

# Lovers Point and Sea Palm Diversion Project

Addendum to the Monterey-Pacific Grove ASBS Stormwater Management Project Final Environmental Impact Report

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# 1 Introduction

This document is an Addendum to the *Monterey-Pacific Grove Area of Special Biological Significance* (*ASBS*) Stormwater Management Project Final Environmental Impact Report (2014 Final EIR; SCH# 2013101005) for the Lovers Point and Sea Palm Watersheds Project (referred to herein as "Project"). The Project, a portion of the overall Pacific Grove-Monterey ASBS Wet-Dry Weather Stormwater Capture and Diversion Project,<sup>1</sup> would capture 3.14 acre-feet of runoff from 85th percentile storms and divert the stormwater to the sewer collection system (Wallace Group 2016). These proposed changes would result in changes to the previously approved project considered under the 2014 Final EIR. Therefore, some changes and additions are necessary to the previously certified 2014 Final EIR for the Lovers Point and Sea Palm Watersheds Project.

In accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, codified in Sections 15000 et seq. of Title 14 of the California Code of Regulations, the lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15612 calling for preparation of a subsequent EIR have occurred. Under Section 15162 (a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase previously identified significant impacts.

Specifically, the CEQA Guidelines state:

- The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (§15164 (a))
- An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (§15164 (c))
- The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (§15164 (d))
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (§15164 (e))

According to Section 15164 of the *CEQA Guidelines*, an addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances when "only minor technical changes or additions are necessary" and when the new information does not involve new significant environmental effects beyond those identified in the previous EIR.

<sup>&</sup>lt;sup>1</sup> The Project was re-named from Monterey-Pacific Grove ASBS Stormwater Management Project to Pacific Grove-Monterey ASBS Wet-Dry Weather Stormwater Capture and Diversion Project after certification of the Final EIR.

This addendum has been prepared in accordance with relevant provisions of CEQA (California Public Resources Code §21000, *et seq.*) and the CEQA Guidelines. It describes the Project and compares its impacts to those identified in the 2014 Final EIR. The analysis demonstrates that the Project does not require the preparation of a subsequent EIR.

# 2 Background

This section provides an overview of the Monterey-Pacific Grove ASBS Stormwater Management Project and its Final EIR to provide context for this addendum.

## Monterey-Pacific Grove ASBS Stormwater Management Project

In 2014, the Cities of Monterey and Pacific Grove (City) approved the Monterey-Pacific ASBS Stormwater Management Project – now referred to as the ASBS Wet-Dry Weather Stormwater Capture and Diversion Project (the "approved project" in this Addendum). For more than a decade, the Cities of Monterey and Pacific Grove have been jointly evaluating alternative stormwater management projects to address Pacific Grove ASBS water quality protection. Accordingly, the primary purpose of the approved project was to reduce flow and improve stormwater quality prior to being discharged into the Pacific Grove ASBS, in accordance with State Water Resources Control Board (SWRCB) regulatory standards. The approved project included diversion of both dry weather and portions of wet weather surface water runoff flows into an upgraded stormwater collection and treatment system from the ASBS watershed. The secondary project purpose was to provide stormwater as a source of non-potable recycled water supply for local irrigation and regional groundwater replenishment.

The Pacific Grove ASBS consists of 3.2 miles of coastline adjacent to the city, lies entirely in the Monterey Bay National Marine Sanctuary, and overlaps with the Pacific Grove State Marine Conservation Area and Hopkins State Marine Reserve. The Pacific Grove ASBS is one of 34 SWRCB-designated ASBS areas along the California Central Coast (City of Pacific Grove 2014). ASBS areas are defined as "ocean areas requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable" (SWRCB 2012). The California Ocean Plan 2015 establishes water quality objectives for California's ocean waters and provides the basis for regulation of point and non-point source discharges into the State's coastal waters (City of Pacific Grove 2014). The Ocean Plan prohibits discharge of waste to designated ASBS areas (SWRCB 2012).

On March 20, 2012, the SWRCB adopted the "General Exception and Special Protections for the California Ocean Plan Waste Discharge Prohibition for Stormwater and Nonpoint Source Discharges" into the ASBS. This general exception was amended on June 19, 2012 to correct an error in the original SWRCB Resolution No. 2012-0031. The "Special Protections" have since been incorporated in the SWRCB's Order No. 2013-0001-DWQ, National Pollutant Discharge Elimination System General Permit No. CAS000004 for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems. The "Special Protections" are also part of a general exception to the California Ocean Plan, which states "waste shall not be discharged to areas designated as being of special biological significance. Discharges shall be located a sufficient distance from such designated areas to assure maintenance of natural water quality conditions in these areas" (Pacific Grove 2014).

The project area for the approved project was made up of five associated components located primarily in Pacific Grove, with a portion of one component located in Monterey, California. The five components included:

- 1. **David Avenue Reservoir.** The former David Avenue Reservoir and adjacent inlet infrastructure improvements near the intersection of David Avenue, Terry Street, and Carmel Avenue (a portion of this project component is in Monterey)
- 2. Pine Avenue Conveyance. The Pine Avenue right-of-way between 7th Street and 18th Street
- 3. **Ocean View Boulevard Conveyance.** The Ocean View Boulevard right-of-way from Forest Avenue west to the retired Pacific Grove Wastewater Treatment Plant (PGWTP) at the Point Pinos Lighthouse Reservation
- 4. **Point Pinos Stormwater Treatment Facility and Crespi Pond.** The retired PGWTP and adjacent Crespi Pond, located on the Pacific Grove Golf Links
- 5. Diversions to Monterey Regional Water Pollution Control Agency (now under a new name, Monterey One Water). The Ocean View Boulevard right-of-way from Forest Avenue east to David Avenue (existing runoff diversion system to the Monterey One Water Regional Treatment Plant [RTP]) in Marina

The only improvement noted above that has been constructed since 2014 Final EIR certification is the PGWTP. However, since 2014, both Cities have been implementing sanitary sewer collection system improvements and/or rehabilitation, which are a key water quality protection component of the Pacific Grove-Monterey ASBS Wet-Dry Weather Stormwater Capture and Diversion Project.

This EIR addendum evaluates proposed changes to the Ocean View Boulevard Conveyance component of the approved project evaluated in the 2014 Final EIR. The current Project includes several changes to the original design, including the mechanism for diverting stormwater to Monterey One Water, two underground storage facility locations, and method for metering water. These changes are described further under Summary of Proposed Changes in Section 3. The Project also includes a new geotechnical study for the David Avenue reservoir site. The study itself is exempt from CEQA and any future improvements to David Avenue reservoir would be subject to project-specific CEQA review. Therefore, the geotechnical study and future improvements to the reservoir are not analyzed herein.

# Monterey-Pacific Grove ASBS Stormwater Management Project Final EIR

In June 2014, the City of Pacific Grove as the lead agency approved the Monterey-Pacific ASBS Stormwater Management Project components included in the city boundaries. As a responsible agency for the project, the Monterey City Council certified the 2014 Final EIR and approved the project for the Monterey-Pacific Grove ASBS Stormwater Management Project in August 2014.

The 2014 Final EIR evaluated potential environmental consequences associated with implementation of the Monterey-Pacific Grove ASBS Stormwater Management Project, focusing in depth on twelve environmental issue areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services and Utilities
- Transportation/Traffic

The 2014 Final EIR determined that there would be a beneficial impact to water quality and significant but mitigable impacts to biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology related to dam failure, land use and planning, noise during construction, intersection operations and roadway traffic during construction. No significant and unavoidable impacts were identified.

# 3 Project Description

The Project would include stormwater infrastructure improvements for two watersheds: Lovers Point and Sea Palm. Figure 1 shows the study area watershed boundaries.

The Project would divert the 85th percentile storm and dry weather flows to two underground storage tanks where water would be metered out to the sewer collection system and flow by gravity to either Lift Station 13 or Lift Station 15, both of which are owned and operated by Monterey One Water. Lift Station 15 pumps north to Lift Station 13 where flows are combined and then pumped north through Monterey One Water's force main to the regional wastewater treatment plant. At this point wastewater is treated and either beneficially reused or discharged.

The proposed improvements for the Lovers Point and Sea Palm watersheds are described below.

# Lovers Point Watershed Diversion

At 221.8 acres, the Lovers Point Watershed is the largest that flows to the Pacific Grove ASBS. The Project proposes to capture 3.14 acre-feet of runoff (85th percentile storm) under average rain years and divert the stormwater to the sewer collection system. The proposed infrastructure improvements for the Lovers Point Watershed, shown in Figure 2, include the following:

- New stormwater diversion structures and stormwater piping from Caledonia Avenue and Jewell Avenue to the proposed underground reservoir at hole #6 on the Pacific Grove Golf Links
- New 430,000-gallon underground concrete reservoir under the tee box on hole #6 on the Pacific Grove Golf Links
- New gravity stormwater main from the underground reservoir, northeast on Jewell Avenue to Ocean View Boulevard, then northeast on Ocean View Boulevard to Lift Station 13 on Ocean View Boulevard
- New valve vault with flow meter and control valve just upstream of tie-in at Lift Station 13

## Sea Palm Watershed Diversion

The Sea Palm Watershed is 32.2 acres. The Project would capture 0.43 acre-feet of runoff (85th percentile storm) under average rain years and divert the stormwater to the sewer collection system. The proposed infrastructure improvements for the Sea Palm Watershed, shown in Figure 3, include the following:

 New stormwater diversion structure and stormwater piping from Del Monte Boulevard at Sea Palm Avenue to the proposed underground reservoir near the tee box on hole #7 on the Pacific Grove Golf Links



Figure 1 Study Area Watershed Boundaries





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Fig 1 Lovers Point Watershed Diversion

Figure 3 Sea Palm Watershed Diversion



Additional data provided by Wallace Group, 2018.

- New 53,500-gallon underground concrete reservoir near the tee box on hole #7 on the Pacific Grove Golf Links
- New 18-inch stormwater piping from the underground reservoir to Del Monte Boulevard and tie-in to existing sewer main
- Replace existing 6-inch sewer main with new 10-inch polyvinyl chloride sewer main in Del Monte Boulevard from tie-in to Sea Palm Avenue, then southeast on Sea Palm Avenue to Ocean View Boulevard
- Replace existing 10- and 12-inch vitrified clay pipe sewer main with new 10- and 12-inch polyvinyl chloride sewer main on Ocean View Boulevard from Sea Palm Avenue to Lift Station 15, on Ocean View Boulevard
- New valve vault with flow meter and control valve adjacent to underground reservoir

## Summary of Proposed Changes

The Project differs from the project analyzed in the 2014 Final EIR in the following ways:

- The destination of captured stormwater has changed from a combination of treatment, outfall, and some diversion to the Monterey One Water RTP in Marina to 100 percent diversion of all 85th percentile wet weather flows and 100 percent dry weather flows to Monterey One Water RTP
- The locations of proposed infrastructure have changed slightly to reflect updated hydrology and a constructability review to provide lower cost alternatives to diverting, storing, and metering the stormwater to the sewer collection system. This includes:
  - Installation of two underground storage tanks beneath the Pacific Grove Golf Links (tee boxes at holes #6 and #7 tee), rather than one underground storage tank proposed originally at the intersection of Caledonia Street and Pacific Avenue
  - Relocation of diversion lines to serve the modified tank locations. Rather than installing them near Caledonia Park, new diversion lines for the Lovers Point Diversion system would be installed under Jewell Avenue and Caledonia Avenue and at two lateral diversion locations, shown in Figure 2, with the new diversion lines for the Sea Palm Diversion system installed under Sea Palm Avenue and Del Monte Boulevard, shown in Figure 3
  - Elimination of the need for two new pump stations via a gravity-fed system design

# 4 Decision not to Prepare Subsequent EIR

As outlined in Section 15164 of the *CEQA Guidelines*, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines §15162 calling for preparation of a subsequent EIR have occurred.

The impact analysis that follows demonstrates that the Project would not introduce new, significant environmental impacts beyond those that have already been identified and characterized in the 2014 Final EIR and that there are no substantial changes in the project or circumstances or substantially important new information that would cause the project to have significant new impacts or substantially increase previously identified significant impacts. None of the conditions described in CEQA Guidelines §15162 that would call for preparation of a subsequent EIR have occurred or would occur as a result of the Project. Therefore, this addendum is the appropriate level of environmental documentation to provide under CEQA. This addendum will be considered by the City of Pacific Grove City Council in its consideration of the Project.

# 5 Environmental Checklist and Impacts of Proposed Changes to the 2014 Final EIR

This addendum evaluates potential environmental impacts that could result from the Project. The existing environmental conditions on and around the project site are substantially the same under present conditions as described in the 2014 Final EIR. The analysis below provides updates where necessary to characterize potential impacts.

Appendix G of the CEQA Guidelines provides a checklist of environmental issues areas suggested for assessment in a CEQA analysis. The 2014 Final EIR addressed 12 of these environmental issue areas in detail. This included the following:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions/Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services and Utilities
- Transportation/Traffic

To provide a thorough and conservative analysis of potential impacts associated with the Project, this addendum addresses all 17 environmental issue areas suggested by Appendix G of the *CEQA Guidelines*. This includes tribal cultural resources, an issue area added to the *CEQA Guidelines* in September 2016 pursuant to Assembly Bill (AB) 52, after certification of the 2014 Final EIR.

Potential environmental impacts of the Project are analyzed to determine if they are consistent with the impact analysis provided in the 2014 Final EIR, and of additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, discussion of previously identified mitigation measures from the 2014 Final EIR and existing applicable policies and regulations are discussed, as relevant, with respect to mitigating potential impacts from the Project.

## 5.1 Aesthetics

#### Impacts Identified in the 2014 Final EIR

Section 4.1, *Aesthetics*, of the 2014 Final EIR found that the Ocean View Boulevard Conveyance component would not result in significant impacts to scenic vistas (i.e., viewsheds), scenic highways, visual character, or light and glare. The proposed new facilities associated with the Ocean View Boulevard Conveyance would be primarily underground and in the road right-of-way; therefore, viewshed disruptions and the potential for change in the existing visual character of the site from the installation of new infrastructure would be limited to temporary construction activities. No new lighting would be introduced as part of the Ocean View Boulevard Conveyance component, and no state-designated scenic highways are located in the project vicinity. The 2014 Final EIR found no impact related to these issues.

#### Impacts of the Proposed Project

The Ocean View Conveyance Component would have included electrical control panels above ground. Because the pump stations have been eliminated, the Project would not include any above-ground facilities. As such, minor long-term changes to the visual environment analyzed in the 2014 Final EIR would be eliminated. The Project would not result in new or greater impacts related to scenic views or visual character.

Similar to the Ocean View Boulevard Conveyance, the Project would not include lighting. Therefore, it would not result in new or substantially more severe significant impacts related to lighting and glare.

Potential impacts to aesthetics associated with the Project would be the same as those identified in the 2014 Final EIR. The Project would not introduce new or substantially more severe significant impacts related to aesthetics, and would be consistent with the impact analysis provided in the 2014 Final EIR.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur related to aesthetics, and no new mitigation measures are necessary.

#### Conclusion

Impacts would be less than significant, similar to the approved project.

## 5.2 Agriculture and Forestry Resources

#### Impacts Identified in the 2014 Final EIR

Section 4.13, Effects Found Not to be Significant, of the 2014 Final EIR found that no impacts would occur to agricultural land or forest resources as the project component sites were located in an urbanized setting with no agricultural or timberland areas.

#### Impacts of the Proposed Project

The Project is located in the same general setting as that described in the 2014 Final EIR and would not be located on or near agricultural or forest lands. The Project would not introduce new impacts to agriculture and forestry. Impacts would be consistent with the analysis provided in the 2014 Final EIR.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to agriculture and forestry resources, and no new mitigation measures are necessary.

#### Conclusion

There would be no impact, similar to the approved project.

# 5.3 Air Quality

#### Impacts Identified in the 2014 Final EIR

As discussed under Impact AQ-1 in Section 4.2, Air Quality, of the 2014 Final EIR, the approved project would not contribute to population growth, and therefore would not conflict with or obstruct implementation of the Monterey Bay Unified Air Pollution Control District<sup>2</sup> Air Quality Management Plan for the Monterey Bay Region (MBUAPCD 2008a). Impacts would be less than significant without mitigation. The project does not contain a residential component and would not increase the long-term residential population of the area (i.e. direct growth). No direct growth inducement is expected to result from project implementation, as the approved project would upgrade existing infrastructure within an urbanized area, and would not expand services so as to provide for additional opportunities for growth. Therefore, the project would not exceed growth assumptions in the MBUAPCD directly (through population growth) or indirectly (through employment or regional growth) in vehicle miles traveled.

As discussed under Impact AQ-2, construction of the approved project would result in the temporary generation of air pollutants, which would affect local air quality. According to the MBUAPCD CEQA Air Quality Guidelines, up to 2.2 acres per day can be graded and excavated without exceeding the MBUAPCD's direct emissions threshold of 82 pounds per day (lbs/day) of PM<sub>10</sub>. The Ocean View Boulevard Conveyance component would result in short-term emissions of 9.69 lbs/day of PM<sub>10</sub> during the construction period or 72.31 lbs/day less than the MBUAPCD threshold for PM<sub>10</sub>, and would not involve more than 2.0 acres of disturbance. In addition, simultaneous construction of multiple project components would result in short-term emissions of 46 lbs/day of  $PM_{10}$  or 36 lbs/day less than the MBUAPCD thresholds for  $PM_{10}$ . Therefore, the approved project would not exceed the MBUAPCD short-term construction threshold for PM<sub>10</sub>. Impacts would be less than significant with no mitigation required. Furthermore, based on the MBUAPCD CEQA Air Quality Guidelines, since the project would involve the use of typical construction equipment, ozone precursor emissions from construction would be accommodated in the emission inventories of federally and state-required air plans and would not have a significant impact on the attainment and maintenance of ozone ambient air quality standards. Neither shortterm construction nor long-term operation of the approved project would be expected to result in CO emissions that would require a quantitative CO hot spot analysis, and the project's impact to CO levels during construction and operation would be less than significant.

Impact AQ-3 in Section 4.2, Air Quality, of the 2014 Final EIR found that the Ocean View Boulevard Conveyance component would not generate long-term odors; odors from vehicle exhaust and construction equipment engines would result only in short-term, temporary construction-related odors. Therefore, impacts would be less than significant with no mitigation required.

Because the approved project would not increase the long-term residential population and does not exceed MBUAPCD's construction or operational thresholds, it would not result in a cumulatively considerable contribution to air quality impacts.

Monterey Bay Unified Air Pollution Control District (MBUAPCD) is now referred to as Monterey Bay Air Resources District (MBARD).

#### Impacts of the Proposed Project

Since the 2014 Final EIR was certified, MBUAPCD (now Monterey Bay Air Resources District [MBARD]), adopted the 2012-2015 *Air Quality Management Plan for the Monterey Bay Region (2012-2015 AQMP)* (MBARD 2017). The plan updates the 2012 AQMP with a revised air quality trends analysis that reflects revisions to the one- and eight-hour standards, and an updated emission inventory that includes the latest information on stationery, area, and mobile emission sources. The 2014 Final EIR analysis of air quality impacts conformed to the guidance and methodologies recommended in MBARD's CEQA Air Quality Guidelines (MBARD 2008b), and CEQA Air Quality Guidelines, which continue to be the most up-to-date guidelines for determining air quality impacts from both construction and operation of proposed projects.

Like the approved project, the current Project would not contribute to population growth, and therefore would not conflict with or obstruct implementation of the 2012-2015 AQMP (MBARD 2008a). The Project does not contain a residential component and would not increase the long-term residential population of the area. In addition, no indirect growth inducement is expected to result from project implementation. The Project would be consistent with MBARD's 2012-2015 AQMP.

The estimated construction emissions associated with the Ocean View Boulevard Conveyance component were well below the MBARD short-term construction threshold of 82 lbs/day of  $PM_{10}$ . The Project similarly would not exceed MBARD's short-term construction threshold of 82 lbs/day of  $PM_{10}$  and would not involve more than two acres of disturbance. Because no other components of the original approved project are currently proposed, the Project would not be constructed concurrent with other project components. Therefore, overall air emissions would likely decrease from those predicted in the 2014 Final EIR, and the Project would not exceed short-term construction thresholds for  $PM_{10}$ .

Like the Ocean View Boulevard Conveyance component analyzed previously, the current Project would not establish long-term odor generating uses, but would result in short-term, temporary construction-related odors. Therefore, impacts from odors would be consistent with those found in the 2014 Final EIR.

The Project would not introduce any new or substantially more severe significant impacts related to air quality, and would be consistent with the impact analysis provided in the 2014 Final EIR.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to air quality, and no new mitigation measures are necessary.

#### Conclusion

Impacts would be less than significant, similar to the approved project.

# 5.4 Biological Resources

#### Impacts Identified in the 2014 Final EIR

As discussed under Impact B-1 and Impact B-2 in Section 4.3, Biological Resources, of the 2014 Final EIR, the Ocean View Boulevard Conveyance component would be located primarily within the Ocean View Boulevard right-of-way from Forest Avenue west to the retired PGWTP at the Point Pinos Lighthouse Reservation, and therefore, this component does not have suitable CRLF and/or

suitable western pond turtle habitat. The 2014 Final EIR identified mitigation for these species, and the impact was determined to be significant but mitigable.

As discussed under Impact B-3, marginal white-tailed kite nesting habitat is present in the area of the Ocean View Boulevard Conveyance component, and a number of other bird species protected under the Migratory Bird Treaty Act (MBTA) would be expected to nest in suitable habitat immediately adjacent to this project area, particularly within the vicinity of the proposed underground storage facility at Caledonia Avenue. As stated in the 2014 Final EIR, construction activity could adversely affect nesting activity adjacent to the work area. Mitigation Measures B-3(a) and B-3(b) in the 2014 Final EIR were required to reduce potential impacts to white-tailed kite and other nesting birds to a less than significant level. With implementation of Mitigation Measures B-3(a) and B-3(b), potential impacts to white-tailed kite and other nesting birds would be reduced to a less than significant level.

As discussed under Impact B-4, in Section 4.3, Biological Resources, of the 2014 Final EIR, there is no CDFW jurisdictional habitat present in the Ocean View Boulevard Conveyance component. CDFW jurisdictional habitat could be present within the two other project components. Mitigation Measure B-4 would reduce potential impacts to wetland habitat under state jurisdiction in the David Avenue Reservoir project component and the Crespi Pond disturbance area within the Point Pinos Stormwater Treatment Facility and Crespi Pond project component.

As discussed under Impact B-5, in Section 4.3, Biological Resources, implementation of the Monterey-Pacific Grove ASBS Stormwater Management Project could result in impacts to trees protected under the City of Pacific Grove 2013 Amended Urban Forestry Tree Ordinance. Adherence to the 2013 Ordinance would result in a less than significant impact to trees present within the Project area. Compliance with the ordinance would result in a less than significant impact to these trees with no mitigation required.

As discussed under Impact B-6, in Section 4.3, Biological Resources, implementation of all approved project components could result in impacts to hoary bat; however, the approved project would not modify the quality of foraging habitat, nor impact foraging behavior. Impacts are less than significant with no mitigation required.

As discussed in Section 4.13, Effects Found Not to Be Significant, the Ocean View Boulevard Conveyance component is not located within a riparian corridor or the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation agreement; and the project is not located within wildlife movement corridors or nursery sites. There would be no impact.

#### Impacts of the Proposed Project

The Project would be located primarily in rights-of-way and on holes #6 and #7 of the Pacific Grove Golf Links. As described previously, the current Project site does not contain suitable habitat for CRLF or western pond turtle and there is no CDFW jurisdictional habitat present. There are trees located along the rights-of-way and adjacent to holes #6 and #7 of the golf course. Any tree trimming needed for the Project would be required to comply with the City of Pacific Grove 2013 Amended Urban Forestry Tree Ordinance. Similar to the approved project, the Project would not be expected to impact roosting bats. Similar to the approved project, the current Project is located in an area that contains suitable nesting habitat for white-tailed kite and other nesting birds at the golf course and trees and vegetation in residential yards along the stormwater conveyance routes. Mitigation measures B-3(a) and B-3(b) in the 2014 Final EIR would continue to apply to the Project

to reduce potential impacts to white-tailed kite and other nesting birds to a less than significant level. The Project would not introduce new or substantially more severe significant impacts related to biological resources, and would be consistent with the impact analysis provided in the 2014 Final EIR.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to biological resources, and no new or revised mitigation measures are necessary. Mitigation measures B-3(a) and B-3(b) from the 2014 Final EIR would continue to apply to the Project.

#### Conclusion

Impacts would be significant but mitigable, similar to the approved project.

## 5.5 Cultural Resources

#### Impacts Identified in the 2014 Final EIR

As discussed under Impact CR-1 in Section 4.4, Cultural Resources, of the 2014 Final EIR, construction of the approved project would have the potential to unearth or adversely impact identified prehistoric or archeological cultural resources. Portions of the Ocean View Boulevard Conveyance component lie within the recorded boundaries of archaeological sites CA-MNT-111, CA-MNT-113C, CA-MNT-120 and CA-MNT-127 (Archeological Consulting 2013). Excavations for pipelines and pump stations may disturb remnants of previously undisturbed midden soil within the identified archaeological sites and may encounter previously unidentified archaeological sites. As a result, the 2014 Final EIR concluded that the Ocean View Boulevard Conveyance component of the project would result in potentially significant impacts to prehistoric or archaeological cultural resources. The 2014 Final EIR required Mitigation Measures CR-1(a) and CR-1(b) for the Ocean View Boulevard Conveyance component of the project to reduce impacts to known archaeological resources to a less than significant level. No mitigation was required for the remaining project components, as no known resources are located in these areas.

As discussed under Impact CR-2 and Impact CR-3 in Section 4.4, Cultural Resources, of the 2014 Final EIR, the approved project could result in adverse impacts on previously unidentified prehistoric or archeological cultural resources as well as previously unidentified human remains. Mitigation Measures CR-2(a) and CR-2(b) were required to reduce impacts to previously unidentified prehistoric or archaeological cultural resources to a less than significant level. Compliance with California Health and Safety Code Section 7050.5 requirements would reduce impacts to human remains a less than significant level.

As discussed under Impact CR-4 in Section 4.4, Cultural Resources, of the 2014 Final EIR, the Ocean View Boulevard Conveyance component of the project is mapped as overlying granitic rocks (Dibblee 2007), which have no paleontological sensitivity. Therefore, impacts from the Ocean View Boulevard Conveyance component of the project would be less than significant. No mitigation measures were required.

As discussed in Section 4.13, Effects Found Not to Be Significant, the Ocean View Boulevard Conveyance component site does not contain buildings that would be eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, the California Historic Landmarks, the California Points of Historic Interest, or the California Historic Resources Inventory. This project component would not modify existing buildings. Therefore, impacts to historical resources would be less than significant.

#### Impacts of the Proposed Project

The footprint of the Project has changed to include new roadway rights-of-way and a small portion of the Pacific Grove Golf Links that were not previously included in the analysis. Areas of the new Project footprint that were included in the 2014 Final EIR include two points along the Sea Palm Watershed Diversion pipeline alignment and one point along the Lovers Point Watershed Diversion pipeline alignment. To determine potential resources within the revised footprint, Rincon conducted a search of the California Historical Resources Information System at the Northwest Information Center located at Sonoma State University on June 18, 2018. The search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies on the approved project site and a 0.25-mile radius surrounding it. The Northwest Information Center records search identified 130 previous studies within a 0.25-mile radius and seventeen previously recorded cultural resources within a 0.5-mile radius of the approved project site. Three of these sites are located in the Lovers Point Diversion, three in the Sea Palm Diversion, and three located directly adjacent to the Sea Palm Diversion. The revised Project has the potential to impact six archaeological sites not addressed in the 2014 Final EIR (CA-MNT-110, CA-MNT-129, CA-MNT-394, CA-MNT-395, CA-MNT-831, and CA-MNT-1612), in addition to three sites that were addressed (CA-MNT-111, CA-MNT-113/117, and CA-MNT-120).

The 2014 Final EIR required mitigation measure to address potential impacts to archaeological resources in the project footprint. Minor modifications are recommended to the existing cultural resources measures to address impacts under the current Project footprint and to clarify the requirements of the mitigation.

#### **Effects and Mitigation Measures**

The revised Project intersects with six archaeological resources not previously addressed under the 2014 EIR. However potential impacts to these resources can be reduced the level of less than significant with minor revisions to the mitigation from the 2014 EIR, which requires a Phase II archaeological assessment of known sites and archaeological monitoring. Thus, no new or substantially more severe significant effects would occur to cultural resources, and no new mitigation measures are necessary. Mitigation Measures CR-1(a), CR-1(b), CR-2(a), and CR-2(b) from the 2014 EIR would continue to apply to the Project, with slight modifications to CR-1(a), CR-1(b), and CR-2(b), as shown below.

#### CR-1(a) Phase II Archaeological Assessment

Prior to the issuance of any building or grading permits for the Ocean View Boulevard Conveyance component-Lovers Point and Sea Palm Diversion project components, a Phase II Archaeological Assessment and any further study recommended by the Phase II, shall be completed for that portion of the project each resource recorded on or directly adjacent to the project (CA-MNT-110, CA-MNT-111, CA-MNT-113/117, CA-MNT-120, CA-MNT-129, CA-MNT-1612, CA-MNT-394, CA-MNT-395, and CA-MNT-831) by a licensed gualified archaeologist. <u>A</u> local Native American monitor shall be retained to observe all excavation. This assessment shall be submitted for review and approval by the City of Pacific Grove. <del>Any recommendations given in the Assessment shall be included as notes on any grading or building permit issued for the project site. Such recommendations may include, but would not be limited to: avoidance</del> measures, capping the resource are using cultural sterile and chemically neutral fill material, and/or completion of a Phase III data recovery program. If the site is determined significant, the City may choose to cap the resource area using culturally sterile and chemically neutral fill material. A qualified archaeologist shall be retained to monitor the placement of fill upon the site. Requirements for avoidance and/or capping shall be included on any grading or building permit issued for the project site. If a significant site will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant prehistoric or archaeological cultural materials that could otherwise be tampered with. Any required Phase III data recovery program shall be completed prior to issuance of any building or grading permits for the project.

#### CR-1(b) Archaeological and Native American Monitor

The following notes shall appear on all grading permits issued for the Ocean View Boulevard Conveyance improvements:

A qualified archaeological monitor <u>and local Native American monitor</u> shall be present during all project excavations for the pump stations within the boundaries of the archaeological sites at <u>Lovers Point</u>, the foot of Sea Palm Avenue, and the Coral Street Pump Station. The monitors shall document and recover any potentially significant cultural materials that may be found in the excavated soil. Excavated soil may be screened to assist in such data recovery.

If, at any time, intact midden containing potentially significant cultural materials or features is encountered, work shall be halted <u>within 164 feet (50 meters)</u> until the monitors and/or the principal archaeologist has evaluated the discovery. If the find is determined to be significant, appropriate <del>data recovery</del> mitigation, such as data recovery, shall be developed, with the concurrence of the City of Pacific Grove, and implemented.

#### CR-2(a) Archaeological Resource Construction Monitoring

Prior to the commencement of construction activities for each component of the project, an orientation meeting shall be conducted by an archaeologist, <u>a local Native American</u> <u>representative</u>, general contractor, subcontractor, and construction workers associated with earth disturbing activities. The orientation meeting shall describe the potential of exposing archaeological resources, the types of cultural materials may be encountered, and directions on the steps that shall be taken if such a find is encountered. The meeting shall include a brief discussion by the local Native American representative on local history and why resources may be found on the project site.

A qualified archaeologist shall be present during all initial earth moving activities for each component. In the event that unearthed prehistoric or archaeological cultural resources or human remains are encountered during project construction, mitigation measure CR-2(b) shall take effect.

#### CR-2(b) Unearthed Prehistoric or Archaeological Cultural Remains

If prehistoric or archaeological cultural resource remains are encountered during construction or land modification activities, work shall stop and the City of Pacific Grove shall be notified at once to assess the nature, extent, and potential significance of any prehistoric or archaeological cultural remains. The City <u>qualified archaeologist</u> shall implement a Phase II subsurface testing program to determine the resource boundaries within the project component/impact area,

assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts.

If the site is determined significant, the City may choose to cap the resource area using culturally sterile and chemically neutral fill material. A qualified archaeologist <u>and local Native</u> <u>American representative</u> shall be retained to monitor the placement of fill upon the site. If a significant site will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant prehistoric or archaeological cultural materials that could otherwise be tampered with. If the site is determined insignificant, no capping and or further archaeological investigation shall be required. <u>All archaeological excavation carried out under this measure</u> <u>shall be observed by a local Native American monitor</u>. The results and recommendations of the Phase II study shall determine the need for construction monitoring.

#### Conclusion

Significant but mitigable, similar to the approved project.

# 5.6 Geology and Soils

#### Impacts Identified in the 2014 Final EIR

Most Ocean View Boulevard Conveyance component facilities would be located below-grade, with the exception of above-ground electrical control panels for the proposed pump stations. The potential for adverse effects to these infrastructure components from seismic shaking or seismic-related ground failure, including liquefaction, landslides, subsidence, and lateral spreading, would be limited. The City of Pacific Grove Standard Specifications would guide development of trench excavation, bedding, and backfill, and adherence to these policies and standards would reduce the potential for adverse effects to a level that is less than significant.

As discussed in Section 4.5, Geology and Soils, of the 2014 Final EIR, the Ocean View Boulevard Conveyance component of the approved project would have less than significant impacts to short term construction related soil erosion, loss of topsoil, and coastal erosion. The Ocean View Boulevard component footprint would be less than one acre; therefore, a stormwater pollution prevention plan (SWPPP) would not be required. However, construction Best Management Practices (BMP) in compliance with Pacific Grove Municipal Code Section 9.30, Stormwater Management and Discharge Control, would still be required. Compliance with these BMPs would reduce constructionrelated erosion impacts to a less than significant level. Long-term erosional impacts from construction would likewise be less than significant due to the nature of the project site in a developed roadway and upland from the shore. Impacts related to shrink-swell potential would also be less than significant.

#### Impacts of the Proposed Project

Because pump stations would be eliminated, the current Project would be located entirely belowgrade. The approved project was located primarily in the Ocean View Boulevard right-of-way. The current Project would be located in portions of the Ocean View Boulevard, Jewell Avenue, Caledonia Avenue, Sea Palm Avenue, and the Del Monte Boulevard rights-of-way. Although the facility locations would change slightly, all roadways and underlain with engineered fill, and the types of infrastructure proposed are generally the same. As such, overall geologic and seismic-related impacts would be similar for the portions of the Project below existing roadways.

The current Project would include some improvements beneath holes #6 and #7 of the Pacific Grove Golf Links. A Geotechnical Report prepared for the Project found that this area contains loose sandy soils and shallow groundwater above granitic bedrock (Earth Systems Pacific 2016). Dewatering and shoring systems would need to be selected and installed in consultation with project geotechnical engineers, consistent with City requirements. Compliance with City requirements would reduce impacts to a less than significant level, consistent with the finding in the 2014 Final EIR.

The current Project site contains three soils units: Baywood Sand, 2 to 15 percent slopes (BbC); Narlon Loamy Fine Sand, 2 to 9 percent slopes (NcC); and Narlon Loamy Fine Sand, 15 to 30 percent slopes (NcE) (Wallace Group 2016). These soils are characterized as having a low shrink-swell potential (U.S. Department of Agriculture 2013); therefore, the potential for adverse effects due to shrink-swell potential would be less than significant without mitigation.

The Project would continue to have less than significant impacts to short term and long-term construction related to soil erosion, loss of topsoil, and coastal erosion. The Project would be required to comply with construction BMPs required by the Pacific Grove Municipal Code Section 9.30, Stormwater Management and Discharge Control, and adhere to the City of Pacific Grove Standard Specifications that guide development of trench excavation, bedding, and backfill.

#### Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to geology and soils, and no new mitigation measures are necessary.

#### Conclusion

Less than significant impact, same as approved project.

## 5.7 Greenhouse Gas Emissions

#### Impacts Identified in the 2014 Final EIR

The 2014 Final EIR determined that the approved project would generate an estimated 104 metric tons (MT) of  $CO_2E$  during construction and no measurable emissions during operation. Because construction emissions would be well below the threshold of 1,150 MT  $CO_2E$ , impacts were determined to be less than significant without mitigation.

The approved project would not conflict with California greenhouse gas (GHG) reduction goals, or any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

#### Impacts of the Proposed Project

The types of infrastructure and construction methods would be similar for the current Project as for the approved project. However, the current Project would install two underground tanks instead of one, and would eliminate two previously proposed pump stations. These changes would likely cancel each other out in terms of construction-related GHG emissions. Because estimated emissions for the approved Project were so far below the threshold of 1,150 MT CO<sub>2</sub>E, and the current Project is not expected to substantially increase GHG emissions during construction, Project emissions would continue to be below the threshold of significance used in the 2014 Final EIR. In addition,

because the current Project would eliminate the two pump stations, any operational emissions – though nominal – would be eliminated. As such, the only GHG emissions associated with the Project would occur during construction and would therefore be temporary and short-term. The Project would result in minimal temporary emissions and would continue to be consistent with applicable state and local regulations pertaining to GHG emissions. Impacts would be less than significant.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to GHG emissions, and no new mitigation measures are necessary.

#### Conclusion

Impacts would be less than significant, similar to the approved project.

## 5.8 Hazards and Hazardous Materials

#### Impacts Identified in the 2014 Final EIR

The Ocean View Boulevard Conveyance improvements would not require the use or storage of hazardous materials, require the use or transport of substantial amounts of hazardous materials, nor be located within 0.25 mile of an existing school. However, this component would convey and temporarily store stormwater runoff, which may contain hazardous substances. As previously analyzed, this runoff would eventually be conveyed to the Point Pinos Stormwater Treatment Facility, which would treat the water prior to release into the ASBS and/or application for irrigation. Thus, according to the 2014 Final EIR, this project component would improve water quality, thus reducing exposure to hazardous materials. Hazards and hazardous materials impacts from the implementation of this project component would be less than significant without mitigation.

Grading and excavation for pipeline installation and other improvements could strike and unidentified or improperly identified underground utility, resulting in potential safety concerns for on-site workers. Mitigation Measure HAZ-2 was required to reduce potential impacts associated with the presence of known and potentially unknown underground utility lines.

Construction grading for the approved project could expose construction workers to health hazards by releasing contaminants present in the soil or groundwater. The 2014 Final EIR required Mitigation Measure HAZ-4 to reduce impacts related to exposure of hazardous materials during construction to a less than significant level.

As discussed in Section 4.13, Effects Found Not to Be Significant, of the 2014 Final EIR, no impacts related to hazards near airports and private air strips were identified, as no such facilities are located in the project vicinity; and no impacts to emergency response plans or emergency evacuation plans would result. Furthermore, all project components are surrounded by urban land uses, such as residences and roadways, or the Pacific Ocean. The Ocean View Boulevard Conveyance component would not place people or structures at a significant risk of loss, injury, or death due to wildland fires. There would be no impact.

#### Impacts of the Proposed Project

The current Project would include two underground storage tanks beneath the Pacific Grove Golf Links (tee boxes at holes #6 and #7), rather than the one underground storage tank proposed

originally at the intersection of Caledonia Street and Pacific Avenue. In addition, the destination of captured stormwater has changed to 100 percent diversion to the Monterey One Water RTP. Despite these changes, impacts related to hazardous materials would be similar to those analyzed in the 2014 Final EIR. As with the approved project, the current Project would not require the use or storage of hazardous materials, but would convey and temporarily store stormwater runoff, which may contain hazardous substances. This water would eventually be conveyed to the Monterey One Water RTP for treatment, in accordance with applicable regulations, resulting in improved water quality.

The current Project would be located substantially in the same area as the approved project, and would install the same type of stormwater infrastructure. As such, impacts related to the use or transport of hazardous materials within 0.25 mile of an existing school, disturbance of underground utilities during construction, and the potential to release soil or groundwater contaminants would be similar to those analyzed in the 2014 Final EIR. Mitigation measures identified in Section 4.7, Hazards and Hazardous Materials, of the 2014 Final EIR would continue to be required and would reduce impacts related to hazardous materials to a less than significant level.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to hazards and hazardous materials, and no new mitigation measures are necessary.

#### Conclusion

Impacts would be significant but mitigable, similar to the approved project.

# 5.9 Hydrology and Water Quality

#### Impacts Identified in the 2014 Final EIR

As discussed under Impact HYD-1 in Section 4.8, Hydrology and Water Quality, of the 2014 Final EIR, the disturbance associated with the Ocean View Boulevard Conveyance improvements would be less than 1.0 acre; therefore, a SWPPP would not be required. However, the project as a whole would be required to comply with existing Phase II Small Municipal Separate Storm Sewer System General Permit requirements, and would be subject to the City of Pacific Grove Storm Water Management and Discharge Control Ordinance (Section 9.30 of the Municipal Code) construction BMPs established by the City of Pacific Grove Public Works Department. This section of the Municipal Code permits the City Public Works Department to identify construction BMPs. These BMPs would reduce the potential stormwater pollution associated with construction activities, including on-and off-site sedimentation, deposition, and erosion. Pursuant to compliance with these requirements, impacts to water quality due to potential erosion and sedimentation would be less than significant without mitigation.

The primary goal of the Pacific Grove ASBS Stormwater Management Project is to improve stormwater quality discharged into the ASBS located along the Pacific Grove coastline. As approved, flows from the Ocean View Boulevard Conveyance component of the project would be directed to either the new Point Pinos Stormwater Treatment Facility, or to Monterey One Water. The objective of the project is to achieve up to a 90 percent reduction in pollutant loading during storm events to comply in the Central Coast ASBS water quality standards and provide a source for reclaimed water and groundwater recharge programs. This was identified as a beneficial impact of the approved project.

The Ocean View Boulevard Conveyance improvements would be located primarily beneath an existing roadway. New impervious surfaces would be limited to the two proposed pump stations and associated electrical control panels, totaling approximately 1,200 square feet, or 5.5 percent of the overall site area. Given the minimal amount of new impervious surfaces, impacts related to stormwater runoff and subsequent increased downstream erosion would be less than significant without mitigation.

As discussed under Impact HYD-4 in Section 4.8, Hydrology and Water Quality, of the 2014 Final EIR, the Ocean View Boulevard Conveyance component of the project would be located in a moderate tsunami run up area and could be subject to projected sea level rise (Pacific Institute 2009). The proposed pump stations would have an above ground electrical component that would be susceptible to damage in the event of a tsunami, or over time as the result of sea level rise. The Multi-Jurisdictional Hazard Mitigation Plan (Monterey County 2014) does not identify any water conveyance, wastewater conveyance, or stormwater conveyance utilities as critical facilities. In addition, the approved project would not exacerbate vulnerability to a tsunami hazard or the effects of sea level rise. Therefore, the impact was determined to be less than significant without mitigation.

Due to the nature and location of proposed improvements, the Ocean View Boulevard Conveyance component would not deplete groundwater supplies, interfere with groundwater recharge, or be exposed to flood hazards or seiches. These impacts were found to be less than significant.

#### Impacts of the Proposed Project

Because the current Project would not include pump stations, the minor addition of impervious surfaces associated with this aspect of the approved project would be eliminated. While some of the improvements would be located beneath the Pacific Grove Golf Links, this area would be restored to golf course use upon Project completion and would continue to allow groundwater recharge. The remainder of proposed improvements would occur in existing paved rights-of-way. Consistent with the Ocean View Boulevard Conveyance improvements analyzed in the 2014 Final EIR, the disturbance associated with the Project would be less than 1.0 acre; therefore, a SWPPP would not be required. The Project would be required to comply with existing Small Municipal Separate Storm Sewer System General Permit requirements and City construction BMPs. Compliance with existing federal, state, and local requirements would ensure that site preparation, grading, and construction activities associated with the Project would not degrade water quality due to the potential for erosion and sedimentation. Furthermore, the Project would capture the 85th percentile storm and dry weather flows in the Lovers Point and Sea Palm watersheds, and divert these flows from reaching the Pacific Grove ASBS. Stormwater would be diverted into an upgraded collection and treatment system, directed to Monterey One Water. Therefore, the Project is considered to have beneficial impacts to water quality.

Due to the similar location and nature of improvements, the Project would result in similar impacts related to tsunamis, dam inundation, groundwater supply, and exposure to flooding and seiches as the approved project, including elimination of the aboveground pump stations. These impacts would be less than significant, and no mitigation is required.

The project would not introduce new or substantially more severe significant impacts related to hydrology and water quality, and would be consistent with the impact analysis provided in the 2014 Final EIR.

#### Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to hydrology and water quality, and no new mitigation measures are necessary.

#### Conclusion

Impacts would be less than significant, similar to the approved project.

## 5.10 Land Use and Planning

#### Impacts Identified in the 2014 Final EIR

The 2014 Final EIR determined that the approved project would be generally consistent with the applicable policies of the City of Pacific Grove General Plan, Local Coastal Program, and Zoning Ordinance pursuant to implementation of identified mitigation measures. The 2014 Final EIR further noted that because the project is designed to meet regulatory requirements imposed by the SWRCB on discharges into the ASBS, it is inherently consistent with the intent of the California Ocean Plan, the General Exception, and Special Protections.

While construction of multiple projects in the same geographical area and at the same time could create potentially significant cumulative land use compatibility impacts, the limited effects of the approved project would limit the potential for land use compatibility conflicts. In the context of the thresholds of significance for land use impacts, the project's contribution to cumulative impacts would not be considerable.

As discussed in Section 4.13, Effects Found Not to be Significant, due to the nature of the project components to reuse existing facilities and locate improvements below grade wherever feasible, none of the project components would physically divide an established community. The approved project is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved conservation agreement. There would be no impact.

#### Impacts of the Proposed Project

Although the Project would slightly adjust the location of proposed facilities and modify the end destination of the captured stormwater, the Project would be substantially similar to the improvements analyzed in the 2014 Final EIR. As such, the Project would be potentially consistent with the City of Pacific Grove General Plan, Local Coastal Program, and Zoning Ordinance. The Project would still be designed to meet regulatory requirements imposed by the SWRCB on discharges into the ASBS, so is inherently consistent with the intent of the California Ocean Plan, the General Exception, and Special Protections.

The Project would not introduce new or substantially more severe significant impacts related to land use and planning, and would be consistent with the impact analysis provided in the 2014 Final EIR.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to land use and planning, and no new or revised mitigation measures are necessary.

#### Conclusion

Less than significant impact with mitigation, same as approved project.

## 5.11 Mineral Resources

#### Impacts Identified in the 2014 Final EIR

As stated in Section 4.13, Effects Found Not to be Significant, of the 2014 Final EIR, there is no land designated for mineral resources in the City of Pacific Grove. As a result, the approved project was found to have no impact related to mineral resources.

#### Impacts of the Proposed Project

Because the current Project is located in the City of Pacific Grove, there would continue to be no impact to mineral resources.

#### **Effects and Mitigation Measures**

No new effects would occur to mineral resources.

#### Conclusion

No impact, similar to the approved project.

#### 5.12 Noise

#### Impacts Identified in the 2014 Final EIR

As discussed under Impact N-1 in Section 4.10, Noise, of the 2014 Final EIR, construction of the Ocean View Boulevard Conveyance improvements would expose sensitive receptors within 25 feet of construction activities to noise levels of up to 91 dB and vibration levels of up to 86 VdB. Because of the temporary and linear nature of construction activities, this level of noise exposure would be short-term. Mitigation Measures N-1(a) through N-1(e) in the 2014 Final EIR would reduce impacts to a less than significant level.

During construction, truck and other construction vehicle traffic would be limited to four trips per hour. This increased volume of traffic and associated noise levels would occur for an approximate maximum of three days, and would therefore not have a significant impact on sensitive receptors. Impacts would be less than significant without mitigation.

Operational noise from the approved project would be limited to emergency generators and/or ventilation fans associated with the two proposed pump stations, which would be muffled and emit a maximum of 20 dBA. Operational impacts would be less than significant.

#### Impacts of the Proposed Project

Construction noise would be similar to the Ocean View Boulevard Conveyance because the types of infrastructure and construction methods would be similar. However, the current Project would require the installation of two underground storage tanks rather than one, and would place pipelines beneath several roadways not included in the approved project: Sea Palm Drive, Del Monte Avenue, Caledonia Street, and Jewell Avenue. As with the approved project, sensitive receptors along these roadways would be within 25 feet of construction activities. The underground storage tanks would be located approximately 60 feet from sensitive receptors; as such, the highest construction noise and vibration exposure would occur to residences along Project roadways. As with the approved project, construction would be temporary and linear in nature, such that each receptor would be exposed to elevated construction noise for a maximum of nine days. Mitigation measures identified in the 2014 Final EIR would continue to apply, and would reduce construction-related noise and vibration impacts to a less than significant level.

Because the type and extent of improvements would be similar to the approved project, construction-related vehicle trips would be similar. However, their distribution would change due to the location of proposed improvements within different roadway rights-of-way. The overall amount of construction traffic would be minimal and would not quantifiably increase noise levels on area roadways. Project impacts would continue to be less than significant without mitigation.

The current Project would be entirely gravity fed, thus eliminating the need for two pump stations included in the approved project. Operational noise from these pump stations would have been minimal and less than significant. Nonetheless, this impact would be eliminated under the Project and operational noise impacts would reduce from less than significant to no impact.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to noise, and no new or revised mitigation measures are necessary. Mitigation Measures N-1(a) through N-1(e) from the 2014 Final EIR would continue to apply to the Project. Operational impacts, though minimal, would be eliminated.

#### Conclusion

Significant but mitigable construction-related impacts, consistent with the approved project. No operational impacts, which is a reduction compared to the approved project.

# 5.13 Population and Housing

#### Impacts Identified in the 2014 Final EIR

The approved project would not displace any houses or people, nor require the construction of replacement housing elsewhere. There would be no impact. The approved project would not directly generate population, as no new residences would be constructed.

Indirect population growth associated with the approved project was discussed in Section 5.0, Long-Term Impacts, of the 2014 Final EIR. As stated therein, the approved project would generate shortterm employment opportunities during construction and a limited amount of long-term employment opportunities associated with the operation and maintenance. However, both temporary and long-term employment opportunities would be expected to be filled from within the existing community and long-term employment would be nominal. The approved project would upgrade existing infrastructure within an urbanized area, and would not expand services so as to provide for additional opportunities for growth.

#### Impacts of the Proposed Project

The Project would involve changes to the locations of proposed stormwater conveyance and water storage infrastructure, as well as the destination of the stormwater for treatment. As with the approved project, the current Project would not generate population directly or indirectly, nor displace housing or people. Impacts would be consistent with the impact analysis provided in the 2014 Final EIR.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur related to population and housing, and no new mitigation measures are necessary.

#### Conclusion

There would be no impact, similar to the approved project.

## 5.14 Public Services and Utilities

#### Impacts Identified in the 2014 Final EIR

Impact PSU-1 in Section 4.11, Public Services and Utilities, of the 2014 Final EIR describes that the amount of solid waste that would be generated during construction and operation of all components of the project, including the Ocean View Boulevard Conveyance component, would not exceed the surplus capacity of the landfill serving the site. Solid waste impacts would be less than significant with no mitigation required. The approved project would not generate population and therefore would not increase demand for fire or police protection, schools, or parks. The approved project similarly would not generate demand for water or wastewater services, and in fact would provide a new source of non-potable water. There would be no impact to these public services.

The destination of captured stormwater for the approved project analyzed in the 2014 Final EIR would be a combination of treatment, outfall, and some diversion to the Monterey One Water RTP in Marina. The 2014 Final EIR estimated that approximately 418-acre feet per year [0.13 million gallons per day (MGD)] of runoff would be diverted annually to the Monterey One Water RTP (formerly the MPWMD RTP), via the Fountain Pump Station. This figure accounts for all components of the prior approved project, of which the Ocean View Boulevard Conveyance is one part. As stated in the Final EIR, both the Fountain Pump Station and the Monterey One Water RTP have capacity to accommodate this flow. Impacts to existing stormwater facilities were found to be less than significant.

Section 4.13, Effects Found Not to be Significant, of the 2014 Final EIR found that impacts related to exceeding wastewater treatment requirements would be less than significant. The primary goal of the approved project is to improve stormwater quality discharged into the ASBS located along the Pacific Grove coastline, in compliance with SWRCB standards. Overall water quality effects would be beneficial.

#### Impacts of the Proposed Project

Similar to the 2014 Final EIR, solid waste produced by the Project is expected to be minimal and would not exceed the surplus capacity of the landfill. As with the approved project, the current Project would not generate demand for fire protection, police protection, schools, parks, water service, or wastewater service. Solid waste impacts would continue to be less than significant, and there would continue to be no impact to these other public services.

As described previously, the destination of the captured runoff from the current Project has changed from a combination of treatment, outfall, and some diversion to 100 percent diversion of all dry weather flows and the first flush to the Monterey One Water RTP. By diverting 100 percent of all dry weather flows to the Monterey One Water RTP, the Project would increase the amount of wastewater entering this existing facility compared to the approved project. The Monterey One Water RTP has the capacity to treat 29.6 MGD and currently treats an average of 18 MGD, leaving a remaining capacity of approximately 11.6 MGD (Monterey One Water 2018). The Project would be designed to divert the 85th-percentile storm from both the Lovers Point and Sea Palm watersheds, which would include an estimated 3.57-acre feet of runoff. This equates to 1.16 million gallons that would be diverted to the existing treatment facility. Assuming the entire 85th percentile storm is diverted in one day, this would represent 0.03 percent of the remaining capacity. Stormwater diverted by the Project could therefore be accommodated by the treatment plant, and impacts would be less than significant without mitigation.

The Project would involve the installation of underground storage tanks at holes #6 and #7 of the Pacific Grove Golf Links. Construction activities would temporarily interrupt course play on these holes; however, course play on the remainder of the golf course would not be negatively impacted by construction of the project. After the underground storage tanks are installed, holes #6 and #7 would be fully restored; therefore, the Project would not negatively impact operation of the Pacific Grove Golf Links.

The Project would improve stormwater quality discharged into the Pacific Grove ASBS, in compliance with SWRCB standards, by diverting 100 percent of all dry weather flows and the first flush to the Monterey One Water RTP. The Project would not exceed wastewater treatment requirements, and impacts would be less than significant.

#### Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to public services, and no new mitigation measures are necessary.

#### Conclusion

Impacts would be either absent or less than significant, similar to the approved project.

# 5.15 Recreation

#### Impacts Identified in the 2014 Final EIR

The approved project would not increase population or promote activities that would increase the use of existing parks and recreational facilities. Additionally, the approved project would not include any recreational facilities or promote any activities that would require the construction or expansion of recreational facilities. There would be no impact.

#### Impacts of the Proposed Project

The current Project would not introduce new or substantially more severe impacts related to recreation, and would be consistent with the impact analysis provided in the 2014 Final EIR. As discussed previously, the Project would temporarily interrupt play on two holes of the Pacific Grove Golf Links during installation of underground storage tanks. After installation, holes #6 and #7 would be fully restored; therefore, the Project would not negatively impact operation of the Pacific Grove Golf Links.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur with respect to recreation, and no new mitigation measures are necessary.

#### Conclusion

There would be no impact, similar to as approved project.

# 5.16 Transportation/Traffic

Construction of the Ocean View Boulevard Conveyance improvements would require lane and block closures along Ocean View Boulevard over a period of two to three and a half weeks. Each block would be closed for approximately nine days during the weekday daytime hours only. One lane would remain open to allow access to adjacent parcels. The traffic analysis completed for the 2014 Final EIR determined that the proposed plan to allow one lane in each direction on Ocean View Boulevard would generally provide sufficient capacity to accommodate the traffic demand on most street segments (Hexagon 2013). However, to ensure safety for pedestrians and cyclist, the 2014 Final EIR requires preparation of a temporary traffic handling plan pursuant Mitigation Measure T-1(a). With this measure, impacts would be reduced to a less than significant level.

As stated in the 2014 Final EIR, there would be a maximum of four hourly truck trips (two in/two out) during construction. These trips would be routed from Ocean View Boulevard to Asilomar Avenue, Lighthouse Avenue, Seventeen Mile Drive, Sunset Drive, Forest Avenue, and State Route 68. Assuming a passenger car equivalent (PCE) of 1.5 for each truck equates to approximately six hourly PCE trips (three in/three out), this volume of additional traffic could be accommodated on the proposed haul route (Hexagon 2013). Based on the traffic analysis summarized in the 2014 Final EIR, it was determined that construction truck activity would not create a significant impact at the David Avenue and Forest Avenue intersection. Impacts would be less than significant without mitigation. Operation of the approved project would not affect vehicular or non-vehicular traffic, since, after construction, all roadways would be returned to pre-construction conditions. The approved project would not result in any changes in air traffic patterns, as the project is not located within the vicinity of any public or private air strip and would not require any additional air traffic to

service the project site. The project would not conflict with adopted policies or programs supporting alternative transportation. There would be no impact related to these issues.

#### Impacts of the Proposed Project

The types of infrastructure and construction methods would be similar for the current Project as for the approved project. However, the current Project would install two underground tanks instead of one, and would eliminate two pump stations proposed previously. These changes would likely cancel each other out in terms of construction-related trip generation such that vehicle trips would be similar to those analyzed in the 2014 Final EIR. Impacts would continue to be less than significant.

The current Project would install pipelines beneath additional roadways that were not included in the prior design, including Jewell Avenue, and Caledonia Avenue, Sea Palm Avenue, and Del Monte Boulevard. Construction may require temporary lane closures on short sections of these roadways, in addition to Ocean View Boulevard. As with the approved project, sufficient capacity and alternate routes would be available on nearby streets during lane closures. Mitigation Measure T-1(a) would continue to be required to ensure that impacts remain less than significant.

#### **Effects and Mitigation Measures**

No new or substantially more severe significant effects would occur to transportation and circulation, and no new or revised mitigation measures are necessary.

#### Conclusion

Significant but mitigable or less than significant, similar as approved project.

## 5.17 Tribal Cultural Resources

#### Impacts Identified in the 2014 Final EIR

California Assembly Bill 52 of 2014 (AB 52) was adopted after the 2014 Final EIR was certified. AB 52 expanded CEQA by requiring analysis of tribal cultural resources, defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. AB 52 also established a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified.

Because the Final EIR was certified prior to AB 52, it did not include an analysis of tribal cultural resources.

#### Impacts of the Proposed Project

Because the 2014 Final EIR was initiated prior to the implementation of AB 52, consultation and analysis of impacts to tribal cultural resources is not required for this addendum. Regardless, due to the importance of these resources to the community, the City of Pacific Grove prepared and mailed an AB 52-compliant notification letter to Chairwoman Louise Miranda-Ramirez of the Ohlone/Costanoan-Esselen Nation (OCEN) on April 20, 2018 (Appendix A). Under AB 52, tribes have 30 days to respond and request consultation. On May 1, 2018, the City of Pacific Grove scheduled a meeting with Louise Miranda-Ramirez, Tribal Chairwoman of OCEN, to discuss the proposed project. On the original meeting date (May 22, 2018), Chairwoman Miranda-Ramirez was unable to attend.

The City scheduled a subsequent meeting with Chairwoman Miranda-Ramirez on June 20, 2018. During this meeting, Chairwoman Miranda-Ramirez requested permission to review the draft EIR addendum and requested Native American construction monitoring during Project implementation. No specific tribal cultural resources were identified. In consideration of Chairwoman Miranda-Ramirez's comments, amendments have been made to the previously required mitigation measures CR-1(a), CR-1(b), CR-2(a), and CR-2(b).

#### **Effects and Mitigation Measures**

Mitigation Measure CR-1(a), CR-1(b), CR-2(a), and CR-2(b) are required with modification as shown in Section 5.5, Cultural Resources, above.

#### Conclusion

The 2014 Final EIR did not analyze tribal cultural resources. No tribal cultural resources have been identified in the Project site as a result of AB 52 consultation.

# 6 Conclusion

As discussed in detail in the preceding sections, potential impacts associated with the current Project are consistent with potential impacts characterized and mitigated for in the 2014 Final EIR. Substantive revisions to the 2014 Final EIR are not necessary because no new significant impacts or significant impacts of substantially greater severity than previously described would occur as a result of the proposed project. Although this addendum includes an analysis of tribal cultural resources, which was not included in the Final EIR, no impact was found to occur. Thus, the conditions outlined in CEQA Guidelines §15162(3)(A) and (D) requiring preparation of a subsequent EIR would not be met.

Based on the analysis contained herein, the following determinations have been found to be applicable:

- No further evaluation of environmental impacts is required for the Project;
- No subsequent EIR is necessary per CEQA Guidelines Section 15162; and
- This addendum is the appropriate level of environmental analysis and documentation for the proposed project in accordance with *CEQA Guidelines* Section 15164.

Pursuant to *CEQA Guidelines* Section 15164(c), this addendum will be included in the public record for the 2014 Final EIR. Documents related to this addendum will be available at the City of Pacific Grove Public Works Department, 300 Forest Avenue, Pacific Grove, California, 93950.

# 7 References and Preparers

### References

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# List of Preparers

This addendum was prepared by Rincon Consultants, Inc. under contract to the City of Pacific Grove. Persons and firms involved in data gathering, analysis, project management, and quality control include:

#### City of Pacific Grove (Lead Agency)

#### Milas Smith, Environmental Programs Manager Rincon Consultants, Inc.

Jennifer Haddow, PhD, Principal-in-Charge Megan Jones, MPP, Senior Program Manager Christy Sabdo, AICP, Senior Environmental Planner Hannah Haas, Archaeologist, MA, RPA Samantha Kehr, Associate Biologist April Durham, PhD, Technical Editor Allysen Valencia, GIS Analyst This page left intentionally blank.

Appendix A

AB 52 Letters



April 19, 2018

Ohlone-Costanoan/Esselen Nation Louise J. Miranda Ramirez, Chairperson P.O. Box 1301 Monterey, California 93942

RE: AB 52 Consultation, Lovers Point and Sea Palm Diversion Project, Pacific Grove, Monterey County, California

#### Dear Chairperson Miranda Ramirez:

The City of Pacific Grove is preparing an Environmental Impact Report (EIR) Addendum for the proposed Lovers Point and Sea Palm Diversion Project. The original EIR, prepared in 2014, covered improvements to the David Avenue Reservoir, Pine Avenue Stormwater conveyance improvements, Ocean View Boulevard conveyance improvements, installation of a Stormwater treatment facility at the retired Pacific Grove Wastewater Treatment Plant site, and diversions to the Monterey Regional Water Pollution Control Agency Regional Wastewater Treatment Plant (now referred to as Monterey One Water). The current project, the Lovers Point and Sea Palm Diversion, would include storm drain pipes, diversion structures, underground reservoirs, and other infrastructure to capture, store, and divert storm water and dry weather flow. The project varies from the original EIR by changing the location of proposed infrastructure and the destination of stormwater for treatment. The proposed project is subject to the California Environmental Quality Act (CEQA).

The project must comply with California Public Resources Code § 21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The input of the Ohlone/Costanoan-Esselen Nation is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 831-648-3188 or via e-mail at msmith@cityofpacificgrove.org. Thank you for your assistance.

Sincerely,

Milas Smith Environmental Programs Manager City of Pacific Grove Enclosure: Project Location Map





WALLACE GROUP www.wallacegroup.us

CIVIL AND TRANSPORTATION ENGINEERING CONSTRUCTION MANAGEMENT LANDSCAPE ARCHITECTURE MECHANICAL ENGINEERING PLANNING PUBLIC WORKS ADMINISTRATION SURVEYING/GIS SOLUTIONS WATER RESOURCES

612 CLARION COURT SAN LUIS OBISPO, CA 93401 T 805 544-4011 F 805 544-4294 www.wallacegroup.us



1 inch = 200 feet

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17 MILE

DR

Sea Palm



VE-MONTEREY ASBS ATHER STORMWATER D DIVERSION PROJECT

Exhibit 2: Watershed Diversion NOTES:AERIAL IMAGERY PROVIDED BY AMBAG. WALLACE GROUP DID NOT PERFORM BOUNDARY SURVEY SERVICES FOR THIS MAP. MAP PRODUCED JULY 2016.





![](_page_43_Picture_1.jpeg)

WALLACE GROUP www.wallacegroup.us

CIVIL AND TRANSPORTATION ENGINEERING CONSTRUCTION MANAGEMENT LANDSCAPE ARCHITECTURE MECHANICAL ENGINEERING PLANNING PUBLIC WORKS ADMINISTRATION SURVEYING/GIS SOLUTIONS WATER RESOURCES

612 CLARION COURT SAN LUIS OBISPO, CA 93401 T 805 544-4011 F 805 544-4294 www.wallacegroup.us

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1 inch = 100 feet

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VE-MONTEREY ASBS ATHER STORMWATER DIVERSION PROJECT

Exhibit 1: t Watershed Diversion NOTES:AERIAL IMAGERY PROVIDED BY AMBAG. WALLACE GROUP DID NOT PERFORM BOUNDARY SURVEY SERVICES FOR THIS MAP. MAP PRODUCED JULY 2016.

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**Ohlone/Costanoan-Esselen** Nation

![](_page_46_Picture_1.jpeg)

Previously acknowledged as The San Carlos Band of Mission Indians The Monterey Band And also known as O.C.E.N. or Esselen Nation P.O. Box 1301 Monterey, CA 93942

www.ohlonecostanoanesselennation.org.

May 1, 2018

Milas Smith Environmental Programs Manager City of Pacific Grove msmith@cityofpacificgrove.org

Re: AB52 Consultation Lovers Point and Sea Palm Diversion Project, Pacific Grove, Monterey County, California – Project within known Archaeological Sites

Saleki Atsa,

Ohlone/Costanoan-Esselen Nation is an historically documented previously recognized tribe. OCEN is the legal tribal government representative for over 600 enrolled members of Esselen, Carmeleno, Monterey Band, Rumsen, Chalon, Soledad Mission, San Carlos Mission and/or Costanoan Mission Indian descent of Monterey County. Though other indigenous people may have lived in the area, the area is the indigenous homeland of our people. Included with this letter please find a territorial map by Taylor 1856; Levy 1973; and Milliken 1990, indentifying Tribal areas.

Ohlone/Costanoan-Esselen Nation objects to all excavation in known cultural lands, even when they are described as previously disturbed, and of no significant archaeological value. Please be advised that it is our priority that our ancestor's remains be protected and undisturbed. We desire that all sacred burial items be left with our ancestors on site or as culturally determined by OCEN. We request all cultural items returned to Ohlone/Costanoan-Esselen Nation. We ask for the respect that is afforded all our current day deceased, by no other word these burial sites are cemeteries, respect for our ancestors as you would expect respect for your deceased family members in today's cemeteries. Our definition of respect is no disturbance.

OCEN's Tribal leadership desires to be provided with:

Archaeological reports/surveys, including subsurface testing, and presence/absence testing.

OCEN request to be included in mitigation and recovery programs,

OCEN request that Cultural and Tribal mitigation measures reflect request for OCEN Tribal Monitor,

Reburial of any of our ancestral remains, burial artifacts,

Placement/return of all cultural items to OCEN, and that

A Native American Monitor of Ohlone/Costanoan-Esselen Nation, approved by the OCEN Tribal Council is used within our aboriginal territory for all soil disturbance.

OCEN request consultation with the lead agency.

We ask that a sacred lands search with the Northwest Information Center, Sonoma State University and the Native American Heritage Commission. Please feel free to contact me at (408) 629-5189. Nimasianexelpasaleki. Thank you

Sincerely and Respectfully Yours,

J. Miranda Ramirez

Ohlone/Costanoan-Esselen Nation / < (408) 629-5189 Cc: OCEN Tribal Council Distribution of Ohlone/Costanoan-Esselen Nation Tribal Rancherias, Districts, Landgrants and Historic Landmarks

![](_page_47_Figure_1.jpeg)

**OCEN DIRECT LINEAL DESCENT** 

Map after Taylor 1856; Levy 1973; Hester 1978; Milliken 1990

Figure 2:

# Appendix B

Cultural Resources Assessment

![](_page_49_Picture_0.jpeg)

437 Figueroa Street, Suite 203 Monterey, California 93940

831 333 0310 office and fax

info@rinconconsultants.com www.rinconconsultants.com

July 2, 2018 Project No: 18-05734

rincon

Milas Smith, Environmental Programs Manager City of Pacific Grove 300 Forest Avenue Pacific Grove, California 93950 *Via email:* <u>msmith@cityofpacificgrove.org</u>

# Subject:Cultural Resources Assessment for Lovers Point and Sea Palm Diversion Project,<br/>Pacific Grove, Monterey County, California

Dear Mr. Smith:

Rincon Consultants, Inc. (Rincon) has conducted a cultural resources assessment of the Lovers Point and Sea Palm Diversion Watershed Development improvements in the City of Pacific Grove, California. The current project is a revision to the Ocean View Boulevard Conveyance improvements included as part of the Monterey-Pacific Grove Area of Special Biological Significance (ASBS) Stormwater Management Project. The Monterey-Pacific Grove ASBS Stormwater Management Project was the subject of a Final Environmental Impact Report (EIR) certified by the City of Monterey in April 2014. The revised project includes areas that were not addressed under the 2014 EIR. This assessment documents the results of cultural resources tasks performed by Rincon, specifically, a cultural resources records search of the areas that vary from what was covered in the 2014 EIR. This project is subject to the California Environmental Quality Act (CEQA).

# Project Description

The Lovers Point and Sea Palm Diversion Project would include gravity flow storm drain pipes, diversion structures, underground reservoirs and other infrastructure to capture, store, and divert storm water and dry weather flow collected from 250 acres to the sanitary sewer collection system. The project is designed to manage a 0.8-inch rainfall event (85<sup>th</sup> percentile, 24-hour storm).

The proposed Lovers Point and Sea Palm Diversion Project The current project varies from the proposed project analyzed in the 2014 Final EIR in the following ways:

- The destination of the stormwater for treatment was changed from a combination of treatment, outfall, and some diversion to the MRWPCA Regional Treatment Plan in Marina (now referred to as Monterey One Water) to 100% diversion of all dry weather flows and the first flush to Monterey One Water
- The locations of proposed infrastructure have changed to reflect updated hydrology and a constructability review to provide lower cost alternatives to diverting, storing, and metering the stormwater to the sewer collection system

![](_page_50_Picture_0.jpeg)

# Cultural Resources Records Search

Rincon conducted a search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University on June 18, 2018. The search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies on the project site and a 0.25-mile radius surrounding it. The CHRIS search included a review of available records at the NWIC, as well as the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historic maps.

The NWIC records search identified a total of 130 previous studies within a 0.25-mile radius of the project site included in NWIC's GIS database, one of which include the project site. Numerous other studies have included the records search area but have not yet been digitized. It was determined that the studies included in the GIS database provided sufficient context and a review of the hard copy maps was not necessary for the current project.

The NWIC records search identified seventeen previously recorded cultural resources within a 0.5-mile radius of the project site, three of which are located beneath the Lovers Point Watershed Diversion improvements, three of which are located beneath the Sea Palm Watershed Diversion improvements, and three of which are located directly adjacent to the Sea Palm Watershed Diversion improvements (Table 2). Of the resources on or adjacent to the project sites, each is a prehistoric archaeological site.

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relationship to Project Site
P-27- 000137	CA-MNT-1	Prehistoric site	Shell midden	Pilling 1948; Doane 2002	Unknown	Outside
P-27- 000242	CA-MNT-107	Prehistoric site	Shell midden	Pilling 1949	Unknown	Outside
P-27- 000244	CA-MNT-109	Prehistoric site	Shell midden	Pilling 1947	Unknown	Outside
P-27- 000245	CA-MNT-110	Prehistoric site	Shell midden	Pilling 1947, 1949; Dietz 1978	Unknown	Within Lover's Point Watershed Diversion improvements
P-27- 000246	CA-MNT-111	Prehistoric site	Shell midden	Pilling 1947, 1949; Dietz 1979	Unknown	Within Lover's Point Watershed Diversion improvements
P-27- 000252	CA-MNT-113 and -117	Prehistoric site	Shell midden	Pilling 1949	Unknown	Within Sea Palm Watershed Diversion improvements

#### Table 1 Recorded Resources within 0.25-Mile of Project Site

![](_page_51_Picture_0.jpeg)

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relationship to Project Site
P-27- 000255	CA-MNT-120	Prehistoric site	Shell midden	Pilling 1949; Morley 2002; Doane and Cave 2004	Unknown	Within Sea Palm Watershed Diversion improvements
P-27- 000262	CA-MNT-129	Prehistoric site	Shell midden	Pilling 1947	Unknown	Directly adjacent to Sea Palm Watershed Diversion improvements
P-27- 000396	CA-MNT-293	Prehistoric site	Shell midden	Doane 2002; JAB 1952	Unknown	Outside
P-27- 000488	CA-MNT-394	Prehistoric site	Shell midden	Howard 1973; Doane and Runnings 1995; Doane and Cave 2005	Unknown	Within Lover's Point Watershed Diversion improvements
P-27- 000489	CA-MNT-395	Prehistoric site	Shell midden	Howard 1973	Unknown	Within Sea Palm Watershed Diversion improvements
P-27- 000898	CA-MNT-831	Prehistoric site	Shell midden	Howard 1978; Doane 1994	Unknown	Directly adjacent to Sea Palm Watershed Diversion improvements
P-27- 001198	CA-MNT- 1198	Historic buidling	Gosby House Inn	Grager 1981	Unknown	Outside
P-27- 001591	CA-MNT- 1612	Prehistoric site	Shell midden	Runnings 1992; Doane 1999	Unknown	Directly adjacent to Sea Palm Watershed Diversion improvements
P-27- 001832	CA-MNT-121	Prehistoric site	Shell midden	Pilling 1949; G. Breschini 1974	Unknown	Outside
P-27- 002565	N/A	Historic building	Holman's Department Store	L. Billat 2001	Recommended eligible for NRHP	Outside
P-27- 002623	CA-MNT- 2106	Prehistoric site	Shell midden	Doane 2004	Unknown	Outside
Source: Northwest Information Center, June 2018						

![](_page_52_Picture_0.jpeg)

# Findings

The results of the records search indicate the presence of several archaeological resources within the proposed project site. The 2014 Final EIR prepared for the project required mitigation measures to address potential impacts to archaeological resources within the project site. The modified project extends into archaeological sites not addressed in the 2014 Final EIR, thus potential impacts increase under the modified project. Rincon recommends minor modifications to the existing cultural resources measures to address the new impacts under the modified project and to clarify the requirements of the mitigation. Recommended revisions to the existing measures are presented below. With the following changes, Rincon recommends a finding of less than significant impact to historical and archaeological resources with mitigation.

#### CR-1(a) Phase II Archaeological Assessment.

Prior to the issuance of any building or grading permits for the Ocean View Boulevard Conveyance component Lovers Point and Sea Palm Diversion project components, a Phase II Archaeological Assessment and any further study recommended by the Phase II, shall be completed for that portion of the project each resource recorded on or directly adjacent to the project (CA-MNT-110, CA-MNT-111, CA-MNT-113/117, CA-MNT-120, CA-MNT-129, CA-MNT-1612, CA-MNT-394, CA-MNT-395, and CA-MNT-831) by a licensed qualified archaeologist. This assessment shall be submitted for review and approval by the City of Pacific Grove. Any recommendations given in the Assessment shall be included as notes on any grading or building permit issued for the project site. Such recommendations may include, but would not be limited to: avoidance measures, capping the resource are using cultural sterile and chemically neutral fill material, and/or completion of a Phase III data recovery program. If the site is determined significant, the City may choose to cap the resource area using culturally sterile and chemically neutral fill material. A qualified archaeologist shall be retained to monitor the placement of fill upon the site. Requirements for avoidance and/or capping shall be included on any grading or building permit issued for the project site. If a significant site will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant prehistoric or archaeological cultural materials that could otherwise be tampered with. Any required Phase III data recovery program shall be completed prior to issuance of any building or grading permits for the project.

#### CR-1(b) Archaeological Monitor.

The following notes shall appear on all grading permits issued for the Ocean View Boulevard Conveyance improvements:

A qualified archaeological monitor shall be present during all project excavations for the pump stations within the boundaries of the archaeological sites at Lovers Point, the foot of Sea Palm Avenue, and the Coral Street Pump Station. The monitor shall document and recover any potentially significant cultural materials that may be found in the excavated soil. Excavated soil may be screened to assist in such data recovery.

If, at any time, intact midden containing potentially significant cultural materials or features is encountered, work shall be halted until the monitor and/or the principal

![](_page_53_Picture_0.jpeg)

archaeologist has evaluated the discovery. If the find is determined to be significant, appropriate data recovery mitigation shall be developed, with the concurrence of the City of Pacific Grove, and implemented.

#### CR-2(a) Archaeological Resource Construction Monitoring.

Prior to the commencement of construction activities for each component of the project, an orientation meeting shall be conducted by an archaeologist, general contractor, subcontractor, and construction workers associated with earth disturbing activities. The orientation meeting shall describe the potential of exposing archaeological resources, the types of cultural materials may be encountered, and directions on the steps that shall be taken if such a find is encountered.

A qualified archaeologist shall be present during all initial earth moving activities for each component. In the event that unearthed prehistoric or archaeological cultural resources or human remains are encountered during project construction, mitigation measure CR-2(b) shall take effect.

#### CR-2(b) Unearthed Prehistoric or Archaeological Cultural Remains

If prehistoric or archaeological cultural resource remains are encountered during construction or land modification activities, work shall stop and the City of Pacific Grove shall be notified at once to assess the nature, extent, and potential significance of any prehistoric or archaeological cultural remains. The City gualified archaeologist shall implement a Phase II subsurface testing program to determine the resource boundaries within the project component/impact area, assess the integrity of the resource, and evaluate the site's significance through a study of its features and artifacts.

If the site is determined significant, the City may choose to cap the resource area using culturally sterile and chemically neutral fill material. A qualified archaeologist shall be retained to monitor the placement of fill upon the site. If a significant site will not be capped, the results and recommendations of the Phase II study shall determine the need for a Phase III data recovery program designed to record and remove significant prehistoric or archaeological cultural materials that could otherwise be tampered with. If the site is determined insignificant, no capping and or further archaeological investigation shall be required. The results and recommendations of the Phase II study shall determine the need for construction monitoring.

Sincerely, Rincon Consultants, Inc.

annah Abas

Hannah Haas, M.A., RPA Archaeologist