existing apartment development is proposing remodeling, encourage more usable open space areas.

PROGRAM 6A: The City Architectural Review Committee shall pay special attention to the shadow effect the development of a new residential building may have on adjacent residential structures, and shall encourage modulation of the building design to improve access to sunlight for adjacent residential structures as much as feasible.

PROGRAM 7A: The Neighborhood Association should encourage property maintenance in Oak Grove.

PROGRAM 7B: Encourage residents and property owners of Oak Grove to register complaints with the City Community Development Department for code enforcement follow-up.

PROGRAM 7C: Refer building code violations and health code violations to the appropriate authorities.

Community Development Department staff -- initiate a re-examination of usable open space requirements for apartment development.

Planning Commission/Architectural Review Committee -- implement in the use permit and/or design review process.

Planning Commission/Architectural Review Committee -- implement in the use permit and design review process.

Oak Grove Neighborhood Association -- through input from Association meetings, publicizing ideas in Association newsletters.

City Community Development Department Staff.

Residents and property owners of Oak Grove.

Program becomes effective when plan is adopted.

Through future Neighborhood Association newsletters and through future Association meetings.

Code enforcement is an existing component of the Community Development Department.

Such code enforcement is an existing component of local and state agencies.
PROGRAM 9A: Encourage neighborhood-oriented commercial businesses on existing commercially zoned parcels on Ocean Avenue and 10th Street.

PROGRAM 9B: Maintain existing City home occupation permit requirements to allow only those home occupation permits which do not result in traffic, noise, or customer volumes typical of commercial businesses.

PROGRAM 9C: Add a design control zone to the existing neighborhood commercial zone on Ocean Avenue, to assure design review for neighborhood compatibility in future changes of business; change "C-1" zone to "C-1-D-1".

PROGRAM 10A: Rezone all remaining R-G parcels fronting Camino Aguajito to "RG-AP", to permit office use on these parcels (out of 13 parcels fronting Camino Aguajito, six parcels do not have this AP overlay).

PROGRAM 11A: Initiate a rezoning analysis for the commercial parcels on First Street and Ocean Avenue, as shown in Figures 11a and 11b of the Oak Grove Neighborhood Plan, from a "C-2" commercial zoning designation to a use compatible with the adjacent multiple-family residential zone.

PROGRAM 12A: Enforce existing trash enclosure policy when a change in use or alteration of an existing business is proposed that requires City review.

Planning Commission/Community Development Department staff -- implement in the use permit and/or development review process.

Program becomes effective when plan is adopted.

Community Development Department staff.

Ongoing.

City Community Development Department Staff -- initiate rezoning "C-1" to "C-1-D-1" for design control.


City Community Development Department.


Community Development Department staff.


Planning Commission/Arcitectural Review Committee -- implement in the use permit and design review process.

Trash enclosure policy is an existing City policy.
PROGRAM 13A: Establish a parking permit system in the Oak Grove neighborhood, and consider the parking needs of neighborhood-oriented commercial business employees where feasible.

PROGRAM 13B: Encourage the Naval Postgraduate School to provide its own parking on-base in locations which are easily accessible to students.

PROGRAM 13C: Encourage the Naval Postgraduate School to have its La Mesa Students use the existing Navy Shuttle more, with a better schedule, and to carpool and bicycle as much as possible.

**PROGRAM 14A:** Provide increased parking enforcement in the Oak Grove neighborhood.

PROGRAM 14B: Create a residential parking permit program in the Oak Grove neighborhood, and consider the parking needs of neighborhood-oriented commercial business employees where feasible.

City Council/Public Facilities Department -- implement through existing City parking permit process for establishing a permit system in Oak Grove, subject to City Council approval.

City initiate discussions with the Navy on this issue through the Navy Master Plan update review process.

City initiate discussion with Navy on this issue through the upcoming Navy Master Plan update review process.

City Public Facilities Department -- implement when additional parking enforcement staff is approved as part of neighborhood parking permit program.

City Council/City Public Facilities Department staff -- initiate parking program implementation process for City Council review and approval.

City Council/Public Facilities Department -- implement through existing City parking permit process for establishing a permit system in Oak Grove, subject to City Council approval.

City initiate discussions with the Navy on this issue through the Navy Master Plan update review process.

City initiate discussion with Navy on this issue through the upcoming Navy Master Plan update review process.

City Public Facilities Department -- implement when additional parking enforcement staff is approved as part of neighborhood parking permit program.

City Council/City Public Facilities Department staff -- initiate parking program implementation process for City Council review and approval.

City Council/Public Facilities Department -- implement through existing City parking permit process for establishing a permit system in Oak Grove, subject to City Council approval.

City initiate discussions with the Navy on this issue through the Navy Master Plan update review process.

City initiate discussion with Navy on this issue through the upcoming Navy Master Plan update review process.

City Public Facilities Department -- implement when additional parking enforcement staff is approved as part of neighborhood parking permit program.

City Council/City Public Facilities Department staff -- initiate parking program implementation process for City Council review and approval.

When Navy Master Plan update and Environmental Impact Statement is available for City review and comment.

When Navy Master Plan update and Environmental Impact Statement is available for City review and comment.

This program is referred to the City budget review process for consideration.

**PROGRAM 14C:** Initiate discussions with the Oak Grove neighborhood and 10th Street businesses to determine if there is a need to establish time limit parking for the commercial area on 10th Street.

**PROGRAM 14D:** Create a public information program to better inform residents of whom to call for parking enforcement problems, including blocked driveways.

**PROGRAM 14E:** Review City policy on perpendicular parking adjacent to the public roadway on 10th Street.

**PROGRAM 15A:** Conduct traffic/speed surveys on Ocean and Park Avenues.

**PROGRAM 15B:** If the surveys indicate speeding problems, develop strategies to address the problems found.

**PROGRAM 15C:** Examine stop signage pattern for possible change to existing two-way stops at some intersections in the neighborhood.

**PROGRAM 17A:** Through the upcoming City-wide traffic study, identify alternative ways to get traffic from Highway One to other parts of Monterey.

**PROGRAM 17B:** Through the upcoming City-wide traffic study, provide a better signage program for visitors to Monterey.

City Public Facilities Department/City Traffic Committee -- initiate discussion with Oak Grove Neighborhood Association and 10th Street businesses.

City Police/Public Facilities Departments -- provide public information on parking enforcement problems through the quarterly publication of the City Focus newsletter.

City Traffic Engineer/City Traffic Committee should review this parking policy and make a recommendation to the 10th Street businesses and Neighborhood Association if any changes are recommended.

City Police Department.

City Police Department.

City Traffic Engineer/City Traffic Committee

City Traffic Engineer/City Traffic Committee 1991.

City Traffic Engineer/City-Wide Traffic Study Consultant.

City Traffic Engineer/City-Wide Traffic Study Consultant. At time of review and adoption of City-Wide Traffic Study.

This program is referred to City budget review process for consideration.

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This program is referred to City budget review process for consideration.

At time of review and adoption of City-Wide Traffic Study.
**PROGRAM 18A:** Through the Del Monte Avenue widening project, provide pedestrian crosswalks at Camino Aguajito, as the neighborhood's primary beach access to the Window-on-the-Bay Park and at Sloat and Del Monte Avenue, for neighborhood access to the Recreation Trail.

City Engineering and Maintenance Department.  
When Del Monte Avenue widening plan is adopted.

**PROGRAM 19A:** Divert the pedestrian walking trail at El Estero Lake near the corner of Pearl and Camino Aguajito so that it channels pedestrians up to the corner of the intersection to provide for safe pedestrian crossing.

City Engineering and Maintenance Department.  
This program is referred to the City budget review process for consideration.

**PROGRAM 19B:** Provide a pedestrian crosswalk for pedestrian trail users at the corner of Pearl and Camino Aguajito, as they cross Pearl Street.

City Engineering and Maintenance Department.  
This program is referred to the City budget review process for consideration.

**PROGRAM 20A:** Through the use of NIP funds, construct an accessway for pedestrians and bicycles from Del Monte Avenue to the Recreation Trail at Sloat Avenue.

Neighborhood Association/City Parks Division/Engineering and Maintenance Department.  
First phase of this project already approved for 1990/91 NIP. Remaining improvements referred to the City budget review process for consideration.

**PROGRAM 21A:** Construct handicap ramps at the locations listed in the NIP chapter of this plan, using NIP funds.

Engineering and Maintenance Department.  
Phase I already approved for 1991/92 NIP. Approval of remaining phases is referred to City budget review.
**PROGRAM 22A:** The Oak Grove Neighborhood Association should monitor any opportunities for opportunity buying of property within the neighborhood for park purposes, and notify the City if such property becomes available.

**PROGRAM 23A:** The City shall provide for more direct beach access into the Del Monte Avenue widening plans as much as feasible.

**PROGRAM 23B:** Coordinate a beach access point at Del Monte Avenue and Sloat, through the sliver of property immediately adjacent to and east of the Del Monte Beach Townhouses, with the State Parks and Recreation Department.

**PROGRAM 23C:** The City shall provide direct beach access for Oak Grove residents in the interim and ultimate park design features of the Monterey Bay Park, formerly called the Window-on-the-Bay Park project, at Del Monte Avenue and Camino Aguajito as much as feasible.

**PROGRAM 24A:** Through the Neighborhood Improvement Program process, the Neighborhood Association should pursue implementation access improvements to the Recreation Trail off of Sloat Avenue at the intersection with Del Monte Avenue.

Ongoing when Plan is adopted. Ultimate implementation is referred to City budget process, as initiated by the Neighborhood.

City Engineering and Maintenance Department -- consider program through review process for Del Monte Avenue widening.

At time of review and adoption of Del Monte Avenue widening plans.

City Community Development Department Staff -- initiate discussions with the State Parks and Recreation Department for this beach access opportunity.

Through upcoming City Beach Master Plan review and adoption process in 1991/92.

City Parks and Recreation Commission -- implement through interim and ultimate design review process of Monterey Bay Park (Window-on-the-Bay Park).

When interim and ultimate design review process for Monterey Bay Park (Window-on-the-Bay Park) is initiated.

Oak Grove Neighborhood Association/City Parks Division/City Engineering and Maintenance Department.

First phase of this project already approved for 1990/91 NIP. Remaining improvements deferred to City budget process.
PROGRAM 25A: The City shall implement the approved new vehicle ge at Pearl Street and Camino Aguajito. This will result in better pedestrian access for Oak Grove residents to the existing El Estero recreation facilities.

PROGRAM 26A: Initiate discussions with the Navy for any recreational opportunities on the Navy property.

**PROGRAM 28A: If additional trees are planted by private persons, trees shall be routinely trimmed, watered, and sprayed for pests by those persons. If additional trees are planted by the City, trees shall routinely trimmed, watered, and yed for pests by the City.

PROGRAM 29A: For new development, the Architectural Review Committee shall review and approve proposed lighting in carport areas with safety in mind.

PROGRAM 29B: Continue to publicize the Neighborhood Watch Program that exists in Oak Grove.

PROGRAM 30A: Continue to encourage the Airport Board and FAA to direct more flights to take off and land to/from the east.

PROGRAM 30B: Work with the Airport Board to reduce noise impacts from small private jets.

City initiate discussions with the Navy through the Navy Master Plan update review process.

City Urban Forester.

City Architectural Review Committee -- implement through design review process.

Oak Grove Neighborhood Association -- implement through neighborhood newsletter.

City Airport Liaison Committee shall continue discussions with the airport on these issues.

City Airport Liaison Committee shall continue discussion with the airport on this issue.

Construct bridge as soon as City design and review process is complete. Already an approved budget item, using Federal Highway and Gas Tax monies.

Through Navy Master Plan update review process.

This program is deferred to the City budget review process for consideration of additional tree plantings in Oak Grove.

Program becomes effective when plan is adopted.

Future neighborhood newsletters.

Ongoing.

Ongoing.
PROGRAM 30C: Work with the Airport Board to establish a curfew for private flights, similar to the curfew which exists for commercial flights.

PROGRAM 31A: The Neighborhood should Document the history of life-long residents and the generations of families that have grown up in Oak Grove, through coordination between the Oak Grove Neighborhood Association, the Naval Postgraduate School Museum, and the City Museum.

PROGRAM 31B: The Neighborhood should Preserve maps, pictures, and other archives which document the history of Oak Grove through coordination between the Oak Grove Neighborhood Association, the Naval Postgraduate School Museum, and the City Museum.

City Airport Liaison Committee shall continue discussion with the airport on this issue.

Oak Grove Neighborhood Association

Oak Grove Neighborhood Association/Naval Postgraduate School Museum

Program becomes effective when plan is adopted.

Program becomes effective when plan is adopted.

Ongoing.
13.3 RECOMMENDATIONS FOR NEIGHBORHOOD 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 neighborhood improvements, or construction projects should be carried out by the City, neighborhood, or other agency. These projects should be included in the Oak Grove Neighborhood Association's proposed annual Neighborhood Improvement Program (NIP) proposals.

The proposed NIP projects, listed in suggested phases of priority, include the following:

Phase I: (Already approved for 1990/91 NIP year)

Traffic and Parking Improvements:

Sidewalk Infill on:
- Sixth Street (corner of Sloat, corner of Park)
- Lake and Park Avenue (2 lots)
- Ninth Street (commercial side)
- 1098 First Street

Handicap Ramps:
- Sloat and:
  - Sixth SW
  - Seventh NW, SW
  - Eighth NW
  - Ninth NW (also fill in planting spaces around corner - owner's request)

- Camino Aguajito and:
  - Sixth NE, SE (plus crosswalk across Camino Aguajito)

- Ocean and:
  - Seventh NE, NW, SE, SW
  - Eighth NE, NW, SW
  - Ninth NW
  - Fourth SE

- Park and:
  - Seventh NE, SW
  - Eighth NE, NW, SE, SW
  - Tenth NW, NE (plus crosswalk and ramp on sidewalk across from Park on south side of Tenth)

Parks and Recreation Improvements:

Access improvements to Recreation Trail at Sloat and Del Monte Avenues.
PHASE II:

Traffic and Parking Improvements:

Handicap Ramps:

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<td>First</td>
<td>NW, SW</td>
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<table>
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<tr>
<th>Street</th>
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<tr>
<td>Camino Aguajito</td>
<td>Crosswalk connecting corner of Eighth and Tenth with sidewalk on north side of Tenth; ramps at both ends of that crosswalk; two ramps on island in the middle of existing crosswalk across Camino Aguajito; ramp on sidewalk on Tenth Street end of that crosswalk.</td>
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Elimination of the mid-block pedestrian walking trail at El Estero near the corner of Pearl and 3rd Streets, and diversion of the trail up to the corner for safer pedestrian crossing.

Parks and Recreation Improvements:

Development of a beach accessway through the State Parks and Recreation property immediately east of the Del Monte Beach Townhouses.

Implement recommended bikeway on 3rd Street and Camino Aguajito, as recommended in the City Bikeways Plan.

Tree plantings - along Sloat on Navy side (not eligible for NIP funds, so would be a CIP item)
**Phase III:**

Affic and Parking Improvements:

**Handicap Ramps:**

Ocean and:
- Del Monte: SW, SE
- First: NE, NW, SE, SW
- Second: NE, NW, SE, SW

Park and:
- Del Monte: SW, NE
- Second: SE, SW, NW
- Third: NE, SW

Camino Aguajito and:
- Second: NE, SE
- Fifth: NE, SE
- Park/Lake: SW, NW

**Phase IV:**

Arks and Recreation Improvements:

Acquisition of property within the residential area of Oak Grove for development as a play area, through opportunity buying.
APPENDICES
APPENDIX A

NEIGHBORHOOD SURVEY RESULTS
# FINAL RESULTS
## OCTOBER 24, 1989
OGNA-approved Final
OAK GROVE NEIGHBORHOOD SURVEY

<table>
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<tr>
<th>RESIDENT RETURNS:</th>
<th>ABSENTEE OWNER RETURNS:</th>
<th>TOTAL RETURNS:</th>
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<tr>
<td>183 Returns</td>
<td>58 Returns</td>
<td>241 Returned</td>
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<tr>
<td>21.4%</td>
<td>32.4%</td>
<td>23.3%</td>
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</table>

(853 Surveyed)  
(179 Surveyed)  
(1,032 Surveyed)

## A. NEIGHBORHOOD CHARACTER

1. Do you live and/or own property here because of:  (Check as many as needed)

   a. more reasonably priced housing?  
   b. the character of the neighborhood?  
   c. its convenient location?  
   d. its climate or sunbelt location?  
   e. another reason?

<table>
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<th></th>
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<th>Absentee</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>a.</td>
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<td>11</td>
<td>80</td>
</tr>
<tr>
<td>b.</td>
<td>58</td>
<td>18</td>
<td>106</td>
</tr>
<tr>
<td>c.</td>
<td>135</td>
<td>34</td>
<td>169</td>
</tr>
<tr>
<td>d.</td>
<td>81</td>
<td>18</td>
<td>99</td>
</tr>
<tr>
<td>e.</td>
<td>25</td>
<td>15</td>
<td>40</td>
</tr>
</tbody>
</table>

2. Do you feel this neighborhood is:  (Check one only)

   a. a single-family residential neighborhood?  
   b. an apartment neighborhood  
   c. a little of both a and b?

<table>
<thead>
<tr>
<th></th>
<th>Resident</th>
<th>Absentee</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>22</td>
<td>2</td>
<td>24</td>
</tr>
<tr>
<td>b.</td>
<td>17</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>c.</td>
<td>137</td>
<td>48</td>
<td>185</td>
</tr>
</tbody>
</table>

3. Do you feel this neighborhood is:  (Check one only)

   a. improving?  
   b. deteriorating?  
   c. stable?  
   d. Don’t know.

<table>
<thead>
<tr>
<th></th>
<th>Resident</th>
<th>Absentee</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>33</td>
<td>29</td>
<td>62</td>
</tr>
<tr>
<td>b.</td>
<td>24</td>
<td>7</td>
<td>31</td>
</tr>
<tr>
<td>c.</td>
<td>78</td>
<td>20</td>
<td>98</td>
</tr>
<tr>
<td>d.</td>
<td>44</td>
<td>3</td>
<td>47</td>
</tr>
</tbody>
</table>

## B. HOUSING

* 1. How long have you lived at this residence?

   a. Less than 1 year  
   b. 1 to 2 years  
   c. 3 to 5 years  
   d. 6 to 10 years  
   e. 10 to 20 years  
   f. 20 to 30 years  
   g. 30+ years

<table>
<thead>
<tr>
<th></th>
<th>Resident</th>
<th>Absentee</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>46</td>
<td>35</td>
<td>81</td>
</tr>
<tr>
<td>b.</td>
<td>35</td>
<td>21</td>
<td>56</td>
</tr>
<tr>
<td>c.</td>
<td>31</td>
<td>12</td>
<td>43</td>
</tr>
<tr>
<td>d.</td>
<td>15</td>
<td>7</td>
<td>22</td>
</tr>
<tr>
<td>e.</td>
<td>17</td>
<td>17</td>
<td>34</td>
</tr>
<tr>
<td>f.</td>
<td>7</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>g.</td>
<td>32</td>
<td>3</td>
<td>35</td>
</tr>
</tbody>
</table>

* = Question not applicable to absentee property owners.
April 5, 1989
OGNA-approved Final

OAK GROVE NEIGHBORHOOD SURVEY

2. If you own this property, how long have you been the owner?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Less than 1 year</td>
<td>6 %</td>
<td>c. 3 to 5 years</td>
<td>6 %</td>
</tr>
<tr>
<td>b. 1 to 2 years</td>
<td>9 %</td>
<td>d. 6 to 10 years</td>
<td>9 %</td>
</tr>
<tr>
<td>e. 10+ years</td>
<td>4 %</td>
<td>f. Do not own this property</td>
<td>81 %</td>
</tr>
</tbody>
</table>

* 3. How long do you plan to continue to live at this residence?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Less than 1 year</td>
<td>14 8%</td>
<td>n/a</td>
<td>14 8%</td>
</tr>
<tr>
<td>b. 1 to 2 years</td>
<td>36 22%</td>
<td>c. 3 to 5 years</td>
<td>15 9%</td>
</tr>
<tr>
<td>d. 6 to 10 years</td>
<td>16 9%</td>
<td>e. 10+ years</td>
<td>36 22%</td>
</tr>
<tr>
<td>f. Don't know</td>
<td>57 35%</td>
<td>f. Don't know</td>
<td>57 35%</td>
</tr>
</tbody>
</table>

* 4. Why might you move? (Check one only)

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. To transfer or take a new job.</td>
<td>48 27%</td>
</tr>
<tr>
<td>b. For more satisfactory housing.</td>
<td>22 12%</td>
</tr>
<tr>
<td>c. To live in a more attractive or convenient area.</td>
<td>7 4%</td>
</tr>
<tr>
<td>d. Economic reasons (i.e., rent raise, unemployment)</td>
<td>27 15%</td>
</tr>
<tr>
<td>e. Other reason: Need new level of living, death, out of town move, leaving country, to leave crowds.</td>
<td>27 15%</td>
</tr>
<tr>
<td>f. No move.</td>
<td>41 23%</td>
</tr>
</tbody>
</table>

* 5. How many people, including yourself, live at this residence? (Circle one)

<table>
<thead>
<tr>
<th>Number of People</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>27%</td>
</tr>
<tr>
<td>2</td>
<td>33%</td>
</tr>
<tr>
<td>3</td>
<td>19%</td>
</tr>
<tr>
<td>4</td>
<td>7%</td>
</tr>
<tr>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td>6</td>
<td>0%</td>
</tr>
<tr>
<td>7</td>
<td>0%</td>
</tr>
<tr>
<td>8 or more</td>
<td>0%</td>
</tr>
</tbody>
</table>

* 6. How many children are at this residence? (Write in number by age group)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. 0 to 5 years old</td>
<td>30 19%</td>
</tr>
<tr>
<td>b. 6 to 10 years old</td>
<td>9 5%</td>
</tr>
<tr>
<td>c. 11 to 15 years old</td>
<td>15 10%</td>
</tr>
<tr>
<td>d. No children</td>
<td>103 64%</td>
</tr>
</tbody>
</table>

7. How old is your house? (If you do not know, please estimate)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. 0 to 10 years</td>
<td>22 13%</td>
</tr>
<tr>
<td>b. 11 to 20 years</td>
<td>44 24%</td>
</tr>
<tr>
<td>c. 21 to 30 years</td>
<td>23 14%</td>
</tr>
<tr>
<td>d. 31 to 40 years</td>
<td>17 10%</td>
</tr>
<tr>
<td>e. 41 to 50 years</td>
<td>19 11%</td>
</tr>
<tr>
<td>f. 50+ years</td>
<td>45 24%</td>
</tr>
</tbody>
</table>

* = Question not applicable to absentee property owners.
8. Do you consider your house historically significant?
   a. Yes
   b. No

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>22</td>
<td>13%</td>
</tr>
<tr>
<td>b</td>
<td>144</td>
<td>87%</td>
</tr>
</tbody>
</table>

9. Would you favor preserving historic buildings in your neighborhood?
   a. Yes
   b. No

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>142</td>
<td>84%</td>
</tr>
<tr>
<td>b</td>
<td>28</td>
<td>16%</td>
</tr>
</tbody>
</table>

10. If you own this residence, have you made major improvements to your home recently?
   a. Yes
   b. No
   c. Do not own this residence

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>23</td>
<td>15%</td>
</tr>
<tr>
<td>b</td>
<td>30</td>
<td>19%</td>
</tr>
<tr>
<td>c</td>
<td>105</td>
<td>66%</td>
</tr>
</tbody>
</table>

11. If you own this residence, do you intend to make major improvements to your existing structure(s) in the near future?
   a. Yes
   b. No
   c. Don’t know

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>22</td>
<td>24%</td>
</tr>
<tr>
<td>b</td>
<td>27</td>
<td>32%</td>
</tr>
<tr>
<td>c</td>
<td>35</td>
<td>42%</td>
</tr>
</tbody>
</table>

12. How do you feel about apartments being built in this neighborhood? (Check one only)
   a. Acceptable as currently being built
   b. Would be acceptable at a lesser density
   c. Would be acceptable if neighborhood character is retained (compatible design)
   d. Not acceptable

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>29</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>52</td>
<td>27%</td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>66</td>
<td>36%</td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>54</td>
<td>22%</td>
<td></td>
</tr>
</tbody>
</table>

13. Your neighborhood is currently zoned for apartments. Many of the lots are 4,000 square feet. Some are 5,000 square feet. What would you like to see built on these lots? (Check one only)
   a. Single-family home
   b. Single-family home and a secondary unit
   c. Two apartment units
   d. Three apartment units
   e. Don’t know

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>71</td>
<td>38%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>43</td>
<td>22%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>85</td>
<td>43%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>17</td>
<td>9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e</td>
<td>28</td>
<td>14%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

14. If you checked the "a. Single-family home" choice in the question above, do you want larger houses than currently allowed?
   a. Yes
   b. No
   c. Don’t know
   d. Did not check "a" in the question above

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>27</td>
<td>31%</td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>46</td>
<td>53%</td>
<td></td>
</tr>
<tr>
<td>c</td>
<td>13</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>d</td>
<td>59</td>
<td>68%</td>
<td></td>
</tr>
</tbody>
</table>

* = Question not applicable to absentee property owners.
C. RECREATION

1. Are there enough recreational opportunities in this neighborhood for:

   a. youth? Yes 58 No 63
   b. adults? Yes 46 No 54
   c. elderly? Yes 37 No 58
   d. Don't know 48

2. Do you use any of the following recreational opportunities? (Check as many as needed)

   a. El Estero Park 133 22%
   b. Recreational Trail 96 25%
   c. Monterey Beach 121 22%
   d. the bike lane on Sloat Avenue 61 15%
   e. Other: Dennis – the Menace, YMCA, Tacks Park, Rec. Trail, Beach.

3. Is the current Bookmobile schedule adequate?

   a. Yes 49 28%
   b. No 4 2%
   c. Don’t know 120 70%

4. Is the current Bookmobile route adequate?

   a. Yes 46 24%
   b. No 2 1%
   c. Don’t know 123 72%

5. What kind of additional recreational opportunities, if any, are needed? (Check as many as needed)

   a. Community Center (for seniors) 48 16%
   b. Childrens’ play area 60 22%
   c. Tennis 33 11%
   d. Basketball 30 10%
   e. Branch library 38 13%
   f. Picnicking, barbecuing 33 8%
   g. Greenbelts/nature preserves 50 17%
   h. Other 4 1%

   Fitness center (weights), volleyball, pool (2), gym.

* = Question not applicable to absentee property owners.
6. Please list any suggestions for possible recreation activities and location sites in the neighborhood.

Window-on-the-Bay (should be #1 priority), Old Oak Grove School (2), Pool (3), Elderly Center, miniature golf (3), health club, Activities for seniors at Youth Center, neighborhood block parties, lounge, mini-parks for kids.

D. TRANSPORTATION

* 1. Do you ride the bus? (Check one only)

   a. Never
   b. Occasionally
   c. Daily
   d. Once per week
   e. Once per month

<table>
<thead>
<tr>
<th></th>
<th>123 76%</th>
<th>47 24%</th>
<th>4 2%</th>
<th>2 1%</th>
<th>4 2%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7/6</td>
<td>4/3</td>
<td>4/4</td>
<td>2/2</td>
<td>4/4</td>
</tr>
</tbody>
</table>

* 2. Do you use a taxi? (Check one only)

   a. Never
   b. Occasionally
   c. Daily
   d. Once per week
   e. Once per month

<table>
<thead>
<tr>
<th></th>
<th>123 67%</th>
<th>49 20%</th>
<th>1 1%</th>
<th>2 1%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>7/6</td>
<td>4/3</td>
<td>1/1</td>
<td>2/2</td>
</tr>
</tbody>
</table>

E. TRAFFIC/STREETS

1. Do you feel parking is a problem on your block?

   a. Yes
   b. No
   c. Don't know

<table>
<thead>
<tr>
<th></th>
<th>97 51% (4th St. : blocked driveways)</th>
<th>36 19% (2nd St : NPGs parked on streets)</th>
<th>123 64%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6/4</td>
<td>3/5</td>
<td>7/6</td>
</tr>
</tbody>
</table>

2. If the answer to the question above is "yes," when? (Check one only)

   a. Daytime
   b. Nighttime
   c. All the time

<table>
<thead>
<tr>
<th></th>
<th>38 30%</th>
<th>15 14%</th>
<th>52 40%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4/3</td>
<td>1/1</td>
<td>3/6</td>
</tr>
</tbody>
</table>

* 3. How many cars belong to your household? (Check one only)

   a. Zero cars
   b. 1 car
   c. 2 cars
   d. 3 cars
   e. 4 cars
   f. 5+ cars

<table>
<thead>
<tr>
<th></th>
<th>14 87%</th>
<th>87 50%</th>
<th>52 30%</th>
<th>17 10%</th>
<th>2 1%</th>
<th>2 1%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>n/a</td>
<td>4/3</td>
<td>1/1</td>
<td>1/1</td>
<td>2/2</td>
<td>1/1</td>
</tr>
</tbody>
</table>

* = Question not applicable to absentee property owners.
OAK GROVE NEIGHBORHOOD SURVEY

* 4. On the average, how many cars do you park on the street? (Check one only)

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Zero cars</td>
<td>77</td>
<td>44%</td>
</tr>
<tr>
<td>b. 1 car</td>
<td>66</td>
<td>38%</td>
</tr>
<tr>
<td>c. 2 cars</td>
<td>23</td>
<td>13%</td>
</tr>
<tr>
<td>d. 3 cars</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>e. 4 cars</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>f. 5+ cars</td>
<td>3</td>
<td>2%</td>
</tr>
</tbody>
</table>

5. Is street repair needed in this neighborhood?

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Yes</td>
<td>34</td>
<td>17%</td>
</tr>
<tr>
<td>b. No</td>
<td>112</td>
<td>43%</td>
</tr>
<tr>
<td>c. Don’t know</td>
<td>32</td>
<td>18%</td>
</tr>
</tbody>
</table>

6. If the answer to the question above is "yes," what types of repair? (Check as many as needed)

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Drainage</td>
<td>12</td>
<td>21%</td>
</tr>
<tr>
<td>b. Potholes</td>
<td>15</td>
<td>26%</td>
</tr>
<tr>
<td>c. Resurfacing</td>
<td>25</td>
<td>44%</td>
</tr>
<tr>
<td>d. All of the above</td>
<td>5</td>
<td>9%</td>
</tr>
</tbody>
</table>

7. Is street drainage ever a problem near you/your property when it rains?

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Yes</td>
<td>30</td>
<td>17%</td>
</tr>
<tr>
<td>b. No</td>
<td>148</td>
<td>83%</td>
</tr>
</tbody>
</table>

8. Do the sidewalks on your street need repair?

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Yes</td>
<td>36</td>
<td>15%</td>
</tr>
<tr>
<td>b. No</td>
<td>123</td>
<td>46%</td>
</tr>
<tr>
<td>c. Don’t know</td>
<td>18</td>
<td>10%</td>
</tr>
</tbody>
</table>

9. If there are no sidewalks on your street, do you want them?

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Yes</td>
<td>42</td>
<td>48%</td>
</tr>
<tr>
<td>b. No</td>
<td>4</td>
<td>4%</td>
</tr>
<tr>
<td>c. Don’t know</td>
<td>16</td>
<td>22%</td>
</tr>
</tbody>
</table>

10. Is the current street sweeping schedule adequate? (It is currently every even Friday, even side of the street and every odd Monday, odd side of the street at 6:00 a.m.)

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Yes</td>
<td>129</td>
<td>73%</td>
</tr>
<tr>
<td>b. No</td>
<td>11</td>
<td>6%</td>
</tr>
<tr>
<td>c. Don’t know</td>
<td>36</td>
<td>20%</td>
</tr>
</tbody>
</table>

* = Question not applicable to absentee property owners.
# Oak Grove Neighborhood Survey

## Summary of Comments

<table>
<thead>
<tr>
<th>Street</th>
<th>1st</th>
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General comments on what people like **most** about living in Oak Grove:

- Affordable: 4
- Apartment Zoning: 2
- Attractive: 2
- Clean: 3
- Climate: 5, 7, 4, 2, 8, 4, 1
- Close to Beach: 8, 1, 5, 1, 1, 1, 1
- Close to Downtown: 3, 1, 5, 1
- Close to El Estero: 1, 2, 2, 1, 1
- Close to NPGS: 3, 5
- Close to Rec. Trail: 5, 1, 4
- Close to Work: 5, 4
- Compatibility of homes/apts.: 2
- Convenient: 5, 3, 1, 1, 3, 4, 7, 1, 3, 4, 3
- Crime-Free: 1, 3
- Family Neighborhood: 1
- Friendly Neighbors: 5, 2, 2, 6, 2, 7, 5, 2
- Good Rental Area for Navy: 1
- History of Neighborhood: 1
- Home Ownership: 1
- Kids - lots of: 1
- Level area for walking/cycling: 1
- Life-time residents: 2, 1, 1
- Location - central: 1, 1, 5, 1, 3, 2, 1
- Old friends: 1
- Old Houses - Nice: 1, 1, 1, 1
- Original Monterey-Style Ngh.: 1
- Neighborhood Assoc.-good: 1
- Neighborhood Quality: 2, 1, 2
- Nice Place to Retire: 1
- Single Family Homes: 1
- Small Town Feeling: 1
- Store: 1
- Quiet: 7, 3, 1, 1, 3, 1, 4, 1
- Resident M.: 1
## OAK GROVE NEIGHBORHOOD SURVEY
### SUMMARY OF COMMENTS

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**General comments on what people like Most about living in Oak Grove:**

- Affordable
- Apartment Zoning
- Attractive
- Clean
- Climate
- Close to Beach
- Close to Downtown
- Close to El Estero
- Close to NPGS
- Close to Rec.Trail
- Close to Work
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- Friendly Neighbors
- Good Rental area for Navy
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- Kids - lots of
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- Life-time residents
- Location - central
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- Neighborhood Assoc.-good
- Neighborhood Quality
- Nice Place to Retire
- Single Family Homes
- Small Town Feeling
- Store
- Quiet
- Resident Mix
### General Comments on What People Like Least about Living in Oak Grove:

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3rd Street -
I wish I could own rather than rent
I hope the neighborhood doesn't become too high density, however I'd like to see it keep offering affordable housing -- my $575/month rent allows me to live without a roommate.

4th Street -
People working on their cars on the sidewalks bothers me.
Houses are too close together
I like the trees here, and the comfortable old homes with gardens.
I don't like the trend of removing old homes to build apartments.
I like having the market and hair salon nearby, but don't want to see any more commercialization.
At times jet planes are deafening.
I like a quiet, single-family or small apartment unit neighborhood, as long as residents take pride in their homes. Allow apts. to be build in moderation, and nicely designed.
R-G meetings a couple of years ago resulted in people wanting to be left alone zoning-wise, so why still call meetings to reconsider this? Go on to something else, and leave us alone.
I am not in favor of downzoning.

5th Street -
Cars blocking driveway bothers me.
Blocks between Sloat & Ocean have parking congestion, especially by NPGS 5th St. gate.
Renting out of garages, and thereby displacing parking, puts cars on street. This bothers me.
Property taxes are too high.
Parking should be used by residents only. NPGS gates should be kept closed except main gate, to encourage students to park on school campus.

6th Street -
Continue the "Window-on-the-Bay" project and improve the Southern Pacific property.
Apartment residents and local businesses park in front of my house.
I would like to see more stop signs on Park Avenue, to discourage speeding cars.
Cars park too close to intersection, diminishing the sight distance at the intersection.
In my apartment complex, there is no place outside where little children can play safely.
Narrative Comments:

1st Street -
Bike Path not safe.
Unstable future with respect to zoning.
Need street light at Del Monte Ave., & Park Avenue.
Occasional new apartment residents do drugs, own stray dogs.
This neighborhood is one of the remaining areas in City that's zoned for apartments.
Neighborhood appears to have been converted into an apartment complex--would like to see
more houses than apartments.
Encourage more Neighborhood Association participation.
No more apartments, except duplexes.
Rents are too high.
It's nice to have Lake El Estero nearby for evening walks.
Need a "pooper scooper" policy.
Stop signs instead of Yield signs bother me.
25 mph on Del Monte bothers me.
Need recycling bins close to apartment complexes.
Motel's a.m. garbage pickup bothers me.

2nd Street -
Utilities should be undergrounded
Install street lights which have character
Define streets with unified tree plantings
Reduce or maintain density
Give incentives for historic home to upgrade
Would like sidewalk on 8th & Ocean
Small area with fixed boundaries - plan carefully
Apartment dwellers are regulated better by Managers than renters of houses.
Car radio noise is worse than airplane noise
Make choice and individual desires a priority when considering any density changes.
Oak Grove is the nicest place I've ever lived in Monterey area, where houses are close together.
7th Street

Convenient location for senior citizens.

Why do the residents (homeowners) and long-time local people of Oak Grove have to be subjected to any more growth? As a life-time resident, I’ve watched this neighborhood grow to a point where there are too many people here. I would like to see something done. Landlords who don’t keep up their properties are hurting property values for all.

Let’s preserve the few single family residences left in our area.

Let’s get loans out from the City for young families who want to rebuild a small house on a small lot in Oak Grove.

Let’s look at the ratio of apartments to single-family residences and open our eyes to the fact that starter homes will only be available in Salinas if we don’t control the situation fast.

We desperately need to preserve the single-family home here or be faced with an all-transient populace in Oak Grove, and no area left in Monterey for those buying homes for the first time.

Encourage single-family residences in Oak Grove!

Small town feeling, even with apartments.

The neighborhood seems fine to me. I wonder about this survey, it seems much about nothing.

So far, all buildings, single and multiple, are reasonable in size and I hope they would stay that way.

If people are concerned about development, they should focus more on the water and sewer resources of this area, and whether any new growth at all can be accommodated.

There are a lot of mothers-at-home in this neighborhood, and there is a significant number of elderly people making their homes here. Why not create a place where we can all meet at our convenience - a place where each can go at any time during the day and possibly evening, and meet with his/her neighbors. El Estero park is great, but it's too big to meet our needs for a sense of community. Oak Grove is a small neighborhood and needs a small community center with a combination of an indoor facility and an outdoor park area that’s protected from the wind. With this type of place to meet to satisfy fellowship needs, I think we would see renewed energy for things around the neighborhood, such as yard and house improvements.

A sense of place is slipping away. Home ownership is the bedrock of any neighborhood, but apartment dwellers offer little commitment to the character of the neighborhood. A mixed neighborhood is prudent, but this neighborhood is "maxed out" with apartments.

Long-term home ownership and resident status should be encouraged. Existing home owners should be encouraged to repair and enlarge their homes. Young families should be encouraged to buy homes in the neighborhood.

Monterey’s commitment to provide apartments for an expanding and short-term resident group should be done in underdeveloped districts of the City and in industrial areas located near the center of town.

We have enough apartments and want to see single-family homes restored.
8th Street -
I have repeatedly complained to City and NPGS officials about NPGS students taking up all parking between Sloat & Ocean. Bus service from La Mesa is only available @ 7:30 a.m. & 5:30 p.m. such that many do not use it. I have suggested to NPGS and Congressman Panetta that additional (convenient) shuttles be provided, but no results yet.
There seem to be an increasing number of flights at all times of the day from the Airport. There need to be restrictions.
I was born and raised in the neighborhood and have strong feelings that the primary concern of the Neighborhood Association should be the preservation of quality of life.

9th Street -
No comments written.

10th Street -
No surveys were returned for this street.

Camino Aguajito -
I like the lake view.

Park Avenue -
Even in rural areas, no-growth advocates want to reduce density from one unit per 80 acres to one unit per 160 acres. When this property was purchased twelve units could have been build, but now it is being reduced to four. Unavailable housing does not improve lifestyle. We have an opportunity to create desirable places to live for our people, but instead we drive them away.
I feel the mixed neighborhood is a good one. It is important to have small apartments for single people which can be rented at a lower price than bigger units. Not only do older people need low cost single apartments, but young single people do not have income for larger, higher priced units. I cannot vote for the change in zoning which is unfair as my property will be affected on outcome. All property owners, whether living in Monterey or elsewhere, should be allowed to vote on such an issue.
People don't stop at stop signs, and the crosswalks are dangerous.
Cars parked on or across sidewalks or crosswalks, or cars parked on the wrong side of the street, never seem to get ticketed.
Many tenants/owners let their hedges, plants, and trees grow into, over, and across the public right of way, which is obvious to anyone passing by. Enforcement is needed.
I would like to see Del Monte Avenue, just before Camino Aguajito, made into a longer right turn only lane. No apartments, unless they're built like the old ones.
There's no visible police patrol on a routine basis.
Although the quality of living in Oak Grove has deteriorated over the past 15 years due to too many people in too small an area, it is still a good place to live and raise a family.
I feel that absentee property owners should strive to keep up their properties, with clean sidewalks and yards, painted buildings, etc.
Monterey, for whatever reason, is an impacted area from a housing and traffic point of view. I feel it is time for the City to start looking for other housing development areas (Alta Mesa, and areas that might be annexed to the City). All housing development plans should be made with the consumer (young and old), getting the priority for quality living over the developer's bottom line approach.

The neighborhood is cheap and poorly built, intrusive to privacy, with no design consideration for apartment complexes. Will eventually make this area non-descript and charmless.

Noisy manhole in street at Park & 7th.

I consider Oak Grove a choice neighborhood for middle and low income families.

Ocean Avenue -
I have an 18-unit/acre duplex, which supports current City thinking. I also support a having a community center at the old Oak Grove school site.

The elm tree on the corner of 5th & Sloat is ruining the foundation of my building, preventing the installation of a sidewalk.

Lake Street -
No written comments were made on the one survey that was returned from this street.

Del Monte Avenue -
People run stop signs.
Mystery Group of Residents (no address) -
Easy access to town, bus, and veterinarian hospital.
Pleasant atmosphere
Nice neighbors
Quiet neighborhood
Convenient to whole Peninsula (2)
3rd St. traffic is heavy volume into/out of NPGS (2), and NPGS parking overflow onto 3rd St. is a problem.
I would like to see the NPGS gate at 3rd St. closed.
People neglect their yards, both front and back.
The area has a lot of apartment houses and should stay that way. There are a lot of seniors here and as they leave, the people should have the option to build the apartments or a house which ever the owner wants.

Mystery Group of Absentee Owners (no address) -
Mix of apartments and homes is good, keep apt. zoning.
Convenient to whole Peninsula (5)
Family was born and raise here.
Quiet neighborhood.
Climate is nice.
Has a small neighborhood feeling.
Constant efforts to downzone is a problem (4)
Monterey needs more affordable housing, which apartments provide.
Requiring developers to provide fewer, bigger units on a given parcel will drive the rents and sales price up.
Too many apartments, causing neighborhood to lose character.
Too many cars (2)
Unkempt property is a problem (2)
NPGS parking overflow is a problem.
Keep things as is (2)
Waiting to see about apartment zoning - may move back into the neighborhood and retire.
Parking on 10th St. should be limited to 1 or 2 hours.
Our son is the fourth generation in this neighborhood. We have owned our home since 1932.
We are very attached to the neighborhood and would like to see restrictions put on apartment and commercial activities.
We would like to thank the City and the Neighborhood Association for taking a special interest in the neighborhood.
It is a wonderful area of our City.
I like the single family character of the neighborhood, and would like to see it kept that way.
Airport noise is a problem.
Appendix B

Operational and NIP Items Referred to City Budget Review Process
**APPENDIX B**

ITEMS REFERRED TO CITY BUDGET REVIEW PROCESS

**PROGRAM 14A:** Provide increased parking enforcement in the Oak Grove neighborhood.

**PROGRAM 14C:** Initiate discussions with the Oak Grove neighborhood and 10th Street businesses to determine if there is a need to establish time limit parking for the commercial area on 10th Street.

**PROGRAM 14D:** Create a public information program to better inform residents of whom to call for parking enforcement problems, including blocked driveways.

**PROGRAM 14E:** Review City policy on perpendicular parking adjacent to the public roadway on 10th Street.

**PROGRAM 15A:** Conduct traffic/speed surveys on Ocean and Park Avenues.

**PROGRAM 15B:** If the surveys indicate speeding problems, develop strategies to address the problems found.

**PROGRAM 19A:** Divert the pedestrian walking trail at El Estero Lake near the corner of Pearl and Camino Aguajito so that it channels pedestrians up to the corner of the intersection to provide for safe pedestrian crossing.

**PROGRAM 19B:** Provide a pedestrian crosswalk for pedestrian trail users at the corner of Pearl and Camino Aguajito, as they cross Pearl Street.

**PROGRAM 20A:** Through the use of NIP funds, construct an accessway for pedestrians and bicycles from Del Monte Avenue to the Recreation Trail at Sloat Avenue. (Note: First phase of this project is already approved for 1990/91 NIP)

**PROGRAM 21A:** Construct handicap ramps at the locations listed below (and also listed in the NIP chapter of this plan), using NIP funds. (Note: Phase I already approved for 1990/91 NIP)

**PHASE II:**

<table>
<thead>
<tr>
<th>Handicap Ramps:</th>
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<tbody>
<tr>
<td>Sloat and:</td>
<td></td>
</tr>
<tr>
<td>First</td>
<td>NW, SW</td>
</tr>
<tr>
<td>Second</td>
<td>NW, SW</td>
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<tr>
<td>Third</td>
<td>NW</td>
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<td>Fourth</td>
<td>NW</td>
</tr>
<tr>
<td>Fifth</td>
<td>NW, SW</td>
</tr>
<tr>
<td>Ocean and:</td>
<td></td>
</tr>
<tr>
<td>Third</td>
<td>NE, NW, SW</td>
</tr>
<tr>
<td>Fifth</td>
<td>NE, NW, SE, SW</td>
</tr>
</tbody>
</table>
Sixth NE, NW, SE, SW

Park and:
  Fourth NE, NW, SE, SW
  Fifth NE, NW, SW
  Sixth NE, NW, SE, SW

Camino Aguajito and:
  Seventh NE
  Eighth/
  Tenth/
  Fremont Crosswalk connecting corner of Eighth and Tenth with sidewalk on north side of Tenth; ramps at both ends of that crosswalk; two ramps on island in the middle of existing crosswalk across Camino Aguajito; ramp on sidewalk on Tenth Street end of that crosswalk.

**PROGRAM 22A:** The Oak Grove Neighborhood Association should monitor any opportunities for opportunity buying of property within the neighborhood for park purposes, and notify the City if such property becomes available.

**PROGRAM 24A:** Through the Neighborhood Improvement Program process, the Neighborhood Association should pursue implementation access improvements to the Recreation Trail off of Sloat Avenue at the intersection with Del Monte Avenue. *(Note: First phase of this project is already approved for 1990/91 NIP)*

**PROGRAM 28A:** If additional trees are planted by private persons, trees shall be routinely trimmed, watered, and sprayed for pests by those persons. If additional trees are planted by the City, trees shall be routinely trimmed, watered, and sprayed for pests by the City.
WHEREAS, the Monterey General Plan encourages the development of area plans to translate city-wide goals, policies, programs, and land use recommendations from its General Plan into more specific neighborhood recommendations; and

WHEREAS, the Area 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, the Oak Grove Area Plan was originally adopted by Resolution 91-190 on November 5, 1991 by the City Council of Monterey.

WHEREAS, the amendment to the Oak Grove Area Plan will eliminate potential incompatibilities between commercial and residential uses in the 1200 block of First Street and Tenth Street area.

WHEREAS, the Planning Commission held three public hearings on this amendment to the Oak Grove Area Plan before recommending its adoption to the City Council.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the Oak Grove Area Plan be amended as follows:

Page 24 Text (First Street)-

The City should therefore consider rezoning these properties to R-3 Medium Density Multifamily Residential.

Page 27 Text (First Street)-

PROGRAM 11B: Rezone the properties which front First Street between Ocean and Sloat to R-3 Multi-Family (See Attached Map).

PROGRAM 11C: Add an overlay zoning district (D-2) to the two properties which extend from Del Monte Avenue to First Street. Issues which should be examined with new development proposals include but are not limited to hours of operation, traffic, parking, noise, odor, loitering, access, light, and glare impacts.

PROGRAM 11D: Vehicular access should be limited to Del Monte Avenue for new commercial development. Access to First Street shall be limited only to new residential development oriented towards First Street.
As new uses and developments are proposed in the area backing up to Ninth Street, the City should work with the property owners to improve the back of the commercial properties. Improvements may include but are not limited to building new trash enclosures and storage areas for materials.

PROGRAM 13: Add a D-2 overlay district to the properties which front onto Tenth and back onto Ninth Street. Issues which should be examined with new development proposals include but are not limited to building new trash enclosures, storage areas for materials, and parking. Require new businesses to continue to front onto Tenth Street. Vehicular access to commercial development shall be from Tenth Street. Access to residential uses can be from Ninth or Tenth Streets.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 7th day of October, 1997, by the following vote:

AYES: 4 COUNCILMEMBERS: EDGREN, ROBERSON, VREELAND, ALBERT
NOES: 1 COUNCILMEMBERS: CANEPA
ABSENT: 0 COUNCILMEMBERS: NONE

APPROVED:

/s/DANIEL ALBERT
Mayor of said City

ATTEST:

/s/CYNTHIA PARHAM
City Clerk thereof
ZONING MAP

Existing Zoning:
- R-3: Medium Density Residential
- C-1: Neighborhood Commercial
- D-2: Development Control
- C-O-D-2: Visitor Accommodation Facilities
- S. ESTERO SENIOR HOUSING: Community Commercial
- P: Office and Professional

Proposed Zoning:
- Medium Density Residential (R-3)
- Development Control (D-2)