DEL MONTE GROVE PLAN

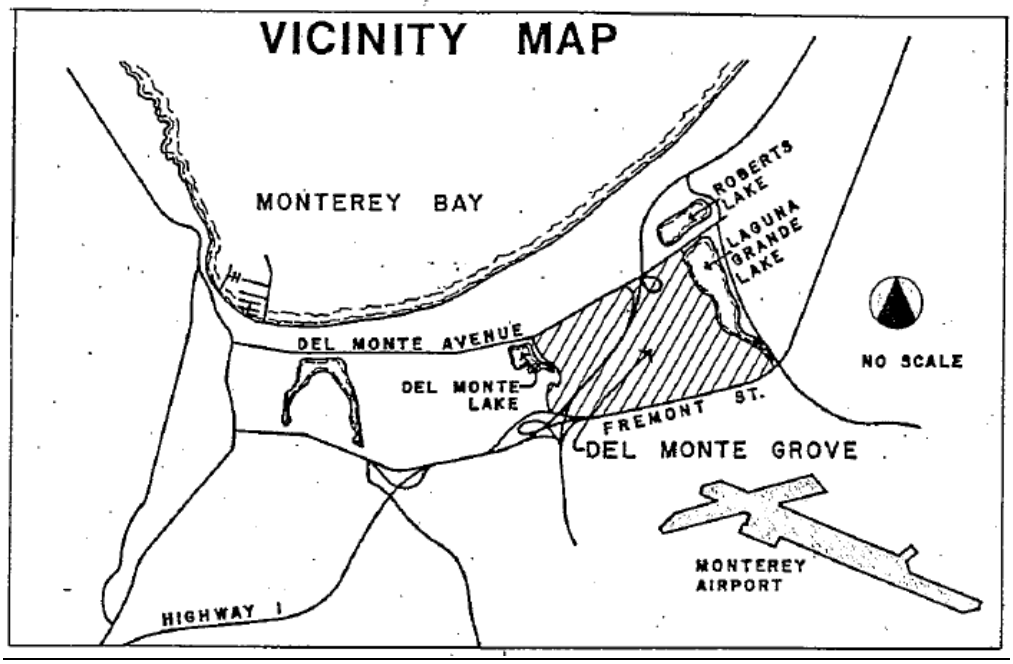
INTRODUCTION

Plan Preparation

The City of Monterey 1975-78 Community Development and Housing Plan identified the need for a Del Monte Grove Neighborhood Plan to "...guide property owners and public bodies as expenditures are authorized for needed facilities and public improvements." The proposed Growth Management Program for the City of Monterey also recommends. Area or neighborhood plans be prepared as more detailed subelements of the City General Plan. They should be prepared for 10 year, periods and provide goals and policies to measure development proposals. The Del Monte Grove residents cited planning and environmental protection as a pressing need in the 1976 Census. The Del Monte Grove Plan attempts to satisfy those needs.

Characteristics

Del Monte Grove has been a residential neighborhood since 1888. Today it contains some 1259 residential units. They are served by an elementary school, neighborhood park, playground and a place' for daily shopping The neighborhood is characterized by wide streets, small 25 x 110 foot lots with small houses and lush gardens surrounded by picket fences. The neighborhood is also bisected by a freeway and bordered by strip commercial, a regional park and naval postgraduate school.



Population

Some 2,747 people live in Del Monte Grove. Ethnically, they are 78.9% white, 5.2% black and 3.7% Japanese. The remaining 12.2% are Mexican, Chinese, Filipino and other ethnic groups. Approximately 50% are female. The average age is 26. Some 136 people are age 65 or older Unemployment was at 3% in the Fall of 1976. The average household income is $9,903 compared with the City average of $12,603. Most residents of Del Monte Grove work on the Monterey Peninsula. The reason most people live in Del Monte Grove is its convenience and location.

Location

Del Monte Grove is in northeastern Monterey next to Seaside. It is the northeastern entrance to the City. The neighborhood is bordered by Del Monte Lake and Laguna Grande Lake, Del Monte Avenue and Fremont Street. It lies within one half mile of Monterey Bay on the North and Monterey Peninsula Airport on the South. The neighborhood sits on a marine terrace, gently sloping towards the lakes and ocean. It is a naturally grassy area spotted with Monterey Cypress and Live Oak trees. (See Vicinity Map).

Planning Approach

Preparation of the Del Monte Grove Plan began with completion of numerous technical studies including a neighborhood attitudinal survey, environmental baseline study and mid-decade census. A report called the Del Monte Grove Planning Analyses was then prepared. It analyzed the technical study results in light of the City General Plan and Community Development Plan, raised planning issues, posed alternative solutions and recommended courses of action. A neighborhood committee was selected and assisted City staff in identifying needs, evaluating land use alternatives and representing neighborhood viewpoints and priorities. A town hall meeting was then held at Del Monte School with the whole neighborhood invited. Given the neighborhood opinions at both the meeting and in a follow up questionnaire, staff drafted the Del Monte Grove Plan.

Plan Description

The Del Monte Grove Plan is a neighborhood plan. Its purpose is to guide future public and private decisions affecting the neighborhood. The plan does not intend to cover all the issues in the neighborhood. It focuses on the residential needs of the neighborhood. It is a specific response to current and anticipated neighborhood needs. It intends to facilitate as many immediate and high priority solutions as possible while providing a process for addressing the more long term solutions. The plan will thus provide: 1) needs identification, goals and a land use plan for the next 10 years; and 2) a 1 year budget and 5 year program of capital improvements and neighborhood services. The Plan will finally contain an Environmental Impact Report required by state law. The Environmental Impact Report will list potential impacts caused by the plan's proposals and will as much as possible tell the neighborhood residents how the plan will individually affect them.

The product of this effort will thus be identification of Del Monte Grove neighborhood's needs, definition of neighborhood goals, prescription of the means for solutions and the potential consequences of those solutions. This product will then be used as a guide for the updated General Plan for the area, as a means of implementing the Housing and, Community Development Program and as a process for private citizen and public agency decisions over the next 10 years.

NEEDS

There are numerous needs in the neighborhood which this plan will address. Needs may be defined here as physical, social and economic questions raised for solution. Needswere cited in City staff technical studies, the Del Monte Grove Attitudinal Survey, neighborhood committee and neighborhood wide meetings and include:

NEIGHBORHOOD CHARACTER

Neighborhood character is all those traits that make Del Monte Grove distinct from other neighborhoods. Del Monte Grove has many qualities worth protecting. There is a need to protect the single family housing character. There is also a need to protect significant examples of Del Monte Grove's old homes and gardens.

ENVIRONMENTAL

Del Monte Grove has environmental needs. The large Cypress trees along Virgin, English, and Casanova are deteriorating and need trimming. Monterey Peninsula Airport noise impacts the neighborhood and needs abatement. There is also excessive surface noise from the freeway and major streets like Del Monte Avenue and Fremont Street that needs abatement.

TABLE 1

HOUSING & POPULATION PROJECTIONS THROUGH 1981

	BASE YEAR 1976	1976-81 INCREASE	TOTAL	INCREASE IN %
HOUSING UNITS	1,259	146	1,405	11.6
SINGLE FAMILY	596	-56	540	-9.4
MULTI-FAMILY	663	202	865	30.5
POPULATION	2,747	338	3,085	12.3
SINGLE FAMILY	1,452	-182	1,270	-12.5
MULTI-FAMILY	1,295	520	1,815	40.2
AVERAGE PERSONS PER HOUSEHOLD	2.30	0.08	2.26	3.4

PUBLIC SERVICES

Many Del Monte Grove residents have expressed concern about public services. Public service needs include the need to bring Del Monte Grove parks up to standard. There is a need to evaluate the location of Del Monte School. There is also a need to reduce the high crime rate, the large numbers of junk cars and tree stumps left in the right-of-way. The Navy Postgraduate School perimeter fence needs maintenance and improvement. Areas of the neighborhood have inadequate sized water mains to provide necessary fire flow thus the timing of future development of those areas needs reevaluation.

TRANSPORTATION

There are numerous transportation needs in the neighborhood. Hazards to pedestrians along neighborhood streets, especially along Casa Verde Way need to be eliminated. Storm drainage needs improvement. Many streets need paving or paving replaced. Numerous streets need curb, gutter and sidewalks. Street lighting needs to be improved on streets suffering traffic or crime problems. Cars are speeding on neighborhood streets. The future development of Laguna Grande Regional Park may result in excessive traffic and parking problems unless they are adequately resolved in the Laguna Grande Park Master Plan.

HOUSING

Del Monte Grove has housing needs. Houses in disrepair need rehabilitation. Single family areas are faced with apartment rezoning requests. There is a loss of low and moderate income housing as land costs, construction costs and market rates rise. A need to preserve modest income housing thus exists especially for young, working families.

GROWTH

A need exists to anticipate and prepare for Del Monte Grove's future growth. There is a need to address potential pressure on the single family area around Laguna Grande Lake for conversion to apartments. The amount and rate of future development, especially apartment development in Del Monte Grove also needs careful consideration.

GOALS

A first step to satisfying Del Monte Grove's needs is to list neighborhood goals. Goals are statements of desirable conditions for the future. Del Monte Grove's goals were prepared using the consensus of neighborhood opinion in studies and meetings with neighborhood residents and include:

Growth

- DISCOURAGE APARTMENT DEVELOPMENT AROUND LAGUNA GRANDE LAKE.
- ENCOURAGE DEVELOPMENT ON VACANT LAND OR LAND WITH SUBSTANDARD STRUCTURES WHERE PUBLIC SERVICES AND FACILITIES CAN BE MORE EFFICIENTLY USED.
- ALLOW NEW DEVELOPMENT IN THE NEIGHBORHOOD WHEN ENVIRONMENTAL ANALYSIS FINDS IT CONSISTENT WITH THE CITY OF MONTEREY GENERAL PLAN CITY CAPITAL IMPROVEMENT PROGRAM, THIS DEL MONTE GROVE NEIGHBORHOOD PLAN AND OTHER PERTINENT PLANS AND PROGRAMS.

Transportation

- INCREASE PEDESTRIAN SAFETY IN THE NEIGHBORHOOD, EXPECIALLY.ALONG CASA VERDE WAY.
- PROVIDE ADEQUATE STORM DRAINAGE FACILITIES.
- IMPROVE STREETS WHERE PAVING IS NONEXISTENT OR SUBSTANDARD.
- PROVIDE CURB, GUTTER AND SIDEWALKS IN AREAS WITH THE GREATEST NEED, IN A TIMELY WAY" AT A MINIMUM COST TO RESIDENTS AND PUBLIC AGENCIES.
- PROVIDE ADEQUATE STREET LIGHTING.
- REDUCE SPEEDING ON NEIGHBORHOOD STREETS.
- REDUCE THROUGH TRAFFIC, ESPECIALLY FROM LAGUNA GRANDE REGIONAL PARK.
- PROVIDE BIKEWAYS.

Environmental

- PRESERVE ·LARGE CYPRESS TREES ALONG VIRGIN, ENGLISH AND CASANOVA STREETS.
- REDUCE AIRPOT NOISE IMPACTS.
- REDUCE EXCESSIVE SURFACE VEHICLE NOISE

Public Services

- PROVIDE ADEQUATE PARKS AND OPEN SPACES AT THE PROPER LOCATIONS
- PRESERVE DEL MONTE SCHOOL.
- REDUCE CRIME RATE IN DEL MONTE GROVE.
- MAINTAIN CYPRESS TREES ALONG VIRGIN, ENGLISH, AND CASANOVA STREETS.
- ELIMINATE JUNK CARS IN THE NEIGHBORHOOD.
- ELIMINATE TREE STUMPS IN THE RIGHT OF WAY.

Housing

- BRING HOUSES UP TO SAFE AND SANITARY CONDITION.
- EMPHASIZE SINGLE FAMILY RESIDENTIAL DEVELOPMENT.
- CONTAIN APARTMENTS IN AREAS PRESENTLY ZONED FOR MULT-FAMILY USE.
- PRESERVE LOW AND MODERATE INCOME HOUSING.

Neighborhood Character

- PRESERVE NEIGHBORHOOD ECONOMIC AND PHYSICAL STABILITY.
- PRESERVE THE SINGLE FAMILY RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD.
- PRESERVE SIGNIFICANT EXAMPLES OF OLD HOMES AND GARDENS.

- ENCOURAGE U.S. NAVY POST GRADUATE SCHOOL TO IMPROVE MAINTENANCE OF PERIMETER FENCE.
- INCREASED COORDINATION AND COMMUNICATION WITH CITY HALL.

GROWTH

Population Projections

Population growth is one of the most basic forces that will affect Del Monte Grove in the future. The number of new residents and their socioeconomic goals, and life style can largely affect a neighborhood's character. Their needs for housing, services and public facilities can affect not only public agencies but the existing neighborhood residents. It is thus important to estimate the number of future residents and guide development using the goals of this and other City plans to insure adequate services are available.

Prediction Method

Table 1 contains housing and population projections for Del Monte Grove through year 1981. These projections were calculated using historic trends plus the influence of current and anticipated government policies and programs. The estimates are for 5 years because conditions beyond 5 years were thought to be less predictable. The 5 year estimate of 146 additional housing units and 338 new people should thus be evaluated annually for actual growth and recalculated at the end of five years for actual trends.

Holding Capacity

Del Monte Grove has a holding capacity. Holding capacity is the amount of land available for development, the capacity of utilities to serve development and the degree neighborhood character can be preserved. The Del Monte Grove Planning Analyses, the Environmental Baseline Study and a Buildout Analyses have been prepared. The conclusion of these analyses is that Del Monte Grove's holding capacity is approximately 1,483 dwelling units. Some 224 units could thus be added to Del Monte Grove over the next 10 years given available land (based on vacant lots and units requiring demolition), the capacity of utilities and the tolerance of neighborhood character. It is possible Del Monte Grove's holding capacity may never be reached. Should it appear this holding capacity may be exceeded, the Del Monte Grove Plan should be reevaluated.

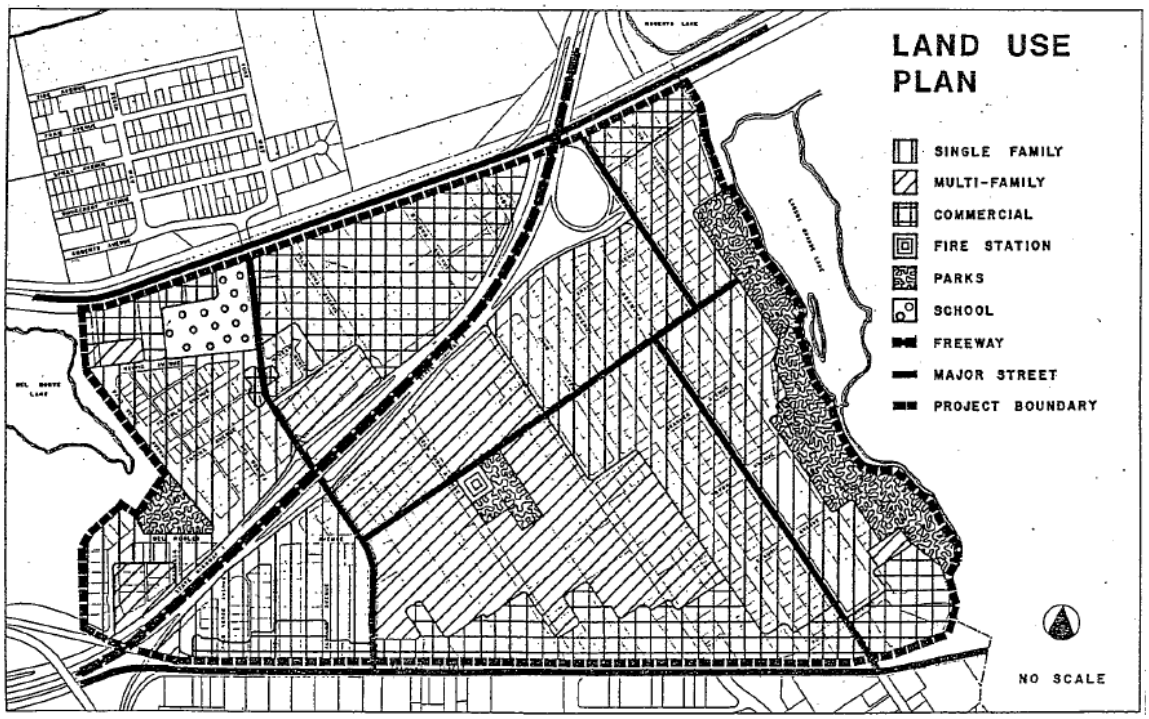
Alternatives

Del Monte Grove is faced with basically three alternative land use patterns. One alternative would be to follow the 1959 General Plan for the area, which proposed light industrial on the north side of the freeway and single and multi-family in the south side. Another alternative is to intensively develop the neighborhood with commercial and apartment uses especially around Laguna Grande Lake. A third alternative is the recommended Del Monte Grove Land Use Plan. All of these alternatives; their advantages and disadvantages are discussed later in the Plan Environmental Impact Report.

LAND USE PLAN

The proposed Land Use Plan map shows the recommended type and location of proposed land use in Del Monte Grove over the next 10 years. It responds to the Plan goals, e.g. by preserving single family residential areas, containing apartments in areas presently zoned for apartments and preserving Del Monte School. What the Land Use Plan map doesn't show is the intensity or density of residential development. Density in Del Monte Grove is the ratio of dwelling units to net acres. The Del Monte Grove Plan density was calculated with the intent of preserving the existing scale and character of

the neighborhood yet allowing for future growth. The proposed density for the Del Monte Grove Plan is 5 dwelling units per net acre in Single Family areas and 15 dwelling units per net acre in Multi-family or apartment areas.



Plan Implementation

Three related programs establish a framework for guiding neighborhood development in accord with the Del Monte Grove Plan. They generally indicate the public and private actions that should take place following the adoption of the Plan. The three programs are: 1) Zoning; 2) Development Phasing; and 3) Environmental Analysis.

Zoning

Zoning is the primary tool for guiding land use in concert with the Del Monte Grove Plan. Zoning compliance can occur in two ways:

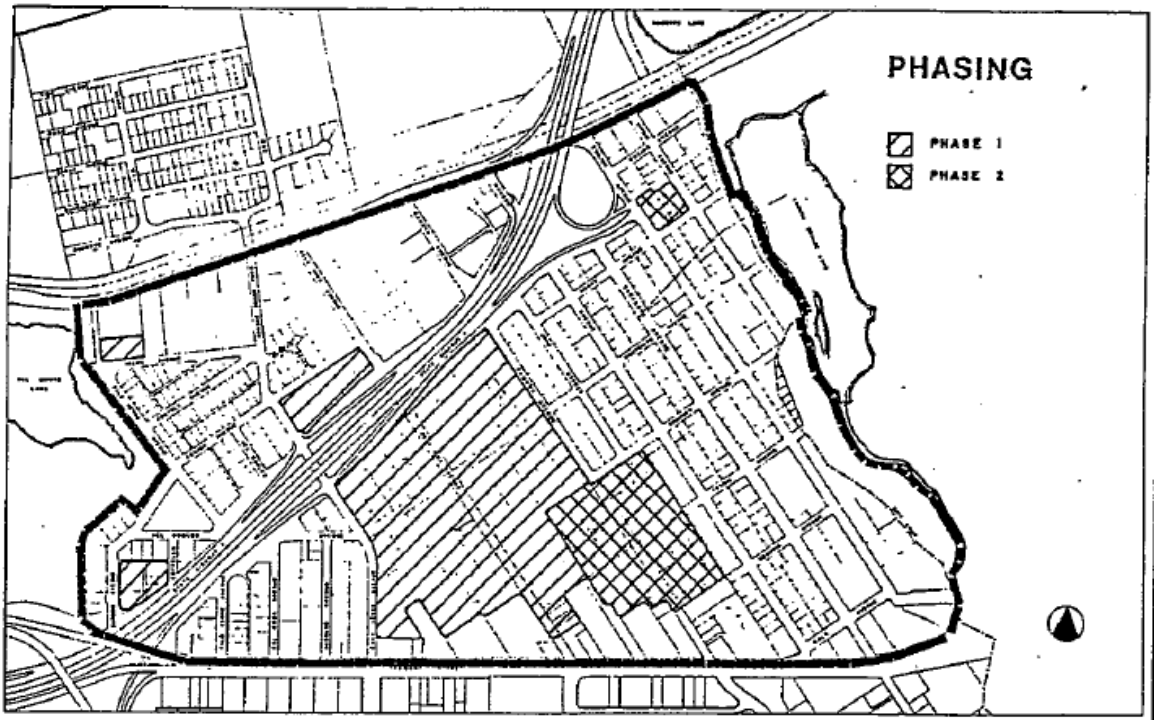
1. The City can initiate redesignation of zones.
2. Property owners may apply for a change of zone. Rezoning proceedings could be initiated to accomplish the goals of the plan as shown on the Land Use Plan Map.

Zoning is currently in compliance with the adopted Neighborhood Plan so no zone changes are necessary. Future proposals for zoning changes in Del Monte Grove however, could be initiated by the City or property owners.

Development Phasing

The Del Monte Grove Development Phasing Program would be part of the City Growth Management Program and will help implement the land use recommendations of the Del Monte Grove Plan. The Del Monte Grove Development Phasing Program should consist of two phases based on adequacy of services in advance of development (See Phasing Map). Two areas of the neighborhood have inadequate sized water mains to provide the necessary fire flow. Those two areas are: 1) the southern portion of the block

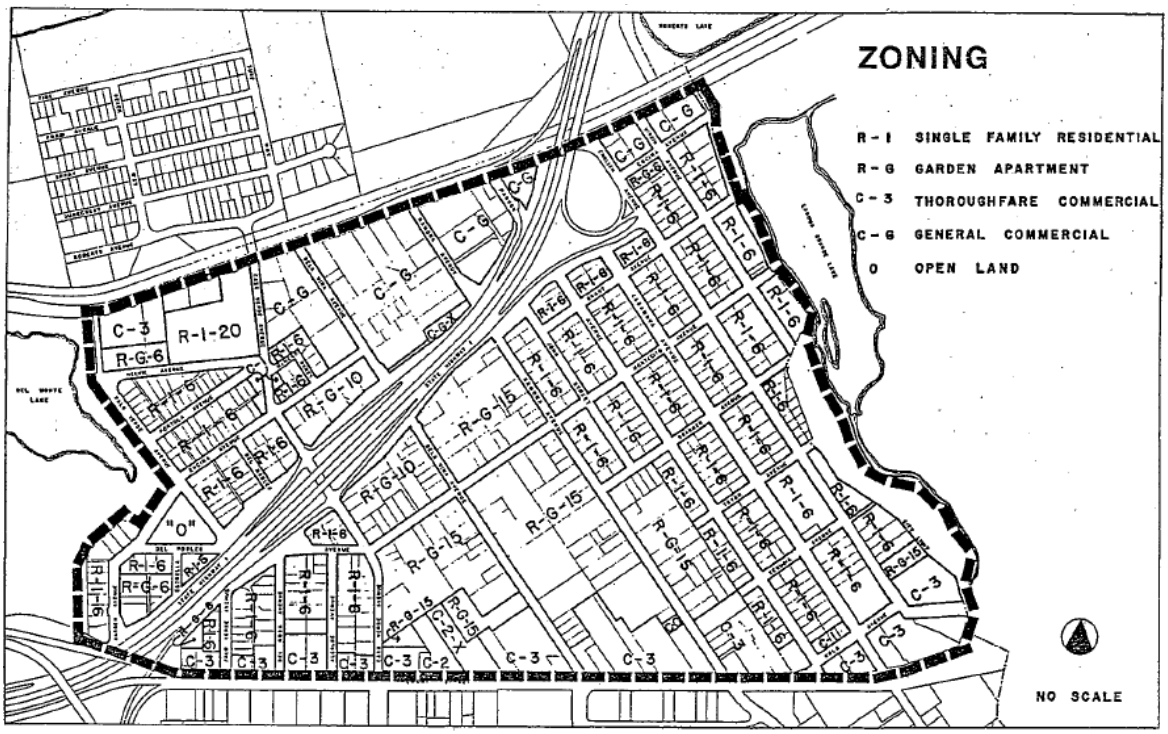
bounded by Encina and Grant Avenues, Virgin and English Avenues and 2) properties fronting on Ramona Avenue, 300 feet in from Montecito Avenue and Fremont Street. Following the Del Monte Grove Plan goal to "PROVIDE ADEQUATELY SIZED WATER IN ADVANCE OF DEVELOPMENT." Phase 1 development would include any parcel having adequate fire flow. Such parcels could develop immediately assuming all other requirements are met. Phase 2 development would include the two areas presently-having inadequate fire flow pressure. Phase 2 areas would not develop in advance of Phase 1 areas unless the water lines were improved to meet City of Monterey Fire Flow requirements. Determination of adequacy should occur through Environmental Analysis. Improvement to the water mains could occur through public improvement or private improvement or a combination of the two.



Environmental Analysis

Environmental Analysis is designed to review development proposals (everything except a single-family house) for their conformance with the Del Monte Grove Neighborhood, City General Plan, Capital Improvement Program and other applicable plans. The Environmental Analysis would consider; a) environmental values and constraints; b) market demand; c) adequacy of public services and facilities (e.g. water mains); and d) fiscal impact and others. The analysis should weigh the proposal's benefits and disadvantages. Either the benefits will outweigh the disadvantages or the reverse, or a more precise study of specific factors will be needed. Once all of the necessary analysis is complete a decision can be made by the proper authority, i.e. City Zoning Administrator, Planning Commission or City Council that a proposed development be phased into the neighborhood.

The three programs above must each achieve its purpose individually and in concert for successful implementation of the Del Monte Grove Neighborhood Plan. Together they could provide the means for achieving the land use goals of the Plan.

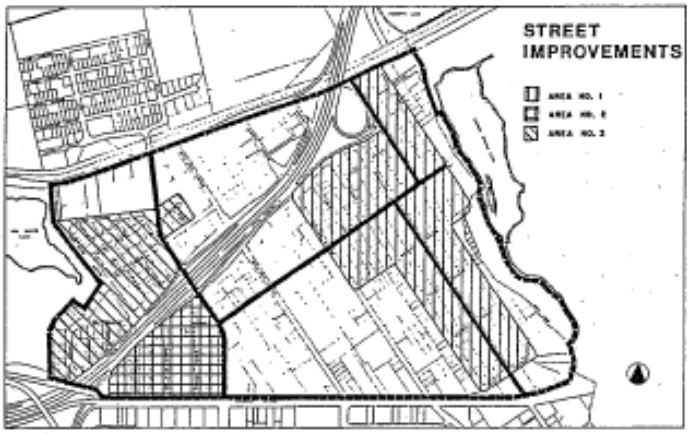


STREET IMPROVEMENTS

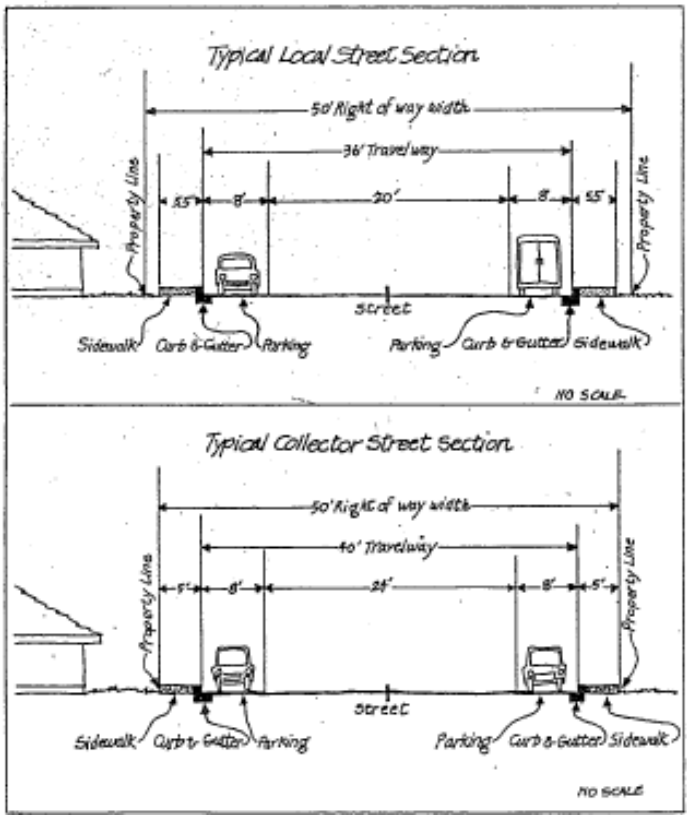
The problems of inadequate storm drainage, substandard or nonexisting street paving and lack of curb, gutter and sidewalks may be solved through a coordinated effort on the part of both city and property owners. In order to meet the plan's Transportation goals of solving the "... GREATEST NEED IN A TIMELY WAY AT A MINIMUM COST TO RESIDENTS AND PUBLIC AGENCIES", all possible funding sources should be tapped. Possible sources are: 1) Federal Housing and Community Development Block Grants; 2) State Funds; 3) City General Funds and 4) Private property owners.

The proposed 1977-1982 City Capital Improvement Program schedules funds for Del Monte Grove street improvements. Some $126,000 or $63,000 of state funds and $63,000 of City General Funds are budgeted for street paving in Monterey's neighborhoods including Del Monte Grove. Another $63,000 in Federal Housing and Community Development Grant money is earmarked for 1977-78 Del Monte Grove street improvements as prescribed by the Del Monte Grove Neighborhood Plan.

A final source of street improvement funding is private property owners. Street improvement was cited in the 1976 Census as the greatest neighborhood need. The neighborhood committee and residents attending the neighborhood town hall meeting however expressed concern for street improvement costs to private property owners.



This plan proposes streets be improved by area. Street improvement areas are the single family areas of the neighborhood. These areas have varying needs for public facilities and services. The plan proposes area priorities on the basis of need for streets plus the need for overall improvement of a particular area.



The Plan further proposes street improvements be paid out of governmental funds. The Plan does not advocate assessment districts to construct street improvements. Instead neighborhood curb, gutter, drainage and parking lane improvements should be funded by the Federal Community Development Block Grant as funds are available. Paving the travel way of Del Monte Grove's streets should be funded under the City's annual street overlay program. Sidewalks on major streets in the neighborhood like Casa Verde and
Montecito would also be funded out of the City's Federal Community Development Block Grant. Sidewalks on other local streets would be the responsibility and choice of the individual property owner.

The Street Improvements Map and Typical Street Sections show the major streets, priority areas and development standards for Del Monte Grove Streets. Del Monte Grove streets have 50, 60, and 70 foot right of ways. Both the Typical Local Street Section and Typical Collector Street Section will fit any of those right of ways. The proper design should be engineered for each street based on City standards, traffic demand, natural conditions and other pertinent factors.

ENVIRONMENTAL

To meet the goal to PRESERVE LARGE CYPRESS TREES ALONG VIRGIN, ENGLISH AND CASANOVA STREETS, the plan proposes Del Monte Grove receive a high priority for City street tree trimming efforts. Work should begin in fiscal year 1977-78 and continue as needed. Airport noise abatement should follow the policies of the City Environmental Hazard Element and 1) encourage the Monterey Peninsula Airport to adopt and

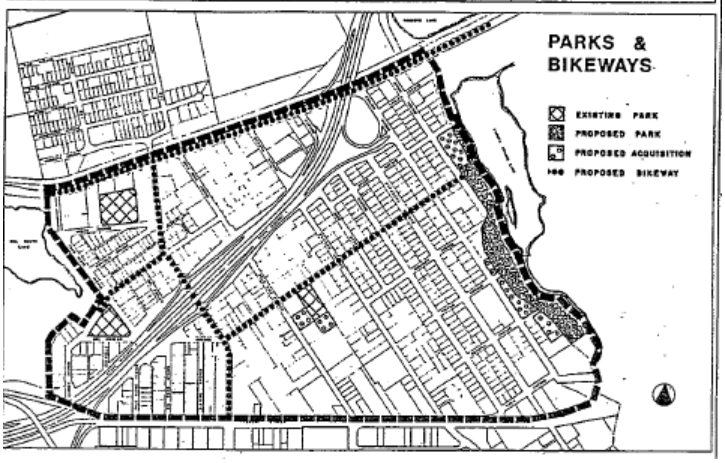
implement a noise abatement program 2) advocate the prohibition of airport operations from 10: 00 p.m. to 7:·00 a.m. except for emergency operations and 3) sound proof houses in the CNEL 6 5 zone as shown in the Environmental Baseline Study and discourage construction of additional units. Surface vehicle noise from the freeway or major streets should be abated by: 1) buffering noise sensitive uses, 2) encouraging sensitive design to mound, wall and locate building away from noise emitters and 3) discourage expansion of existing or introduction of new noise sensitive uses in noisy areas.

PUBLIC FACILITIES

TABLE 3

PARK AND BIKEWAY PRIORITIES

PARK	ACQUISITION	DEVELOPMENT	FISCAL YEAR
LAGUNA GRANDE PARK	$120,000	$188,000	1977-78
MONTECITO PARK	47,000	-	1978-79
	-	60,000	1979-80
DEL MONTE SCHOOL	-	-	-
LITTLE LEAGUE PARK	-	-	-
BIKEWAYS			
MONTECITO	-	1,505	1977-78
CASA VERDE WAY	-	1,120	1978-79
ENCINA	-	350	1978-79
DEL MONTE	-	9,920	1979-80
GRAND TOTAL	$167,000	$260,895	



Park and Recreation

Del Monte Grove's 2,747 residents require about 14 acres of parks according to adopted City standards. They only have 6.5 acres between Del Monte School, Little League Park and Montecito Park. This is 7.5 acres short of standards. Access to parks is also a problem. Neighborhood park facilities are needed on both sides of Highway 1 near the people who use them. Ana a circulation system is needed to link them together.

To meet the goal to PROVIDE ADEQUATE PARKS AND OPEN SPACES AT THE PROPERT LOCATION, this Plan advocates the preservation of Del Monte School's park facilities, construction of neighborhood facilities in Laguna Grande Regional Park, redesign and possible expansion of Montecito Park and construction of a bikeway linking all of the neighborhood parks (see the Parks and Bikeways Map and Table 3).

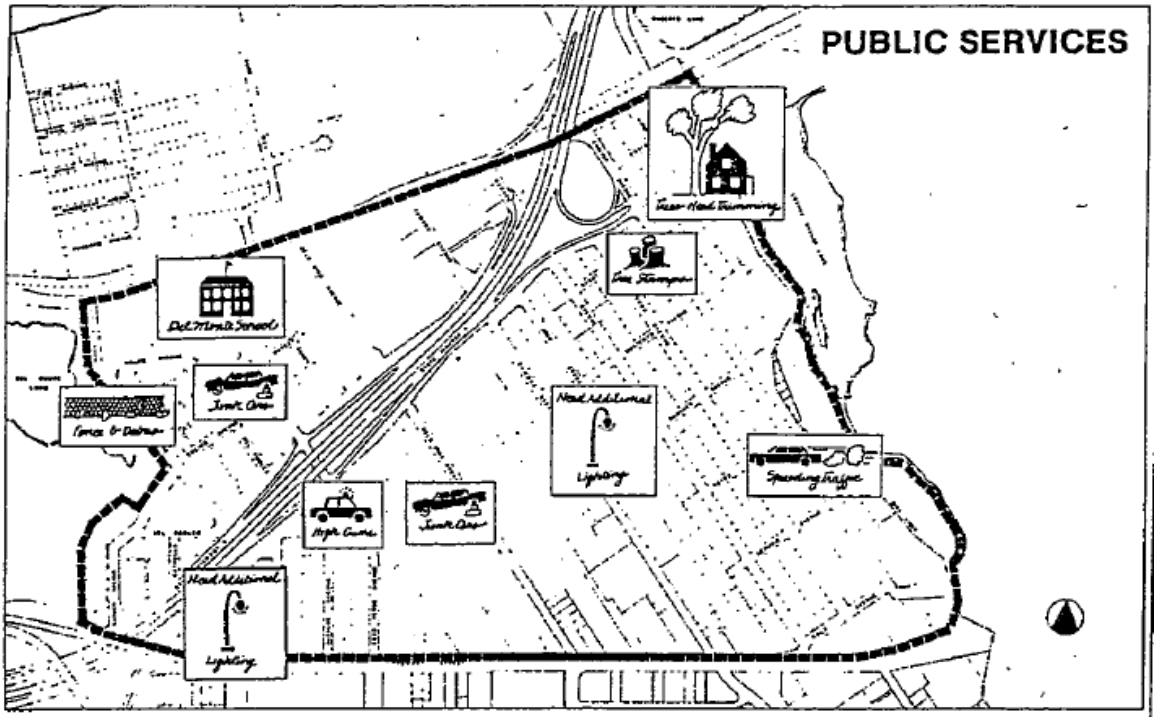
Schools

Del Monte School is hovering near its minimum enrollment to stay in existence. Should enrollment drop below 250 students the Monterey Peninsula Unified School District may seek alternatives to its continued existence. Some School District alternatives are:
a) maintain the school below minimum enrollment standards; b) close the school and rebuild a smaller, more efficient school in the neighborhood; c) close the school and bus the students to other schools and d) maintain the school and bus additional students to it. The Plan goal is PRESERVATION OF DEL MONTE GROVE SCHOOL. The Plan solution is to

communicate this goal to the School District and the neighborhood advocate its interests before the school district.

SERVICES

Public service needs in Del Monte Grove are portrayed on the Public Services' Map and addressed here.



Crime

The crime rate in Del Monte Grove is high compared to the rest of the city. High incident crimes are burglary, rape and assault. Plan solutions to reducing the crime problem include:

1. Complying with the City adopted Criminal Hazard Policies to: a) design projects for exposure to areas susceptible to criminal activity; b) encourage adjacent communities (e.g. Seaside) to provide back up law enforcement assistance during emergencies; c) encourage residents to mutually watch for crimes.
2. Encouraging residents to secure their home by: a) keeping doors locked at all times; b) using safety locks on windows; c) leaving inside lights on and garage doors locked in the evening as well as other techniques provided by Monterey City Police Department.
3. Improving street lighting by: a) protecting existing street lights; b) promptly reporting burned out lights; and c) locating new street lights in areas needing them. A new street light on a residential street costs approximately $600.00.
4. Improving police response time by: a) increased public information and communication programs ranging from daily patrol to neighborhood meetings; b) prompt reporting of crime incidents and c) use of 911 phone number.

Junk Cars

Junk cars are scattered throughout the neighborhood both on public and private property. Their location has been mapped and reported to the City Police Department.

To meet the Plan goal of ELIMINATING JUNK CARS IN THE NEIGHBORHOOD, the Plan solution is to: a) alert police patrol in the neighborhood to continuously identify and cite junk cars and b) for residents of the neighborhood to report incidents of junk cars to City Police Department for enforcement.

Tree Stumps

Tree stumps in public right of way have also been mapped. They are concentrated in the Eastern part of the neighborhood along English and Virgin Streets. Tree stump elimination can be solved by City Parks and Recreation Department contracting with a private firm to remove the stumps. The cost of removing the stumps is approximately $30.00 per stump.

Navy Postgraduate School Perimeter Fence

The Navy School fence is deteriorated, overgrown with weeds and littered with waste paper. To solve the problem, the City of Monterey should encourage the Navy School to: 1) clean up the debris; 2) open up vistas of the Lake from Del Monte Avenue and Palo Verde and 3) relandscape the area.

HOUSING

Del Monte Grove houses 2,747 people in 1,259 units. This amounts to an average of 2.3 people per household. Some 53% of the people or 1,452 live in multi-family units and 47% or 1,295 people live in single family units. By 1981, the neighborhood population could grow to 3,085. Will housing be available for them? If so what condition would it be in? What type of housing, will it be? Many existing homes are in disrepair. Some 306 units or 25% of the neighborhood housing needs significant rehabilitation or demolition. This plan proposes a rehabilitation program be initiated following completion of the City Housing Element and the General Plan. The Housing Element will comprehensively analyze City housing needs and prescribe solutions using government and private money. Information gained from the Del Monte Grove Planning Analyses and goals from this Plan will be used in preparing the City Housing Element. Housing rehabilitation problems in Del Monte Grove will thus be addressed.

The need for new housing in Del Monte Grove will also be addressed in the Housing Element. The potential of 338 new people in the neighborhood by 1981 will require some 146 units" The proposed Del Monte Grove Plan allows for an estimated 224 additional units given today's vacant land and substandard units. Specifically how these units will be added will be addressed in the Housing Element.

GOVERNMENTAL COORDINATION

Del Monte Grove neighborhood is affected by the decisions of agencies other than the City of Monterey. They are listed below with a brief description of their relationship to the neighborhood.

Central Coast Regional Coastal Commission

Their interest is Laguna Grande Lake. The California Coastal Plan lists goals and policies which apply to, the area from the Lake to a boundary running from Fremont down Casanova to Sequoia, then down English, to Branner down Virgin ,to Del Monte Avenue. The City must prepare a local coastal plan and ordinance for that area which must be certified by the Coastal Commission as complying with the Coastal Plan.

Association of Monterey Bay Area Governments (AMBAG)

AMBAG is preparing a water quality study of the Canyon Del Rey watershed. This study will measure the quality of water in Laguna Grande Lake, analyze the cause of pollution and prescribe a water management plan to clean it up. The study is scheduled for completion by November 1, 1977.

County of Monterey

The County Flood Control Department is completing a drainage study of the Canyon Del Rey watershed. This study will provide a plan to improve the drainage and flood control facilities in the watershed. It will also provide measures for improving Laguna Grande Lake's water management.

Laguna Grande Joint Power Agency

The Laguna Grande Joint Power Agency consists of the Cities of Seaside, Monterey and the Monterey Peninsula Regional Park District. The Agency was formed to plan, develop and maintain the Laguna Grande Lake Regional Park. They are currently preparing a Park Master Plan.

Monterey Peninsula Airport District

The Airport District operates the Monterey Peninsula Airport. As such it controls the planning, capital improvement and daily administration of the airport. Airport traffic, patterns affect the safety, noise and character of Del Monte Grove.

U.S. Navy Postgraduate School

The Postgraduate School including Del Monte Lake; form the neighborhood's western perimeter. It is the site of the Old Hotel Del Monte that played a prominent role in the neighborhood's history. Today the school provides pedestrian, bicycle and automobile access to and through the grounds although that access could be terminated at any time.

City of Seaside

The Seaside City limit extends across Laguna Grande Lake and parallels the west shoreline from Fremont Street to Del Monte Avenue. As noted earlier, Seaside and Monterey are cooperating on improving Laguna Grande Regional Park. Additional cooperation on other services and facilities is desirable.

Interneighborhood

Adjacent Monterey neighborhoods of the Dunes, and Oak Knoll share many of the facilities and some of the needs of the Del Monte Grove. Their children all go to Del Monte School. They endure the noise of the airport. They shop in the same stores along Fremont Street. Many of the solutions proposed in the Plan may also affect these other neighborhoods.

The agencies above will affect the neighborhood's future. Neighborhood residents have commented on the need for City staff, commissions and neighborhood groups to work more closely together. A goal of this plan is the INCREASED
COORDINATION AND COMMUNICATION WITH CITY HALL. Satisfying this goal could lead not only to improved city services but could also lead to better coordination by the City with other governmental agencies who affect the neighborhood.

DEL MONTE GROVE CHARACTER

Del Monte Grove as a residential neighborhood, dates back to 1888. The neighborhood

has historically consisted of hard working people living in modest homes on modest incomes. The neighborhood has established its character by preserving its wide streets, picket fences, well tended gardens and freshly painted houses. Rather than introduce new characteristics, valued old ones have been maintained. The attitudinal survey found 86% of those surveyed were generally satisfied. There is thus a need to preserve and reinforce the neighborhood's stability and character.

The solution to the problem of protecting the neighborhood character may be found in the following Del Monte Grove Plan goals:

- PRESERVE NEIGHBORHOOD EGONOMIC AND PHYSICAL STABILITY
- PRESERVE THE SINGLE FAMILY RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD
- PRESERVE SIGNIFICANT EXAMPLES OF OLD HOMES AND GARDENS

Under these goals possible solutions include:

- Rehabilitating and constructing single family homes in Del Monte Grove
- Encouraging tree planting in both public right of way and on private land from the following tree list:
    - Coast Live Oak (estimated cost of $38.00)
    - Monterey Cypress (estimated cost of $34.00)
    - Monterey Pine (estimated cost of $34.00)
- Investigating means of preserving significant examples of the older home architecture as described in the Environmental Baseline Study

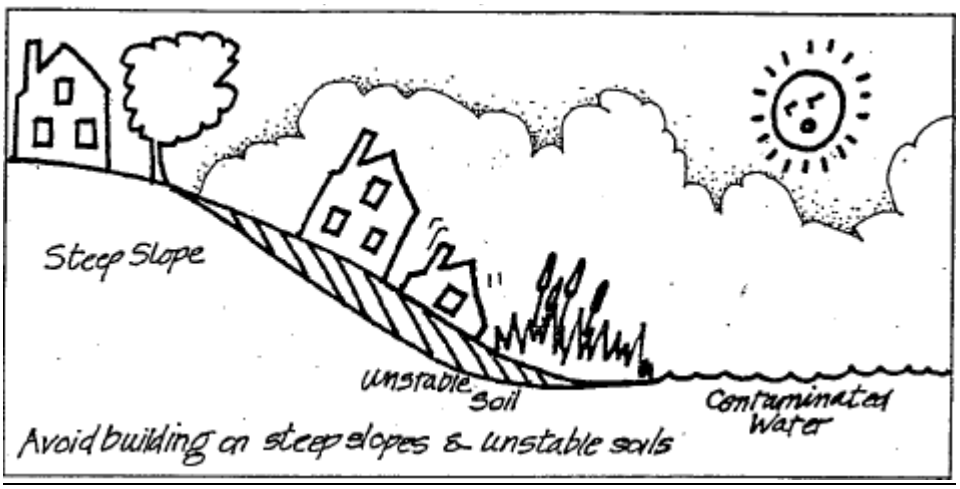
CONCLUSION

The Del Monte Grove Plan has been prepared to guide decisions affecting the neighborhood. Hopefully, the data, goals and recommended solutions found in the plan will assist the resident, the planner and government official to better understand and appreciate the neighborhood. Del Monte Grove contains numerous characteristics worth preserving. Land use and service proposals for the neighborhood should be measured against their impact on that character. With greater understanding and thoughtful decision making, Del Monte Grove will grow with time while preserving the quality and values of the past.

ENVIRONMENTAL IMPACT REPORT

The Relationship of the EIR to the Plan

The California Environmental Quality Act of 1970 requires that a comprehensive analysis of environmental impact be prepared on any discretionary project which may have a significant impact on the environment. The guidelines for preparation of Environmental Impact Reports adopted by the Resources Agency define plans including General Plans and Neighborhood Plans as projects for which an EIR is required. In accordance with section 15148 of the State EIR Guidelines, which provides, requirements for' EIR' s as part of plans, this EIR is being prepared as part of the draft plan to “influence project program and design.” This EIR is intended to inform the public and the decision makers of the possible environmental impacts of the plan, to examine methods of reducing adverse impacts and to consider alternatives to the plan as proposed. Specific public improvements proposed in the plan will be evaluated. However, since the Del Monte Grove Plan sets upper limits to private development rather than dictating exact detail, the environmental impact of specific private development proposals should be addressed at the time of the proposal.



Project Description

This EIR addresses the impact of the specific public actions proposed in the plan and the potential impacts of development conducted pursuant to the plan. Thus, the project is the sum of the plan presented prior to this EIR.

Environmental Setting

The environmental setting of the Del Monte Grove Neighborhood has been evaluated in the Environmental Baseline Study (Chapter 2 of the Del Monte Grove Planning Analyses). The reader is directed to this reference for a complete environmental description. The baseline concludes that the neighborhood is "suitable for all types of development since its gentle topography and stable soils provide desirable prerequisites for structural uses." However, environmental conditions in some areas including unstable soils, steep slopes, aircraft noise, surface noise, hydrology and aesthetics pose environmental constraints that must be considered in design for specific uses.

Environmental Impacts

Direct Impacts - The plan proposes a number of specific solutions to problems or needs that direct action by the public sector or change the ground rules for private parties. These solutions range from development of physical improvements such as curb and gutter to social programs such as home rehabilitation loans as discussed in pages 6 through 12 of the Plan. Each of these proposals can be considered to directly cause changes in the environment. Taken as a group these proposals can be expected to cause, the following environmental impacts.

Geology - (street surfacing, etc.) The physical improvements proposed in the plan are all located on stable soil suitable for their development. Plan implementation may cause short term construction related erosion, however, the development of curb and gutters, sidewalks and street surfacing should reduce the area of land exposed to erosive action.

Noise- Solutions proposed for mitigation of airport and surface noise sources should enhance the environmental quality of the neighborhood. Police enforcement of speed laws would further improve the noise environment of specific streets. Development of some improvements such as drainage facilities may increase noise due to construction activity.

Hydrology and Water Quality – Street surfacing and other improvements may decrease the area of pervious surface. Thus, increase runoff coupled with an improved storm drainage system should reduce the potential for flood hazards and water damage. However, these improvements will also reduce the area of erosive exposure which contributes to the sediment load of runoff. With new street surfacing, the City should add to its street sweeping program to remove street related water pollutants.

Vegetation - Development of Laguna Grande Park for neighborhood recreational needs could reduce the area and usability of open space serving as habitat for flora and fauna. The Park should be designed with natural vegetation that has high habitat value. Where habitat is removed, this resource should be redeveloped elsewhere to preserve habitat balance.

History and Aesthetics – The proposals concerning character, should preserve the historic heritage of the neighborhood. Coupled with proposals to remove tree stumps, remove junk cars, beautify the Naval Postgraduate School perimeter fence and develop street improvement, the plan should result in a more attractive neighborhood. Taken together, these improvements should make the neighborhood a "nicer place to live."

Fiscal - The improvements proposed all have implementation costs as indicated in the plan and tax consequences. Depending on the distribution of costs between private and public sources and among public funding sources, these improvements could increase taxes or decrease the ability of the public agencies involved to provide services elsewhere. In addition, the improvements may increase property values due to the increased attractiveness or quality of life in the neighborhood. This increase can be viewed as both an increase in private wealth and an increase in tax liability.

Public Services - Proposals to increase crime protection, reduce flood hazards and improve pedestrian safety can all be viewed as positive impacts on the quality of public services. Preservation of the Del Monte School is a proposal designed to prevent the deterioration of the existing quality of education in the neighborhood.

Climate, Air Quality, Energy, Archaeology - The proposals should have a neutral impact on these categories.

Indirect Impacts

In addition to the impacts of implementing the solutions addressed above, the plan will also change the long term development potential of the neighborhood. The plan selects a land use alternative that directs the distribution of use types and maximum densities for those uses. To evaluate the impact of the chosen alternative its consequence must be predicted and compared to the projected consequence of logical alternatives. The plan considered two other scenarios as possible alternatives; however, a third alternative "no action" is implicitly an alternative to the adoption of any place. In this case, "no action" would mean that development would follow the constraint of current zoning. Current zoning establishes a "baseline" to which alternatives A, B, and C can be compared.

The current zoning baseline would allow for an expected buildout of additional uses to include 53 single family units and 206 multiple family units with intensification of existing industrial and, commercial uses.

Alternative A, the "General Plan" Alternative, as illustrated by Alternative A Map proposes commercial use for all the land north of the freeway. The area south of the freeway would be maintained as currently zoned. Del Monte School would be relocated to a site between Ramona and Hannon on Toyon. This scenario would call for removal of existing housing north of the freeway, however, the total number of units would still increase 137 (140 multi-family, 3 less single family) over the existing count due to development to the south of the freeway. Commercial use would be slightly less than twice existing levels.

Alternative B, as illustrated on Alternative B Map proposed single family use west of Casa Verde and commercial east of Casa Verde on the north side of the freeway. The area south of the freeway would be maintained as currently zoned. Del Monte School would be relocated to a site on English Avenue next to Laguna Grande Regional Park. This scenario results in 224 more residential units than existing (39 more single family units, 185 more multi-family units) and exactly as much commercial, industrial as allowed under the baseline.

Alternative C, the intensive development alternative as illustrated by Alternative C Map, proposes commercial use for all of the land north of the freeway. The area south of the freeway would have increased multi-family and commercial uses. Multi-family would ring Laguna Grande Regional Park. Del Monte School would be relocated to a site on English Avenue next to Laguna Grande Regional Park. This scenario would add 216 more residential units (25 single family, 191 multi-family) and slightly over twice the area of commercial now existing.

In sum, the alternatives would result in the additional uses illustrated on Table 4.

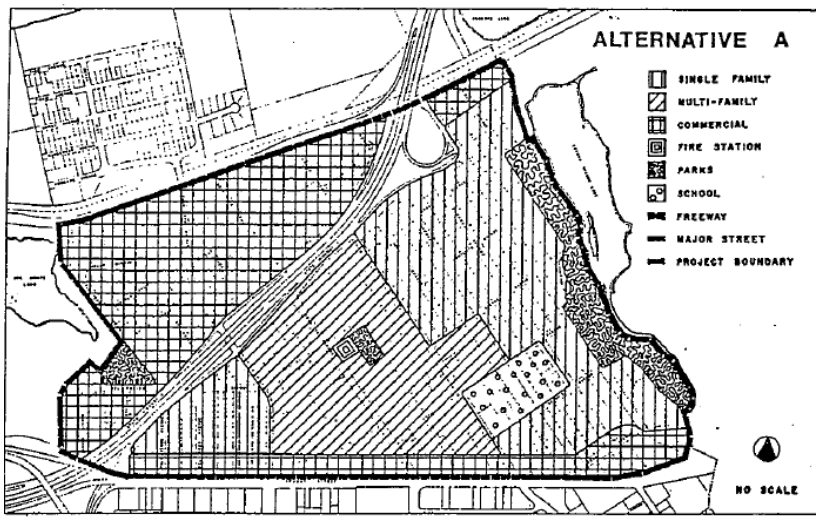
The impact of the Alternatives in comparison to the "no action" (Baseline) can be presented in the form of a table. The following table, Table 5, makes such comparisons by qualitatively summarizing the relative affect of each alternative by environmental category. Symbols used include "Same" which means the same level of adverse' impact as "no action", "slightly more", which means slightly greater adverse impact, "slightly less" which means slightly less adverse impact, "much more" which means much greater adverse impact, and "much less" which means much less adverse impact.

In sum, the proposed alternative has less adverse impact than the baseline, whereas Alternatives A and C would cause greater adverse impacts.

MITIGATIONS

As discussed under direct impacts, the City should upgrade its street sweeping program to reduce non source water contaminants, plant high habitat native flora in Laguna Grande and relocate habitat where displaced. Included as mitigations already in the plan are many of the suggestions addressed in the environmental baseline.

ADVERSE ENVIROMENTAL IMPACTS THAT CANNOT BE AVOIDED/IRREVERSIBLE IMPACTS - The plan will cause increased runoff, reduced infiltration, and allow for increased development.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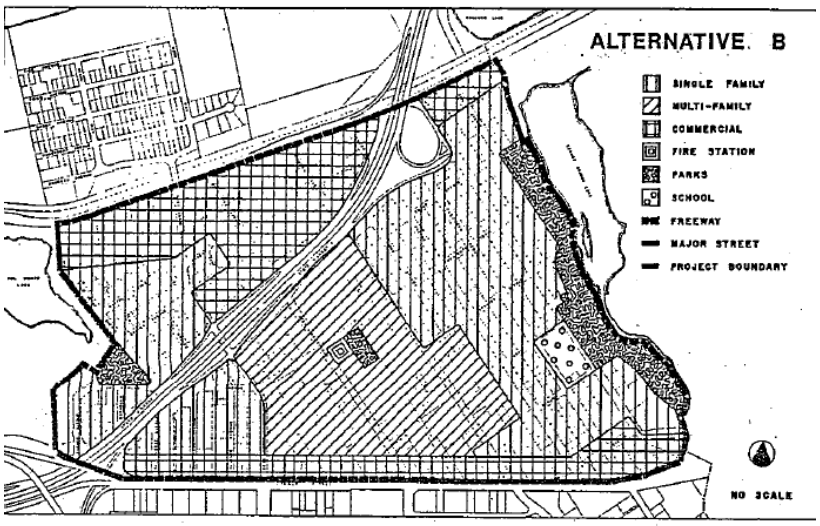
MULTI-FAMILY
COMMERCIAL
FIRE STATION
PARKS
SCHOOL
FREEWAY
MAJOR STREET
PROJECT BOUNDARY
NO SCALE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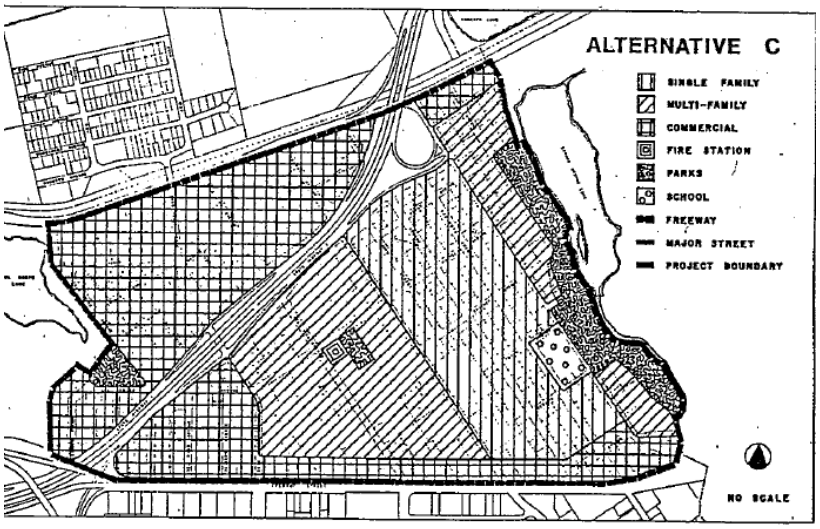
FREEWAY
MAJOR STREET
PROJECT BOUNDARY
NO SCALE


ALTERNATIVE C
SINGLE FAMILY
MULTI-FAMILY
COMMERCIAL
FIRE STATION
PARKS
SCHOOL
FREEWAY
MAJOR STREET
PROJECT BOUNDARY
NO SCALE

SHORT TERM ADVANTAGES VERSUS LONG TERM DISADVANTAGES – The plan promotes long term welfare by designating appropriate and compatible land use density and location.

GROWTH INDUCEMENT - The improved aesthetics of the neighborhood and the improved quality of service should increase land value which will increase property taxes. Lower intensity uses will thus have increased economic pressure to redevelop as more intense to adjust to the increased cost per area of land. Thus, vacant land will be more likely to develop and low intensity land will more likely convert to higher intensity uses.

TABLE 4

EXPECTED BUILDOUT ADDITIONS

ALTERNATIVE	SINGLE FAMILY UNITS	MULTI-FAMILY UNITS	TOTAL RESID.	COMMER-CIAL
BASELINE	53	206	259	EXISTING
ALTERNATIVE A	-3	140	137	LESS TWICE EXISTING
ALTERNATIVE B	39	185	224	SAME AS EXISTING
ALTERNATIVE C	25	191	216	MORE TWICE EXISTING

TABLE 5

COMPARISON OF ADVERSE IMPACTS TO BASELINE IMPACT

CATEGORY	ALTERNATE A	ALTERNATE B	ALTERNATE C
SOIL MOVED	SLIGHTLY MORE	SAME	MUCH MORE
SEISMIC RISK	SAME	SAME	SAME
AIR POLLUTANTS EMITTED	SLIGHTLY MORE	SLIGHTLY LESS	MUCH MORE
TRAFFIC NOISE CREATED	SLIGHTLY MORE	SLIGHTLY LESS	SLIGHTLY MORE
ADDED RUNOFF	MUCH MORE	SAME	MUCH MORE
DECREASED INFILTRATION	MUCH MORE	SAME	MUCH MORE
WATER POLLUTANTS ADDED	SLIGHTLY MORE	SAME	SLIGHTLY MORE
HABITAT DISPLACED	SAME	SAME	SAME
ENERGY USED	SAME	SAME	SAME
EXISTING HOUSE DISPLACED	MUCH MORE	SAME	MUCH MORE
SEWAGE CREATED	SLIGHTLY LESS	SLIGHTLY LESS	SLIGHTLY LESS
WATER CONSUMED	SLIGHTLY LESS	SLIGHTLY LESS	SLIGHTLY LESS
SOLID WASTE CREATED	SLIGHTLY LESS	SLIGHTLY LESS	SLIGHTLY LESS
TRAFFIC CREATED	SLIGHTLY MORE	SLIGHTLY LESS	MUCH MORE

BIBLIOGRAPHY

A number of technical studies were prepared by staff and consultants for this plan. A complete list of these studies follow:

Del Monte Grove Planning Analyses
Del Monte Grove Attitudinal Survey
Del Monte Grove Environmental Baseline Study
1976 Mid Decade Census

CREDITS

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Fred Ask
Bill Bryant
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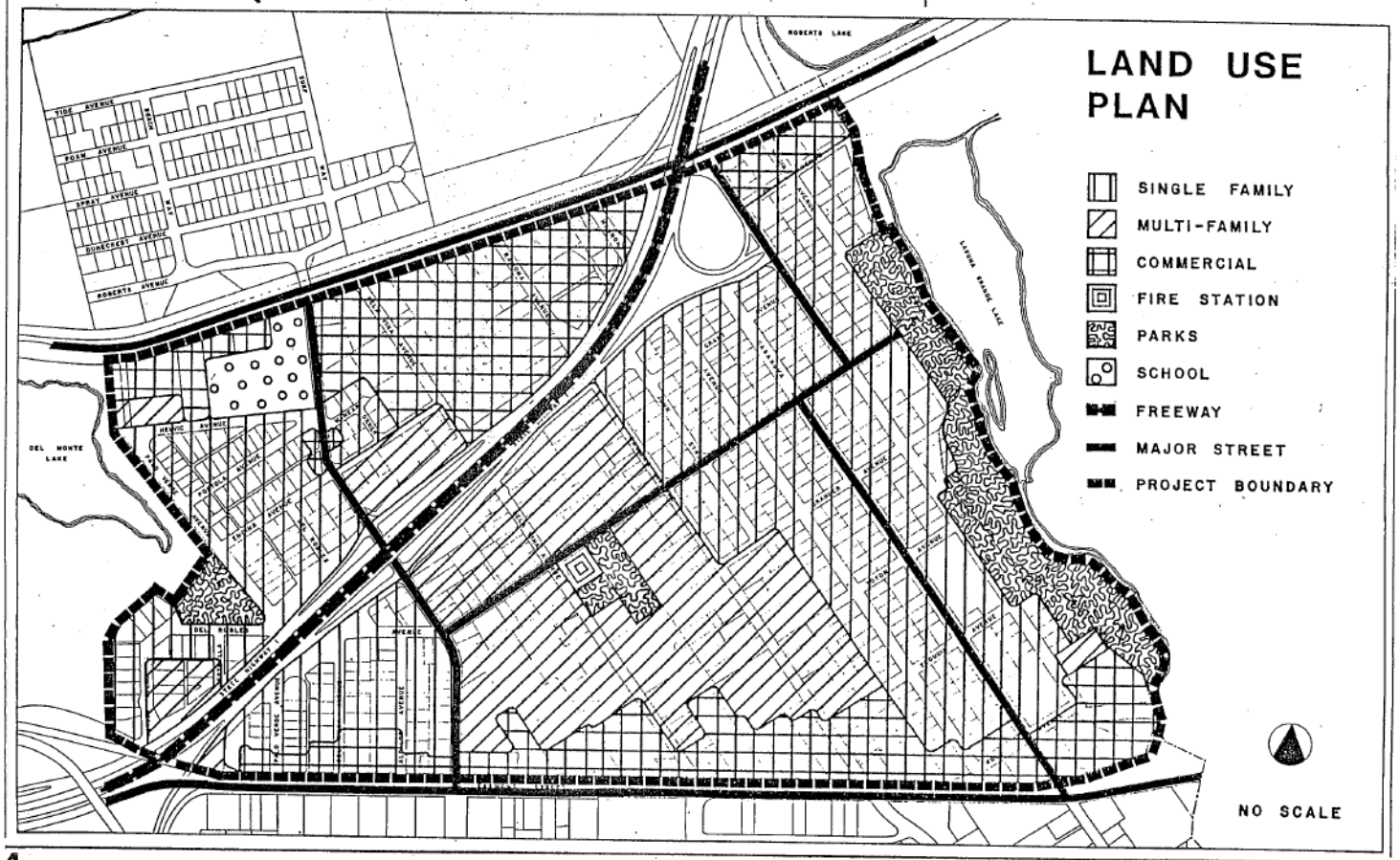
tool for g[illegible]ng land use in concert wi[illegible]he Del Monte Grove Plan. Zoning compliance can occur in two ways:



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