

## **APPENDIX 2 – NOP**



# Notice of Preparation of an Environmental Impact Report

**Date:** March 16, 2017

**To:** Responsible Agencies, Agencies with Jurisdiction by Law, Trustee Agencies, Involved Federal Agencies, and Agencies/People Requesting Notice

**From:** City of Pacific Grove  
300 Forest Avenue  
Pacific Grove, CA 93950

**Re:** **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for Hotel Durell Project**

The City of Pacific Grove (lead agency) will prepare an EIR for the proposed Hotel Durell Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project. The project location and description are summarized below. An Initial Study is available at <http://www.cityofpacificgrove.org/living/community-economic-development/planning/ceqa-california-environmental-quality-act>.

**Project Location:** The project site is located in the City of Pacific Grove, California (Figure 1). Pacific Grove is a coastal community located on the Monterey Peninsula in Monterey County. The project site is located at 157 Grand Avenue, bounded by Central Avenue, Grand Avenue, and Fountain Avenue, as shown in Figure 2. The site is located on the northwest side of Pacific Grove, three blocks south of the Monterey Bay coast.

**Project Characteristics:** The Hotel Durell Project would construct a four level, 125-room hotel (Figure 3). The project site is adjacent to the Holman Building. Guest rooms would range in size from 320 to 400 square feet. The site currently consists of a surface parking lot and a commercial building that contains retail and restaurant uses. The site would be graded and the buildings demolished prior to project construction. The hotel would include a swimming pool, soaking spa, landscaped courtyard area, meeting rooms, restaurant, central vending area on each floor of guest rooms, valet parking, lobby/reception/check-in and reservation desk, guest luggage storage, and exercise room/gym. Vehicle access would be from Grand Avenue and Fountain Avenue.

**EIR Sections:** Based on the project description and the City's understanding of the environmental issues associated with the project, the following topics will be analyzed in detail in the EIR:

- Aesthetics – This section will analyze post construction conditions and would emphasize whether the project would impact aesthetic resources or neighborhood character.
- Cultural Resources – Although the structures located on the project site are not located on the City's historic register, the EIR will determine the structure's eligibility for listing on the California Register of Historic Resources, assess internal and external features, and propose mitigation measures as needed.
- Transportation/Traffic – This section will discuss impacts from project traffic based on technical studies prepared for the project. Mitigation measures will be developed as needed.
- Tribal Cultural Resources – This section will discuss impacts from project implementation to tribal resources. It will outline the Assembly Bill 52 consultation process and will require mitigation measures as needed.
- Utilities/Service Systems – This section will discuss the project's water needs and water availability in the City of Pacific Grove.

Based on the project's short construction duration and its limited scale, the following resource areas will not be addressed in detail in the EIR:

- |                                      |                          |
|--------------------------------------|--------------------------|
| • Agriculture and Forestry Resources | • Land Use/Planning      |
| • Air Quality                        | • Mineral Resources      |
| • Geology/Soils                      | • Noise                  |
| • Greenhouse Gas Emissions           | • Population and Housing |
| • Hydrology/Water Quality            | • Public Services        |
|                                      | • Recreation             |

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed project. The specific alternatives may include, but are not limited to, the "No Project" alternative as required by CEQA and a reduced capacity alternative.

**NOP Notice:** The City solicits comments regarding the scope and content of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, please send your response at the earliest possible date, but no later than 30 days after receipt of this notice. The scoping period is March 15 through April 15, 2017.

Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

Laurel O'Halloran, Associate Planner  
City of Pacific Grove, Community and Economic Development Department  
300 Forest Avenue, Pacific Grove, CA 93950

Or via e-mail to [lohalloran@cityofpacificgrove.org](mailto:lohalloran@cityofpacificgrove.org)

**Scoping Meeting:** A public scoping meeting will be held on April 4, 2017 at 6 pm:

City of Pacific Grove Community Center  
515 Junipero Avenue  
Pacific Grove, CA 93950

**ALL INTERESTED PARTIES ARE INVITED TO SUBMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR.**

For additional information, please contact Laurel O'Halloran at (831) 648-3127.

\_\_\_\_\_

Date: \_\_\_\_\_

Laurel O'Halloran  
Associate Planner

**Figure 1 Regional and Project Site Location**



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Hotel Durrell

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**Nancy Parsons** <nancyparsons29@gmail.com>  
To: lohalloran@cityofpacificgrove.org

Tue, Jan 31, 2017 at 9:02 PM

I think the Hotel Durrell is much to large a design for our "last home town". It maxes out the lot, almost to the sidewalk. and where would the water come from. Not enough open space surrounding the complex! What about added traffic and more on street parking. I don't like it. Anyway, that is my opinion. Have a good day, Nancy Parsons



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Hotel Durell

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Donna Foote <ddjfoote@aol.com>

Fri, Jan 27, 2017 at 12:34 PM

To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Damn the Durell! America's last small town is about to disappear! We certainly don't need more traffic. Parking during special events already is a nightmare. But what really rankles me is the fact that our wonderful little city will be just like all the others - overbuilt. We will just be another clogged beach town that looks like every other beach town along the coast. I know you can't put a price on charm and a sense of community but if we sacrifice these elements for the almighty dollar, then we deserve what we get and it won't be pleasant. Donna Foote, 69 Country Club Gate, Pacific Grove. Cell# [530-277-2166](tel:530-277-2166)



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Downtown Hotel Impact

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David Hernandez <dhernandez916@gmail.com>  
To: lohalloran@cityofpacificgrove.org

Mon, Jan 30, 2017 at 9:40 PM

Hello,  
My name is David Hernandez and I live on Laurel Ave. I am afraid of the traffic that the hotel will bring to the neighborhood as well as the parking problem it will cause downtown. I do not think such a large hotel should be built downtown, but instead something scaled down and smaller. Condominiums moving into the Holman building will already cause enough stress on the downtown parking and traffic. I would advise the city to not move forward with this project.

Sincerely,  
David Hernandez



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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**Fwd: hotel durrell**

DEL NAN A <dnmorgan39@comcast.net>  
To: lohalloran@cityofpacificgrove.org

Fri, Jan 27, 2017 at 9:02 AM

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**From:** "DEL NAN A" <dnmorgan39@comcast.net>  
**To:** [lohalloran@pacificgrove.org](mailto:lohalloran@pacificgrove.org)  
**Sent:** Friday, January 27, 2017 8:49:11 AM  
**Subject:** hotel durrell

Good Morning Laurel,

I'm writing a brief in length but big of heart note regarding the proposed hotel in Pacific Grove. It leads me to anguish at the thought of the hometown of PG being removed with its historic buildings and splashed with new hotel buildings. I wonder why this proposal is even being considered? This is a lovely unique town built around it's bed and breakfasts and historic buildings with friendliness emanating through the streets.

Obviously I am against a hotel ( a new hotel already voted in to be built at the end of ocean view) How many does a quaint town need before it becomes like a bigger city spread out with ambience and sweetness gone? I moved here from Orange County bypassing the impersonal sprawl of silicon valley to retire in this one of a kind town. Please don't let those that have money/shortsightedness on the brain only take away the charm this town has..maybe a new hotel is needed down in the LA area!!

Thank you for your time.

Sincerely,  
Del Nan Morgan  
116 13th St  
Pacific Grove, Ca

City of Pacific Grove  
City Hall  
300 Forest Ave.  
Pacific Grove, CA 93950

ATTN: Laurel O'Halloran  
Associate Planner  
Department: Community and Economic Development  
(831) 648-3127

**RE: The Hotel Durell Project:**

I have lived in Pacific Grove for more than 30-years and on this Peninsula most of my life. I realize Pacific Grove is seeking new ways to generate much needed revenue. However, I am against this project for several important reasons:

**DESIGN:**

First, this future hotel is totally out of character with the surrounding historic neighborhood. And it will certainly change the character of our downtown. A new four-story hotel with 125-rooms, carports, etc., is definitely not in keeping with a small town Victorian image. After all, it really is just a somewhat glorified **Hilton Garden Inn**, (*\*see below*).

A "Hilton Garden Inn" would take away from the charm of Pacific Grove. Besides, "Hilton Garden Inns" are usually built just off busy freeways, definitely not in the center of a historic and artistic downtown with its overflowing one and two-story cottage-like homes. So I don't believe a "Hilton Garden Inn" belongs in downtown Pacific Grove.

\*["In May, the P.G. City Council agreed to subdivide the property at 542 Lighthouse Avenue into two parcels: the Holman Building; ...and the Grand Central Station behind it, which Agha plans to redevelop into a **Hilton Garden Inn**"], (Kera Abraham Jun 25, 2015, Monterey County Now).

**CURRENT PROJECTS WITHIN PACIFIC GROVE:**

- **Holman Building:** 25-condos, plus 18,000 sq. of retail space, etc.

The new Holman Building's exterior has tried to maintain some of the historic design of the original Holman Building. Hotel Durrell's current design does not respect Pacific Grove's historic architecture.

- If **Project Bella** moves forward it will replace what is now the American Tin Cannery, etc., with 160-hotel rooms, meeting rooms, restaurant(s) and much more.

### **WATER:**

Second, and most important, where are the water credits coming from, to build this hotel? There are many areas of California that are still determined to be in a drought. We already have these two aforementioned projects and they too will be consuming our water. Growth needs to be sensible, but Hotel Durrell is not sensible development.

### **TRAFFIC AND LOSS OF MUCH NEEDED PARKING:**

Third, Central Avenue and Fountain Avenue are both very busy streets. To increase traffic entering and exiting onto Fountain, (with a minimum of 125 extra-cars, during full occupancy, plus employee parking), has the potential of putting both drivers and pedestrians at serious risk.

#### **Parking spaces: Library and Museum:**

Many residents rely on finding parking near the library and/or Museum, especially residents that need closer parking, for mobility issues, etc. Parking is currently at a minimum, for those wanting to access one or both of these two local treasures. With this development there will be much less parking available.

Also, these limited parking spaces are likewise shared with office personnel and businesses. We need to develop creative ideas for more parking, not less, for Pacific Grove residents and visitors.

Finally, tourists come to Pacific Grove for its tremendous scenic beauty, ocean habitat, wildlife, and its small town Victorian charm. We must maintain it. Likewise today, many small cities have designed alternative ways to generate revenue, (besides hotel taxes), in order to maintain and keep their small town allure. The farmer's market, art walk, Good Old Days, etc., are all creative ways to get people to the downtown area. Of course, we need more options.

I personally know individuals, who have started businesses in Pacific Grove. But landlord issues and skyrocketing rents have sent quite a few running, to other areas. So

as some businesses have sadly left our downtown area, I can understand why the rising hotel-occupancy taxes can be an alluring revenue source, for our City.

However, residents here have a strong desire and willingness to maintain the small-town character and resort-town charm. And that is why we live here and why tourists come here to visit. And the reason why many of these tourists fall in love with the area and are buying their second-homes here, to live and retire in Pacific Grove. Why? Because of the quality of life we are fortunate enough to have. But Hotel Durell with its current design and concerns does not merge into that quality of life.

This hotel will be an environmental nightmare, in our historic downtown. Tourists will come and take their photos of our amazing wildlife, scenery, historic downtown, Victorian homes, small town cottages, etc., but certainly not this hotel.

My suggestion: Change the design of this building and make it more environmental friendly, by incorporating an environmental sustainable strategy that embraces the "Last Hometown" feel.

Sincerely,

Deborah Kenwood  
1104 Austin Avenue  
Pacific Grove, CA 93950



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## Comments on the Hotel Durell Project INITIAL STUDY /MITIGATED NEGATIVE DECLARATION - Please confirm receipt

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Cosmo Bua <philemata@gmail.com>

Mon, Jan 30, 2017 at 2:14 PM

To: Laurel O'Halloran <lohalloran@ci.pg.ca.us>, Laurel O'Halloran <lohalloran@cityofpacificgrove.org>, Mark Brodeur <mbrodeur@cityofpacificgrove.org>

Comments on the Hotel Durell Project INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

This project will have potentially significant impacts that cannot be avoided or mitigated

Please consider these comments on the following areas of concern:

### Aesthetics:

The project would significantly degrade the existing visual character of its surroundings. As the report states, "The City's General Plan highlights the City's goal to promote a 'sense of place' in the community". The sense of place and visual character now existing in this immediate area is of small town residential and of resident serving places and activities. The size and appearance of this 4 story Hotel - and the number of people it will daily deposit - will completely overwhelm the neighborhood's ambience. This large a Hotel and its activities will redefine the identity of the entire area as commercial.

Further, the surroundings generally present a gentle receding affect. The library and the museum both are significantly set back from the street and with character contributing landscaping. Jewel Park is completely open, green and welcoming. The shops across Fountain are small and single story and they attempt to fit in with the neighborhood atmosphere. The Center for Spiritual Awakening appears situated well back because of the large intersection of Fountain and Central and has significant landscaping between it and the street. This busy commercial project will come right out to the sidewalk 4 stories high on 2 1/2 sides with minimal landscaping.

Because of the building's great mass for its context, including especially its height, there will be significantly less feeling of open space and sky in its vicinity. This will be quite a loss to the perception and feel of the area particularly from the perspective of the library. The hotel's lighting will contribute to this loss; I don't agree that the hotel's lighting would blend in with that of the surrounding buildings and traffic.

### Air Quality

I disagree. The extra transportation pollution associated with this hotel will definitely affect the immediately local air quality.

### Cultural Resources

There will be a significant and permanent negative impact on the quality of the experience available to patrons of the Natural History Museum, the Public Library, and Jewel Park from the presence and activity of this large hotel.

This project will also displace the Farmer's Market which has become a very popular Pacific Grove cultural institution - and is perfect where it is.

### Noise

I disagree. There would certainly be a substantial permanent increase in the ambient noise levels in the hotel's vicinity from its functioning. This hustle and bustle will be almost constant noise and disturbance.

### Public Services

There would definitely be a significant impact on the availability of Jewel Park for resident use. Currently the park is almost always completely available for any spontaneous use. Hotel visitors can be expected to make the park less convenient for resident use.

### Parking

The standard of one parking space for every four hotel rooms should be changed. This projects 83 parking spaces to service 125 rooms, other meeting rooms, restaurant, bar, and special events, and for 19 staff members is inadequate. Every occupied hotel room will need a parking space - guests are not going to walk or take public transport to and from Pacific Grove. The other functions of the hotel will need to be accommodated as will the staff. This insufficient parking will impact the rest of the neighborhood and downtown.

Also, this project is eliminating 5 parking spaces on Central across from the library. These spaces are constantly in use by library, museum, and park patrons. This will make using these facilities more difficult and possibly impact the surrounding residential neighborhood.

### Traffic

The drop off driveway for the Central entry is supposed to accommodate 6 cars. I'm doubtful of this. Regardless, there are bound to routinely be busy times when cars are backed up onto Central - stopping one of Pacific Grove's most used exits.

I also believe the traffic study has underestimated the traffic to be generated by all hotel guests and staff coming and going at least once each day. There will also be restaurant, bar, meeting rooms and special events patrons coming and going.



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Hotel Durell

Charlie Rieckers <crieckers@csumb.edu>  
To: lohalloran@cityofpacificgrove.org

Mon, Jan 30, 2017 at 12:50 PM

Laurel O'Halloran,

Hello, I am a resident of Pacific Grove and am writing to you to say I am against the development of the Hotel Durell. Our streets are already overcrowded with tourist and residents as is. I've been living in Pacific Grove for eight months now and have fallen in love with its small town charm and fear this hotel will ruin it. Hopefully, you take my feelings into consideration.

Best regards,

Charlie Rieckers



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Proposed Hotel Durrell

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Carolyn Griffin <clroehouse@aol.com>

Sat, Jan 28, 2017 at 11:12 AM

To: "lohalloran@cityofpacificgrove.org" <lohalloran@cityofpacificgrove.org>

Cc: Gerald Dieter Griffin <k6md@aol.com>, readabooktoadog@gmail.com

My family has lived less than three blocks from the proposed hotel for more than thirty years, and we are totally opposed to this project.

1. It requires demolition of an existing historic building.
2. The retreat area is already heavily impacted by local events.
3. There is very limited parking in the retreat, and business, event, and employee parking already spill over into our neighborhood.
4. A four story building will overwhelm the surrounding area and create permanent shade for nearby buildings.
5. Construction will force cancellation or relocation of Farmer's Market.
6. The proposed entry to the hotel on Central will create a nightmare situation for pedestrians visiting the library, the park, and the museum. It is already dangerous!
7. There is not sufficient water for this project.

We are very disappointed in the "tourists first" atmosphere we see developing in Pacific Grove.

Gerald D. Griffin, MD and Carolyn K. Griffin

Sent from my iPad



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## THAT NEW PROPOSAL IS SO OUT OF PLACE

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**Bonnie Bragg** <abhaya@redshift.com>  
To: lohalloran@cityofpacificgrove.org

Tue, Jan 31, 2017 at 6:34 PM

the new project proposed close to the Library is nice looking for a modern city but not for downtown Pacific Grove. For Pacific Grove it is totally out of character. PLEASE DO NOT CROWD THAT PROPERTY BEHIND THE HOLLMAN BUILDING

BONNIE BRAGG  
232 CONGRESS AVE  
93950



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## Concerns about Hotel Durrell proposal

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Bob Fisher <bobfisher@riseupandcallhername.com>  
To: lohalloran@cityofpacificgrove.org

Tue, Jan 31, 2017 at 1:36 AM

Laurel O'Halloran, Associate Planner  
City Pacific Grove Community & Economic Development Department  
300 Forest Avenue, 2nd Floor, Pacific Grove, CA 93950

Ms. O'Halloran,

I am concerned about the proposed Hotel Durrell in Pacific Grove. I have several questions and comments. Please acknowledge that you have received this e-mail within the designated comment period.

Adequate parking is a problem. The 1 space for every 4 rooms ratio will not provide enough spaces. The traffic survey was done on a Wednesday but should have been on a busier Friday/Saturday, particularly with a restaurant adding cars to what's projected as a high occupancy rate. Also the parking on both sides of Central Avenue in front of the Library will be severely strained since the check-in and drop-off area will be on Central. Won't this hotel take those spaces out of use for us library patrons? Another parking worry is the competition for spaces in the lot next to the credit union (of which I am a member).

I am also worried about the number of rooms in this project. Given its location and impact on the existing uses and institutions in the area, i.e. a Public Library, Museum and Park, it seems 40-50 rooms should be the maximum allowed and adequate parking for this many rooms provided under the structure. That would be one space per unit. The lot next to the Credit Union should not be counted as hotel parking.

Traffic congestion and speed is another concern. The city has already had to place strips on the road trying to slow down traffic since many commuters use Central Avenue as a way to avoid the slower speeds on Lighthouse Avenue. As a senior citizen who is a frequent visitor to the Library and often uses the crosswalks at the congested intersections, won't the increased traffic jeopardize my safety in this area of town?

A full environmental review needs to be done for this project because of its effect on traffic and transportation. The proposal suggests that a mitigated negative declaration — a review not as exhaustive and costly as an environmental impact report — is appropriate for the hotel. I do not agree. Before this project is approved, its impact at near full capacity during major events, such as car shows, festivals, and street fairs must be assessed.

Appendix C details your contact and meetings with Louise J. Miranda Ramirez, Chairman, Ohlone/Costanoan Esselen Nation providing project notification. But the conversation seems to have ended in mid-stream. What are the issues she brought up, and are there actions that need to be done to address them? What additional information has not been received from her?

Sincerely,

Robert Fisher  
429 Lighthouse Ave. Apt 2  
Pacific Grove, Ca. 93950  
(831) 920-2731

■ Anthony A. Ciani 220 Walnut Street Pacific Grove, California 93950

January 30, 2017

Laurel O'Halloran, Associate Planner  
Community & Economic Development Department  
City Pacific Grove 300 Forest Avenue, 2nd Floor,  
Pacific Grove, CA 93950

**RE: HOTEL DURELL 157 GRAND AVENUE PACIFIC GROVE, CA 93950  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Dear Ms. O'Halloran:

The proposed project may have cumulative negative adverse environmental impacts on regional and state water quality and recreational resources, specifically the Area of Sensitive Biological Sensitivity (ASBS) in Monterey Bay; water usage, and regional recreational uses of the shoreline parks and recreational coastal trail, a part of the Coastal Zone. It may also contribute to cumulative negative impacts in traffic congestion of State Highway 68, one of the only two routes into and out of the Pacific Grove peninsula. Vehicular ingress and egress traffic at Pacific Grove is already exacerbated during peak commuting periods. I believe the MND, or if determined appropriate, an EIR for this project must be reviewed by state agencies regarding the water, recreation, aesthetic and transportation issues. Therefore, the environmental review should be submitted to the State Clearinghouse and the time period for review should be extended as needed.

Additionally, the potential historical/architectural significance of existing structure at the project site was apparently conducted by the City in 2015, before this current environmental review of the subject project. CEQA requires, that procedures, "to the maximum extent feasible, are to run concurrently, not consecutively." I am concerned that the City's piecemeal process may have avoided CEQA standards for assessing and evaluating the property's historical importance, and as such, may have pre-empted the City taking any action that would ordinarily be part of a full CEQA review of the project, and prevented it from considering all reasonable alternatives that may have less significant adverse environmental effects. I urge you to require the CEQA evaluation of the potential historical importance comply with CEQA Section 21084.1.

The Initial Study and proposed Mitigated Negative Declaration does not have sufficient level of detail to fully address the key issues and potential significant adverse direct and cumulative impacts to the environment regarding the intensification of land use, transportation, traffic congestion and parking, water quality and usage, recreational and cultural resources, and aesthetic quality.

Respectfully,

Tony Ciani



## Questions/comments regarding Initial Study for Hotel Durrell

JaneHaines80@gmail.com <janehaines80@gmail.com>  
To: O'Halloran Laurel <lohalloran@cityofpacificgrove.org>

Tue, Jan 24, 2017 at 7:53 AM

Good morning Laurel,

Regarding the Initial Study for Hotel Durrell, I request responses to the following concerns:

1. The Initial Study at [http://www.cityofpacificgrove.org/sites/default/files/general-documents/ceqa-california-environmental-quality-act/pacific-grove\\_hotel-durrell\\_ismnd.pdf](http://www.cityofpacificgrove.org/sites/default/files/general-documents/ceqa-california-environmental-quality-act/pacific-grove_hotel-durrell_ismnd.pdf) has only 116 pages. The Table of Contents references Appendices A-E. However, I cannot find any appendices. Where are they?
2. Page 3.0-7: What is the height of the existing Mexican restaurant/fabric store/office building? Is there a drawing showing the height of the existing building compared to the height of Hotel Durrell?
3. Figure 3.0-7 of Off Site Parking: Where are the Key Notes? Does Note 3 indicate the location of the paint store? Is there a map showing where the building with the bank and knitting shop end and begin in relation to the hotel's offsite parking location?
4. Page 3.0-7: How many of the 55 parking spaces adjoining the hotel would be for Hotel Durrell and how many for the Holman Building?
5. Page 3.0-7: PG requires only one parking space per 4 hotel rooms??? Is that typical of other cities too? E.g., how many parking spaces per hotel room does the City of Monterey require?
6. Figure 3.0-5B: The Alleyway Elevation shows 15 parking spaces under 2 floors. Are those 15 parking spaces included in the 55, thereby leaving 40 uncovered parking spaces? The Grand Ave. Elevation shows only a short distance between the Holman Building (keynote 7) and Hotel Durrell. Is that enough area for 40-55 parking spaces?
7. The parking area between the proposed hotel and the Holman Building is currently used by the public (for example, I park there when I visit the paint store or other nearby stores or restaurants.) Does the condition for 'valet parking only' mean the loss of these currently-public parking spaces? Please explain.
8. Figure 3.0-5C: What is meant by "Courtyard Elevation"?
9. Page 4.0-1: I certainly agree PG's General Plan is intended to create and maintain a "sense of place" in the community. However, I'm unaware that term appears in the PG General Plan. If it does, on what page?
10. Page 4.0-2: What is meant by the following sentence: "The project site provides opportunities for ocean views from adjacent streets, with well-defined view corridors."? How does the "project site" provide "opportunities for ocean views"? Does this refer to views of the ocean from the hotel's upper floors overlooking the library? Please provide an example of an "ocean view" which the "project site" provides from Central Avenue? from Grand Avenue?
11. Page 4.0-3, sentence at end of paragraph beginning "Site improvements would...." There is a parenthesis enclosing "Pacific Grove 2015." What does "Pacific Grove 2015" reference?
12. Page 4.0-3 states: "The design of the new building would be consistent with the existing surrounding buildings. The materials and colors chosen for the project would be consistent with surrounding buildings (Appendix A, Sheet A.16.)." What does "Appendix A, Sheet A.16" reference? Is it Figures 4.16-1 and 4.16-2? If so, I see nothing on those pages describing materials and colors. Please explain.
13. Page 4.0-4 paragraph beginning "The length and direction of shadows..." , sentence stating "The longest shadow a 37 foot building would cast would be approximately 74 feet during the Winter Solstice." The Winter Solstice has the shortest period of daylight of any day in the year. Does the quoted sentence mean that on no other day of the year would the hotel cast a shadow longer than 74 feet?
14. Pacific Grove Farmers Market meets on Mondays, blocking off Central Avenue in the area in front of the hotel, which will make it impossible for hotel guests to enter the hotel from Central Avenue. The Farmers Market is a well-attended, beloved activity. I do not see the effect of the hotel on the Farmers Market discussed in the Initial Study. Is it discussed and analyzed in any of the appendices, or anywhere?
15. Page 4.0-8 states that "new" jobs added by the hotel would likely include nontechnical service jobs. Such jobs generally necessitate low-cost housing to be affordable to such workers. What is the status of Pacific Grove's supply of low-cost housing in relation to existing needs, and in relation to the likely number of new jobs added by Hotel Durrell?
16. Page 4.0-15 - 4.0-17: I appreciate the City's care in notifying and consulting with the Ohlone/Costanoan-Esselen Nation. Thank you.
17. Page 4.0-16 references Appendix C. Where is Appendix C?

18. Page 4.0-18: I suggest Mitigation MM CUL-4 to require photographs in hotel public area (lobby, restaurant or elsewhere) showing transformation of building site described on page 4:016 from garage to warehouse to current (pre-hotel) uses.
19. The Notice of Intent to Adopt a Draft Initial Study/Mitigated Negative Declaration published January 11, 2017 states the hotel would include meeting rooms and a restaurant. Would the hotel's restaurant serve persons other than hotel guests? If so, where's the analysis for restaurant parking requirements? Since the hotel will include meeting rooms, will persons attending the meetings be confined solely to hotel guests? If not, where is the analysis for parking needs generated by the meeting rooms?
20. Page 4.0-4.7 states the project would include outdoor seating with a fire pit and recreational facilities such as a pool and spa. I see no outdoor seating with a fire pit in any of the drawings. Please explain where the outdoor seating with a fire pit will be. Will the pool and spa be solely for hotel guests?
21. Page 4.0-49 indicates the traffic study is in Appendix E. However, I cannot find Appendix E. Please explain.

I will appreciate your replies to the above questions.

Sincerely,  
Jane Haines



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Hotel Durell

1 message

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**Jennifer Bicket** <jbicket@sbcglobal.net>  
To: lohalloran@cityofpacificgrove.org

Thu, Jan 26, 2017 at 9:21 AM

Hello Laurel,  
Attached and below are my comments regarding the proposed Hotel Durell. I have also attached a copy. Please confirm receipt of this email.  
Thank you!  
Jennifer

2.0 PROJECT INFORMATION Hotel Durell City of Pacific Grove Initial Study/Mitigated Negative Declaration January 2017

2.0-2 10. Environmental factors potentially affected: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

Transportation/Traffic

Public Services

I am concerned about parking for the above-referenced project, Hotel Durell. There are 97 parking spaces that developer has available but cars for those spaces must be valet parked. Many people will not allow a valet to park their car; therefore, those people will use alternate street parking. In addition, although this is above the City requirement, it will leaves 28 potential hotel visitors whose cars will be parked on the street.

The Pacific Grove Public Library is immediately across the street from the proposed Hotel Durell. Patrons of the library park around the block of the library every day when the library is open (6 days a week). I believe that hotel patrons will park in these spaces and people who want to use the library will not be able to park. Also, I believe that hotel patrons will utilize parking in the adjacent neighborhood thus not allowing homeowners to park at their homes.

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hotel durrell.doc  
27K



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Written comments on proposed Hotel Durell

1 message

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**Scott Partridge** <scottgpartridge@gmail.com>

Wed, Jan 18, 2017 at 6:46 PM

To: lohalloran@cityofpacificgrove.org

My name is Scott Geoffrey Partridge  
I own 562 Park Place.

My property is one of the closest residential historic  
structures to proposed hotel.

I keep my historic home painted and  
planted with flowers. Tourists take pictures and ask me for directions!  
I grow plants that provide forage to Monarch butterflies,  
I plant different rare sages for bees to forage and for hummingbirds to drink from.  
I have blooming plants that only grow right along the coast.

I try to add to the street, the community, the town, and to promoting the town!

125 Rooms? I am sorry there is no other way to say it. What is this, a two  
bit negotiating tactic? Outrageous!

The people behind this "proposal" should be tarred and feathered and sent out  
of town astride a very rough hewn rail.

As a property own DIRECTLY impacted  
by this development, the scope and scale is  
simply outrageous.

This does not fit with the town. Their proposed number of rooms  
is a statement to the community that they are not a good player.

Here is my statement:

In the defense of evolution....  
The property has been underutilized.  
The owners have rights and interests  
They can seek the highest and  
best use .

I will be looking at FOUR main areas.

One, the scale is outrageous. 24 rooms 2 1/2 stories terraced.

Two. are they the principal that will be owning and managing the hotel, or do they plan on developing marketing and  
selling the property? Do they have a stake in the long term of their investment? What do they know about successful  
hotels?

Three. Are they prepared with a highly historically sensitive and highly attractive DESIGN or an appropriate scope and  
scale?

Within design, how they will accommodate CARS?

Sufficient underground parking accessed from Fountain? That may not trouble me.

My interests might be different, but as a friend of the neighborhood and  
also a property owner, a "boutique" hotel might be a reasonable use. I want

a commitment to reasonable scale, direct proven ownership, and not a developer, good design, and parking mitigation.

Scott Geoffrey Partridge



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Important updates about the proposed Hotel Durell

1 message

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Sally Aberg <forthecolors@comcast.net>

Thu, Jan 19, 2017 at 7:33 AM

To: Sally Aberg <forthecolors@comcast.net>

Cc: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Good morning PG residents with an interest in the proposed Hotel Durell across from the Pacific Grove Library.

I know some of you have already written to Laurel O'Halloran ( email: [lohalloran@cityofpacificgrove.org](mailto:lohalloran@cityofpacificgrove.org) ) with your California Environmental Quality Act Review Period comments. This is wonderful! The City needs to hear from each of us, in our own words.

**For efficiency's sake, I'm going to answer / ask the many questions and requests I've received from you all in one message. Here goes:**

1. **To review the 188-page pdf containing the Proposed Hotel Durell's plans**, go to this link:

[http://www.cityofpacificgrove.org/sites/default/files/general-documents/ceqa-california-environmental-quality-act/pacific-grove\\_hotel-durell\\_site-plans.pdf](http://www.cityofpacificgrove.org/sites/default/files/general-documents/ceqa-california-environmental-quality-act/pacific-grove_hotel-durell_site-plans.pdf)

You can also get there by going to this link:

<http://www.cityofpacificgrove.org/living/community-economic-development/planning/ceqa-california-environmental-quality-act>

and then click on **Hotel Durell Site Plans** a little ways down in this announcement.

2. When you write or email Laurel O'Halloran, **ask Laurel to confirm receipt of your comments.**

3. A concerned resident in-the-know reminds us all to **keep your comments related to CEQA issues as much as possible.**

4. Please Note: Associate Planner Laurel O'Halloran reminds us all that **this project will go to two public hearings... and if approved, it will go on the water wait list.**

5. The hotel owner Nader Agha will be under a requirement that construction must begin within two years of approval. I asked Laurel if this two-year period would begin at the time of approval or once the project reached the top of the water wait list. She replied:

"The applicant will not be allowed to get a Building Permit until water is available. Therefore no ground disturbance may begin until a building permit is issued."

And who knows when water availability will come?

6. **Does anyone have a copy or access to the text of the 1994 citizen's initiative that approved a zoning change for the Holman Block?**

REMEMBER: All CEQA-related comments must be received by snail mail or email by January 31, 2017!

Thank you.

Sally



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## HOTEL DURELL

1 message

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**Patsy Volpe** <patsymelvin@comcast.net>

Wed, Jan 18, 2017 at 8:36 AM

To: lohalloran@cityofpacificgrove.org

Dear Ms. O'Halloran,

I live at 126 Grand Avenue in PG. I've lived here for over thirty years. The residential nature of our street is threatened by the proposed hotel. I understand that the powers that be are trying to squeeze every last tourist dollar to fund our city but when the charming nature of our town is gone, who will want to come here? On a personal level, the noise, traffic (foot and auto), parking issues and just the sight of this looming new structure will destroy our peace, mentally and physically. You may say, *but you have the Seven Gables on your street*. Yes, but that is a gorgeous historic structure that it is an honor to live near. It is a small bed and breakfast, oozing with charm. A completely different animal.

Please, I beg you, do not let this hotel become a reality. Can't some land and sky views remain in our little hamlet? Must every inch fall to developers? Thank you for your consideration.

Patsy Volpe  
126 Grand Avenue  
Pacific Grove CA



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## hotel Durell

1 message

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**Nan Sherburne** <nsherb@juno.com>

Fri, Jan 20, 2017 at 5:21 PM

To: lohalloran@cityofpacificgrove.org

Dear Laurel,

I am a concerned Pacific Grove resident and would like to express my feelings against having a big hotel behind the Holman building. Our town has a lovely flavor and presence, and we citizens see an encroachment of "big projects" to make money and destroy the small town feeling of PG. Please do not let this hotel come about.

Nancy Sherburne  
22 Country Club Gate  
PG, CA 93950  
655-1004

and ps: please acknowledge my comments, and I'd like to know if there is more I can do to help stop this commercial entity. (and think of the added traffic to our streets.....)

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21 Gorgeous Stars Who Became Monsters With Age

[mightbenews.com](http://mightbenews.com)

<http://thirdpartyoffers.juno.com/TGL3141/5882b78a7800537896462st02duc>



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Third Addendum in opposition to project Durell's request for a CEQA NMD

1 message

john moore <jmerton99@yahoo.com>

Thu, Jan 26, 2017 at 9:02 AM

Reply-To: john moore <jmerton99@yahoo.com>

To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Cc: Kelly Nix <kelly@carmelpinecone.com>, Mtry Herald <mheditor@montereyherald.com>, Marge Jameson <editor@cedarstreettimes.com>, Monterey County Weekly <freshsquid@mcweekly.com>, Bill Kampe <bkampe@cityofpacificgrove.org>, Rudy Fischer <rudyfischer@earthlink.net>, Huitt <huitt@comcast.net>, Nicholas Smith <nicksmith20@gmail.com>, Bill Peake <bpeake@cityofpacificgrove.org>

I have just analyzed Appendix E, of the developer's petition for an NMD. It is a four page document entitled TRAFFIC AND TRANSPORTATION(including parking), prepared by Hexagon Transportation Consultants, Inc.

Hexagon analyzed direct traffic impacts as follows: At present it found 24 A.M. trips to the site and 63 P.M. trips to the site. It then estimated that the new hotel, restaurant with meeting rooms would have 46 A. M. trips and 12 P. M. trips to the site.

Hexagon measured traffic impact limited to an analysis of four key intersections that would be affected. It noted that traffic impacts are judged from LOS A, the best, to LOS E, the worst and that these intersections were rated LOS B prior to the analysis. It concluded that the hotel would not impact delays at the intersections, at most for one second, and that the project had no significant impact on traffic.

Re parking, Hexagon concluded that according to the City Zoning laws(which are subject to further limitation because the project requires a "Use Permit,") the project must produce 68 off street parking spaces and does not, but mitigates that omission with "Valet" parking I could find no authority for granting the developer a right to "Valet" parking, which is a limitation on parking, not a mitigation.

In conclusion, the analysis presented by the developer re traffic, transportation and parking is significantly superficial and incomplete and cannot justify a NMD. Let me explain why: From about 1973 to 2002, I was a co-owner of the 200 room Pony Village Motor Lodge, located in North Bend Oregon, a coastal community subject to peaks and valleys in occupancy, much like Pacific Grove. Based on my years of experience as an owner, this is how traffic and parking impacts will occur.

A motel or hotel creates an unusual amount of negative impact on traffic and parking because of the "check in" and "check out" process. A 125 room hotel during these many peak days may expect 100, or more check outs in the AM, with up to 100 automobiles owned by patrons, and then after two PM, another 100 or so new patrons, again with up to another 100 auto trips by the new patrons and so on. The impact on the area and its roadways will be negative, leading to lengthy grid lock and delay(keep in mind that Forest Ave. is a major roadway to CHOMP for emergency services). Again, I remind you that all of the affected roads are one lane each way

The impact of the 200+ automobile trips per peak days, must be completely researched and analyzed for impacts, via the EIR process in compliance with CEQA. The only conceivable mitigation that would justify a NMD would be to limit the size of this high density project to about 50 rooms.

John M. Moore

Please acknowledge receipt. Thanks,JMM.



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Comment Opposing a Negative Declaration for the Durrell project.

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john moore <jmerton99@yahoo.com>

Mon, Jan 23, 2017 at 7:17 PM

Reply-To: john moore <jmerton99@yahoo.com>

To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Cc: Sally Aberg <forthecolors@comcast.net>, Huitt <huitt@comcast.net>, Bill Peake <bpeake@cityofpacificgrove.org>

Re NMD for the proposed Durrell/ Addendum to my filed Opposition to an NMD.

The Durrell is asking for 125 rooms on a 33,000 sq. ft. parcel. As set forth in my filing, this density is much much too high for this area.

COMPARE: The ATP SITE FOR THE BELLA PROPOSED 160 ROOMS ON ABOUT TWO HUNDRED SEVENTEEN THOUSAND EIGHT HUNDRED SQ. FT (217, 800 sq. ft. about 5 acres).

Respectfully submitted, John M. Moore

PS. Please Acknowledge receipt. Thanks/JMM

[Quoted text hidden]



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Comment Opposing a Negative Declaration for the Durrell project.

1 message

john moore <jmerton99@yahoo.com>

Sat, Jan 21, 2017 at 2:16 PM

Reply-To: john moore <jmerton99@yahoo.com>

To: "lohalloran@cityofpacificgrove.org" <lohalloran@cityofpacificgrove.org>

To: The City of Pacific Grove Planning Commission

Staff(Mark Brodner) and the developer have requested a Negative Mitigated Declaration (NMD) for this project. According to CEQA, a project does not qualify for an NMD "if it creates a substantial adverse change in the physical conditions within the area affected by the project(CEQA Guideline Section 15382)."

### THE AREA AFFECTED

1. The project proposes a 125 room hotel, a 4265 sq. ft. restaurant, over 2000 sq ft of conference rooms, Valet parking and no public selection parking. It is located in a key and sensitive location, across from the public library, near the Natural Museum, a park and adjacent to a new development(Holman Building that will contain 25 condos and thousands of sq. ft. of retail. Multi-family homes are nearby, North of the project.
- 2.The streets leading to the project are one lane in each direction.
- 3.The Holman project was permitted without the benefit of an EIR, but must be analyzed for combined impacts as part of this review.
4. Another Hotel site(the Bella) was just rezoned and is to be located at the Old Tin Cannery site and has not yet been analyzed for "changes in physical conditions within the area affected by the project." Its potential negative impact on this project must be analyzed.
5. The original rezoning for the affected area was for the whole Holman block. That right was by an initiative approved by the electors and provided "no change" could be made in that grant without a vote of the electors. Regardless, the City approved a "lot split" for the rezoned parcel, dividing it into the Holman project and now this project, without an EIR and without a vote of the people.

### DISCUSSION

- 1.The project does not qualify for a NMD because its AESTHETICS violate the area of influence. The developer has a legal right to build a hotel, but does not have a legal right to build a 125 room hotel, with a large restaurant, meeting rooms, adjacent to a thousands of sq. ft. shopping project. There would be a substantial adverse affect on the area affected by the project.
2. The only change that would justify a NMD for a project of this density and multiple uses in this small lot in its sensitive community location, could be a boutique hotel of two stories and about forty or no more than fifty rooms. Gardens would be helpful.
3. An important CEQA criteria that must be met to grant a NMD is that it will not create a substantial negative impact on local transportation and traffic. The area has numerous special events that inundates the area with many outside guests(car shows, golf tournaments, motorcycle races etc). Imagine a fairly typical week or week-end where the hotel is full, there are 90 restaurant reservations and one or two conferences. The Holman shops are fairly busy. The traffic would be gridlock all of the way back to highway 68 and even highway one.

And then imagine that in three to five years the "BELLA" opens just a few blocks down the line!

4, USE PERMIT: This project specifically requires a use permit, first by the Planning Commission and then the Council. CEQA preempts city zoning laws and the mere fact that a project may facially meet a zoning

requirement does not satisfy CEQA. When a use permit is required, the City may impose conditions on the permit for the project. The type of conditions is comprehensive and listed in PGMC 23.70.80(a)(5).

However, in order for this Commission to fully understand the limitations that are required, it must have the benefit of a comprehensive EIR.

Respectfully submitted, John M. Moore, resident historian.

PS. Please acknowledge receipt of this comment.JMM



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Holman Building Development

1 message

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Jeffrey Lehner <jlehner@csumb.edu>

Fri, Jan 20, 2017 at 1:01 PM

To: lohalloran@cityofpacificgrove.org

Dear Ms. Hollaran,

my name is Jeffrey Lehner. I am a Pacific Grove resident and home owner and live about five blocks away from the Holman Building.

I am one of the many people that do not feel that expanding the current footprint of the building, both in height and girth, is a prudent use of that space for the following reasons:

1. Water - more water usage is NOT what this area needs with CalAms current conundrum of over population (use) and lack of supply and all the environmental implications of that situation, not to mention the costs associated from creating further impacts on the current supply levels.
2. This building and space usage disrupts the flow of the City skyline. Ascetically speaking, both the current structure and future notion of expansion are insensitive to the overall look of the City. We are not Cannery Row. The Intercontinental fits in well with its surrounding skyline. Its placement (in spite of its added burden to the water supply) is congruent with its surrounding space. It adds to the feel of the built space in the Cannery Row area.

I feel like a functioning hotel would be a fine addition to PGs downtown. My issue would be with a scope that overbuilds the area. I also feel like a hotel should be accompanied with some other components such as ground-level shops and artist spaces. I feel like the height should be controlled. I feel like opening the center of the building to allow pass-through walkways, possible small-scale green zones, mixed with shops would reduce the impact of a larger-scale plan. Plus, a more open design would make it more likely for locals to have reason to use the space, shop in the stores, and therefore, more likely to agree to a hotel plan.

My opinion is that developers only want to build when an opportunity like this makes itself known. I feel like the City would naturally want to support developing the space to increase its tax base. I understand and do not condemn these wants and needs. My issue would be that developers and City officials should want to work with local residents so that a project like this can move forward while making everyone happy, or at least more satisfied.

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Thank you for your time and attention.

Jeff

Jeffrey Lehner, MSW  
Coordinator, Chinatown Revitalization Project  
California State University, Monterey Bay: Service Learning Institute  
100 Campus Center, Bldg. 44, Seaside, CA 93955  
Learning Center: (831) 770.1700  
Campus: (831) 582-5083



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Future hotel downtown near library

1 message

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**Claudia Vierneisel** <hummingbirdcv@sbcglobal.net>

Wed, Jan 18, 2017 at 2:20 PM

To: lohalloran@cityofpacificgrove.org

Hello,

I am a Pacific Grove resident at 67 country club gate and I do not favor the proposal for a hotel near the library.

Thank you for your time and count me in as a no voter.

Claudia vierneisel  
67 Country Club Gate



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Proposed Hotel at Grand and Central

1 message

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**Bobbie Hall** <bobdango@pacbell.net>

Wed, Jan 18, 2017 at 4:00 PM

To: lohalloran@cityofpacificgrove.org

"Hotel Durell" - I am not in favor of a project of this size in this location due to its impact on parking (for library, museum and downtown patrons, not to mention residential) and traffic. Its size also seems out of proportion with everything around it. I appreciate that it would increase city revenues to some extent but at what cost to the downtown atmosphere. Please find another means of bringing in revenue that would be more appropriate to the location.

However, I am in favor of Project Bella because it would be more in keeping with the surroundings and the American Tin Cannery is currently a disaster/albatross.

*Roberta Hall*

228 17<sup>th</sup> St.

*Pacific Grove, CA*



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Hotel Durrell

1 message

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**Anne Downs** <annedowns1@me.com>

Mon, Jan 23, 2017 at 11:18 AM

To: lohalloran@cityofpacificgrove.org

After reading the Proposed Plans, we cannot understand how a 125-room hotel with restaurant can not increase the traffic.

With a water shortage, putting in a swimming pool is not acceptable.

This proposed project might not be listed as sitting on hazardous site, but since there was a gas station and garage there for years, decades before there were laws on hazardous waste disposal, it seems likely that excavation could open a Pandora's Box of dangerous materials improperly disposed of. We hope that the "Mitigation Incorporated" is taking this into account.

Given his track record on building projects, maintaining buildings he owns, and the numerous lawsuits he's been involved in, can we trust the owner to fulfill his part of the contract?

Please acknowledge receipt of this email.

Thank you,

Anne and Doug Downs  
405 Alder St



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Fwd: Hotel Durell

**kat clancypapenhausen** <kcpapenhausen@gmail.com>  
To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Tue, Mar 14, 2017 at 6:54 AM

Address corrected, please see below.

Begin forwarded message:

**From:** kat clancypapenhausen <kcpapenhausen@gmail.com>  
**Subject:** Hotel Durell  
**Date:** March 14, 2017 at 6:47:37 AM PDT  
**To:** loholloran@cityofpacificgrove.org

I suspect this EIR should be subject to a cumulative effect as a hotel is planned (and being built) less than 300 feet away from this proposed project.

Please tell me how I can register some comments about the concept of this "plan" to add a second Multi level living complex in a very small, quaint area of Pacific Grove.

Although, I am a Pebble Beach resident, I prefer to shop in Pacific Grove because I can usually find parking and the shops are easy walking distance, even if I have to park a couple of blocks away.

Yesterday, a Sunday, at noon, I attempted to park by my favorite (only) quilt shop and have lunch at the nearby Mexican Restaurant. Apparently, street parking was already taken and the parking lot between the new planned condo Holman bldg and the current warehouse bldg. was fenced off. No parking was allowed and if this is to remain reserved for the car owners of the condo bldg. then we already have a traffic volume issue with just one multi level living unit type bldg.

Also, to put another large commercial 125-room hotel at Grand and Fountain avenues would severely impact traffic for use of the museum, library, park and quilt store for city's residents and local residents that enjoy patronizing Pacific Grove and it's existing quaint atmosphere. This will ruin the charm of the area and you already have plans for the Tin Cannery which sounds wonderful and will contribute to the tax basis the town does need, I get it.

Thanks in advance.

Kathleen



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Comment on EIR for Durrell Hotel

John Moore <jmoore052@gmail.com>  
To: lohalloran@cityofpacificgrove.org

Tue, Mar 28, 2017 at 5:52 PM

This is a brief Supplement to my recent Supplement to my comment on the EIR for the Durrell.

As set forth previously, neither the council or the voters may approve new zoning for a project that violates the city general plan. Minor amendments may be made to adjust mistakes, lot line errors and the like, but a "new" use for a parcel is inconsistent with the General Plan and illegal. So how does a city change a General Plan legally.

Changes to a General Plan are controlled by state law, and are called An "Update." An Update requires a total evaluation of the current Plan and then sets forth a new General Plan, usually a plan for the next 20 years. If the Updated Plan was adopted by the voters and allowed a new and different use for the parcel in question, the Durrell, then the new zoning could be consistent with the new Plan.

In my view an Updated Plan would never allow a hotel of 125 or even 61 rooms at such a delicate location as the Durrell. On the other hand, a new use for the ATC makes some sense and a hotel use more reasonable. But it is for the voters to decide. John M. Moore

----- Forwarded message -----

From: John Moore <jmoore052@gmail.com>

Date: Sun, Mar 26, 2017 at 10:15 AM

[Quoted text hidden]

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### 2 attachments

Scan\_0002.pdf  
2209K

Scan\_0003.pdf  
284K

## 1.2 WHAT IS THE GENERAL PLAN?

The General Plan responds to, and its authority derives from, the California Government Code, Section 65302. It is the principal policy document for guiding future conservation and development of the city. It represents an agreement among the citizens of Pacific Grove on basic community values, ideals, and aspirations to govern a shared environment. The Plan has a long-term horizon, addressing an approximately 15-year time frame. Yet it brings a deliberate, overall direction to the day-to-day decisions of the city council, its commissions, and City staff. The Plan—

- Expresses the desires of Pacific Grove residents in regard to the physical, social, economic, cultural, and environmental character of the city;
- Serves as a comprehensive, day-to-day guide for making decisions about land use, economic development, road improvements, and protecting natural resources and the public health and safety;
- Defines a realistic vision of what the city intends to be in 15 years;
- Charts the course of conservation and development that will determine the future character of Pacific Grove;
- Serves as the City's "constitution" for land use and community development *“(all zoning, subdivision, and public facilities ordinances, decisions, and projects must be consistent with the General Plan)”*

## 1.3 ORGANIZATION OF THE PLAN

State law requires cities to prepare General Plans covering at least seven subjects—land use, circulation (transportation), housing, open space, conservation, noise, and safety. General Plans may also address any other subjects which, in the judgment of the legislative body, relate to the physical development of the city (Government Code §65303).

The Plan is made up of a text, diagrams, and other illustrations. The text is arranged in chapters. Figure 1-3 at the end of this chapter shows the relationship of the Pacific Grove General Plan chapters to the seven elements and the subordinate issues that State law requires to be addressed.

Starting with Chapter 2, each chapter begins with a description of existing conditions or a discussion of problems or both. Desired future conditions are stated in the form of *goals, policies, and programs* which are the essence of the Plan.

### 1.3.1 Maps and Diagrams

Accompanying this text as an integral part of the General Plan is the official Land Use Map. The map is drawn at a scale of one inch to 400 feet on a 1992 base map. Maximum allowable population densities and building intensities are presented in Chapter 2, Land Use, for the categories shown on the Land Use Map.

A separate Circulation Map appears as Figure 4-2 in Chapter 4, Transportation. This map shows the existing and proposed street system, with streets categorized according to their function as local streets, collectors, or arterials.

### 1.3.2 What Is Adopted

All of the text in Chapters 1 through 11 is adopted, including historical and physical background. These statements are all a part of the General Plan. Figure 1-2, the Land Use Map, the maps in the transportation chapter, and the noise contour map in Chapter 10 are adopted. All other maps and graphic illustrations and their captions, unless otherwise specified in the related text and their titles, are illustrative or provide basic information, and are not adopted as statements of policy.



Entering Pacific Grove

### 1.3.3 Goals, Policies, and Programs

Goals are long-range in nature; policies and programs are intermediate or short-range. *Goal*, *policy*, and *program* are defined below, printed with the numbering system and typeface used in Chapters 2 through 10.

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**GOAL**  
**1** A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

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**POLICY 1** A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that the City elects to follow, in order to meet its goals.

**Program A** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal.

Sources for policies and programs are indicated by parenthetical notations:

- Direct State mandate (SM);
- Local Coastal Program Land Use Plan (LUP).

Language that is needed to further explain a particular goal, policy, or program immediately follows it. Clarifying language has the same force or obligation as the policy or program it explains.

In summary, goals determine *what* should be done, and *where*. Policies and programs establish *who* will carry out the goals, *how*, and *when*. Together they will determine the nature of the environment and the future character of Pacific Grove. Explanatory text leads up to and follows the goals, policies, and programs.

The reader is directed to the specific goals, policies, and programs in each chapter. The major themes of the Plan are paraphrased and summarized, below.

**Chapter 2, Land Use.** Preserve and enhance the character of Pacific Grove while accommodating suitable new development. Maintain the city's residential character and the scale of its neighborhoods. Enhance the attractiveness and viability of existing commercial areas. Upgrade the appearance of Downtown, and other commercial areas, retaining and emphasizing the historical styles.

**Chapter 3, Housing.** Maintain, improve, and rehabilitate the city's existing housing. Promote a balance of housing types, densities, and cost ranges for all economic segments of the population. Designate sufficient land for residential use at densities appropriate to meet local and regional housing needs. Encourage energy efficiency in both new and existing housing.

**Chapter 4, Transportation.** Provide safe and efficient transportation facilities for moving people and goods within Pacific Grove. Do everything possible to reduce negative impacts of local and regional traffic on Pacific Grove and its neighborhoods. Make it easier to move around Pacific Grove without having to use a car. Provide safe, paved, bicycle and pedestrian paths to schools, shopping areas, recreation facilities, and open space areas. Improve traffic safety for motorists, bicyclists, and pedestrians. Assure adequate transit service in Pacific Grove (e.g., bus, special shuttles, airport limousine) as alternatives to the auto.

**Chapter 5, Parks and Recreation.** Provide active and passive park and recreation facilities and programs for people of all age groups and capabilities.

**Chapter 6, Natural Resources.** Comprehensively manage Pacific Grove's natural vegetation, tree canopy, and wildlife habitat. Promote tree planting. Protect the city's coastal and biological resources. Preserve and enhance public visual access to the ocean. Protect the area's groundwater. Protect endangered species.

**Chapter 7, Historic and Archaeological Resources.** Nurture a greater awareness of and sensitivity toward Pacific Grove's historic and archaeological heritage. Identify, protect, and preserve the structures of Pacific Grove's cultural and architectural history, including its many buildings of Victorian styles and other late nineteenth and early twentieth century architecture. Protect archaeological sites consistent with State and federal regulations.

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## 1.9 RELATION TO OTHER DOCUMENTS

The City regulates the use of property within its jurisdiction through the General Plan and zoning, subdivi-

vision, and building regulations for the purpose of promoting the health, safety, and welfare of the public. The General Plan is a legal document, adopted by the city council, which bears on development and redevelopment in the city. Other legal documents are also adopted by the city council and affect development in the city. They include the Local Coastal Program Land Use Plan (LUP), the Zoning Ordinance, the Subdivision Ordinance, and building regulations. The General Plan is at the apex of all of these land use regulations. Following adoption of the General Plan, any regulations in the zoning, subdivision, building, and other ordinances that are not consistent with the Plan will be amended to insure consistency.

The Local Coastal Program Land Use Plan (LUP) is required under the provisions of the California Coastal Act of 1976, as amended, for all areas within the state's coastal zone. The LUP for Pacific Grove was adopted by the city council on June 7, 1989, as an element of the City's General Plan. Although every attempt has been made to assure consistency between the LUP and the chapters of the General Plan, in the event of conflict, the LUP takes precedence over the General Plan within the coastal zone.

The Zoning Ordinance is one of the many programs that implement the General Plan. It is more detailed than the Plan and regulates development lot-by-lot, based on the General Plan's goals, policies, and Land Use Map. The Zoning Ordinance divides the city into districts, or zones, that specify allowable uses for real property, and size restrictions for buildings within these districts.

The Subdivision Ordinance regulates and controls the design and improvement of subdivisions, including condominiums, and establishes requirements for tentative and final maps.

The General Plan is organized to fit Pacific Grove and the way the City conducts its review and approval of land use and development. The organization of the Plan does not always correspond with the way that State law sets forth the requirements for elements of General Plans. The following table, Figure 1-3, shows the relationship of the chapters in this General Plan to the requirements in the State-mandated elements.

Search: All john, search your mailbox

Compose Sort by date Archive Move Delete Spam More

**Yahoo (9999+)**  
johnmmoore (310)

Inbox (543)  
Drafts (120)  
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Archive  
Spam (150)  
Trash (192)  
Smart Views  
Important  
Unread  
Starred  
People  
Social  
Shopping  
Travel  
Finance  
Folders (9999+)  
Recent

**Today**

☐ JaneHaines80@gmail.com 8:13 PM  
Fwd: Please read comment #4  
Great email John, thank you so much 21

☐ Christie Fogarty 5:32 PM  
Final notice  
Fellow Conservative, There are just a few

☐ WSJ.com Editors 5:20 PM  
WSJ NEWS ALERT: Trump Taps A:  
The Wall Street Journal News Alert Tru

☐ Los Altos Patch 5:16 PM  
ALERT: Donald Trump Announces  
After Justice Antonin Scalia's death las

☐ Zillow 4:34 PM  
Zestimate for 836 2nd St has incre:  
Home data and neighborhood activity

☐ Jeffrey, me 4:23 PM  
Response to Hotel Durrell proposi:  
Excellent, John Sent from my iPhone 2

☐ Jody Morales 3:35 PM  
KQED Radio: California Supreme C  
Hi all, An observant supporter sent thi

☐ WebMD 3:24 PM  
Warning Signs of Common Mood  
Mood disorders can affect all parts of

☐ me...Luke 2:28 PM  
Use permit  
Good, just between you and me, 3

☐ Anthony Ciani 2:03 PM  
Fwd: HOTEL DURELL MND  
----- Forwarded message -----

**Yesterday**

☐ me...me, Monterey Jan 30  
Fwd: The Partisan has a new post!  
Display problems? View this news 8

☐ Calpensions Jan 30  
[Subscribe] Comments on Calpens  
Subscribe to comments on Governme

☐ Bruce Orlebeck Jan 30  
Fwd: A very unique way to 4-putt a  
Sent from my iPad Subject: FW: A very

☐ news@norcalrecord.com Jan 30  
California Supreme Court is makin  
We thought you would be interested i

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[New post] Government policy hur  
Ed Mendel posted: "The two big state

**Last week**

☐ Sally Aberg Jan 27  
URGENT: Proposed Hotel Durrell -

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To john moore

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Mark Brodeur

Mark

**Mark J. Brodeur, Director**

City of Pacific Grove  
Community & Economic Development Department  
300 Forest Avenue  
Pacific Grove, California 93950  
T: 831.648.3189  
M: 831.884.3818

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Reply Reply to All Forward More

**John Moore** Sent from my iPhone Begin forwarded message: Today at 9:05 AM

**john moore** FYI/JMM On Tuesday, January 31, 2017 8:35 AM, Mar Today at 9:43 AM

**Sally Aberg** Wow, even when caught red-handed and are busted, Today at 9:45 AM

**JaneHaines80@gmail.com** John, Durrell Hotel is in C-1-T zoning Today at 9:48 AM

**john moore** Thanks, Jeff should attach Broders letter and include Today at 9:52 AM

**Anthony Ciani** Hello John, I am also interested in and share your Today at 10:08 AM

**John Moore** Thanks, the nitty gritty is that the planning comm ma Today at 10:28 AM

**Vincent Tumminello <vatuminello@yahoo.com>** Today at 6:13 PM  
To john moore

Great email John, thank you so much!

Sincerely, Vince

Sent from my iPhone

Show original message

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Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

## Comment on EIR for Durrell Hotel

John Moore <jmoore052@gmail.com>

Sun, Mar 26, 2017 at 10:15 AM

To: "mbrodeur@cityofpacificgrove.org" <mbrodeur@cityofpacificgrove.org>, lohalloran@cityofpacificgrove.org

Attn. L. O'Halloran.

This is a supplement to my original comment on the EIR for the Durrell hotel project as set forth below.

I attach several pages from the City General Plan and have noted the critical language: On the first page, the Plan notes that the Plan is the constitution for "all" projects and "all must be consistent with the Plan." The current zoning for the Durrell is totally inconsistent with the city Plan and is "ultra vires" (beyond the power). I note the developer has filed an application to "Amend the General Plan" in an impossible attempt to pump legality into the Durrell's illegal zoning. It is a confession that the Durrell is inconsistent with the Plan. Amendment is not available as set forth in the next paragraph.

See pps 3 and 4 of the attached general plan legal documents: As set forth a Plan may only be amended if the amendment "at least" "is consistent and compatible with the rest of the General Plan..." That of course is impossible, because the proposed use is 100% opposite normal commercial uses. There is no parking or roadways to accommodate a 125 room hotel.

See pg 2 of the attached Plan: "Chapter 2, Land Use, Preserve and enhance the character of Pacific Grove while accommodating suitable new development. Maintain the city's residential character and the scale of its neighborhoods." Clearly STR violated the Plan and are illegal, but for this EIR, the city must recognize that the proposed Durrell is located in a hot bed area of STR and the impact of that must be considered. The neighbors in this area have already suffered the brunt of one attack on residential living and now are threatened with the Durrell.

See the second attachment which is an e-mail from Development Director Mark J. Broeder to me affirming that this project requires a "use permit" and that allows the city, not the developer, to shape its size etc. as clearly defined in the PGMC. When Mr. Broeder publicly claims the project meets zoning without variance he is untruthful and he knows it. When a "use permit" is required there are no rights under the law as to size, parking, design, etc. that is clearly the province of the Planning Commission and then the council, as affirmed by the attached e-mail.

If this project goes forward, in spite of the lack of legal zoning, the key areas for the planning commission are traffic and parking and the sensitive location of the project (center of town, residential, library, STR etc.). I suggest that the city obtain a survey of all of the motels etc. in the area to determine the percent of patrons that travel to the facility by auto. That should help determine the number of parking spaces necessary just for the 125 rooms. Occasionally there may be busing to the hotel, but there is no guarantee of that, so let us look at the reality. Busing has its own traffic problems.

John M. Moore

----- Forwarded message -----

From: John Moore <jmoore052@gmail.com>

Date: Tue, Mar 21, 2017 at 7:34 AM

Subject: Re: Comment on EIR for Durrell Hotel

To: Alec Murdock Outside the Box <AlecOTB@arrowkite.com>

FYI/JMM

On Mon, Mar 20, 2017 at 2:25 PM, John Moore <jmoore052@gmail.com> wrote:

----- Forwarded message -----

From: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Date: Mon, Mar 20, 2017 at 11:23 AM

Subject: Re: Comment on EIR for Durrell Hotel

To: john moore <jmerton99@yahoo.com>

Cc: John Moore <jmoore052@gmail.com>

FYI/ Marly

1/31/2017 (307 unread) - jmerton99 - Yahoo Mail

john, search your mailbox

Compose Sort by date Archive Move Delete Spam More

**Yahoo (9999+)**  
johnmoore (310)

Inbox (543)  
Drafts (120)  
Sent  
Archive  
Spam (150)  
Trash (192)

**Smart Views**  
important  
Unread  
Starred  
People  
Social  
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Travel  
Finance

> Folders (9999+)  
> Recent

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JaneHaines80@gmail.com 6:13 PM  
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WSJ.com Editors 5:20 PM  
WSJ NEWS ALERT: Trump Taps A:  
The Wall Street Journal News Alert Tru

Los Altos Patch 5:16 PM  
ALERT: Donald Trump Announces  
After Justice Antonin Scalia's death las

Zillow 4:34 PM  
Zestimate for 836 2nd St has incre.  
Home data and neighborhood activity

Jeffrey, me 4:23 PM  
Response to Hotel Durrell proposi  
Excellent. John Sent from my iPhone

Jody Morales 3:35 PM  
KOED Radio: California Supreme C  
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WebMD 3:24 PM  
Warning Signs of Common Mood  
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California Supreme Court is makin  
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## 1.2 WHAT IS THE GENERAL PLAN?

The General Plan responds to, and its authority derives from, the California Government Code, Section 65302. It is the principal policy document for guiding future conservation and development of the city. It represents an agreement among the citizens of Pacific Grove on basic community values, ideals, and aspirations to govern a shared environment. The Plan has a long-term horizon, addressing an approximately 15-year time frame. Yet it brings a deliberate, overall direction to the day-to-day decisions of the city council, its commissions, and City staff. The Plan—

- Expresses the desires of Pacific Grove residents in regard to the physical, social, economic, cultural, and environmental character of the city;
- Serves as a comprehensive, day-to-day guide for making decisions about land use, economic development, road improvements, and protecting natural resources and the public health and safety;
- Defines a realistic vision of what the city intends to be in 15 years;
- Charts the course of conservation and development that will determine the future character of Pacific Grove;
- Serves as the City's "constitution" for land use and community development *all* (all zoning, subdivision, and public facilities ordinances, decisions, and projects must be consistent with the General Plan)!!

## 1.3 ORGANIZATION OF THE PLAN

State law requires cities to prepare General Plans covering at least seven subjects—land use, circulation (transportation), housing, open space, conservation, noise, and safety. General Plans may also address any other subjects which, in the judgment of the legislative body, relate to the physical development of the city (Government Code §65303).

The Plan is made up of a text, diagrams, and other illustrations. The text is arranged in chapters. Figure 1-3 at the end of this chapter shows the relationship of the Pacific Grove General Plan chapters to the seven elements and the subordinate issues that State law requires to be addressed.

Starting with Chapter 2, each chapter begins with a description of existing conditions or a discussion of problems or both. Desired future conditions are stated in the form of *goals, policies, and programs* which are the essence of the Plan.

### 1.3.1 Maps and Diagrams

Accompanying this text as an integral part of the General Plan is the official Land Use Map. The map is drawn at a scale of one inch to 400 feet on a 1992 base map. Maximum allowable population densities and building intensities are presented in Chapter 2, Land Use, for the categories shown on the Land Use Map.

A separate Circulation Map appears as Figure 4-2 in Chapter 4, Transportation. This map shows the existing and proposed street system, with streets categorized according to their function as local streets, collectors, or arterials.

### 1.3.2 What Is Adopted

All of the text in Chapters 1 through 11 is adopted, including historical and physical background. These statements are all a part of the General Plan. Figure 1-2, the Land Use Map, the maps in the transportation chapter, and the noise contour map in Chapter 10 are adopted. All other maps and graphic illustrations and their captions, unless otherwise specified in the related text and their titles, are illustrative or provide basic information, and are not adopted as statements of policy.



Entering Pacific Grove

### 1.3.3 Goals, Policies, and Programs

Goals are long-range in nature; policies and programs are intermediate or short-range. *Goal*, *policy*, and *program* are defined below, printed with the numbering system and typeface used in Chapters 2 through 10.

---

**GOAL**  
**1** A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

---

**POLICY 1** A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that the City elects to follow, in order to meet its goals.

**Program A** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal.

Sources for policies and programs are indicated by parenthetical notations:

- Direct State mandate (SM);
- Local Coastal Program Land Use Plan (LUP).

Language that is needed to further explain a particular goal, policy, or program immediately follows it. Clarifying language has the same force or obligation as the policy or program it explains.

In summary, goals determine *what* should be done, and *where*. Policies and programs establish *who* will carry out the goals, *how*, and *when*. Together they will determine the nature of the environment and the future character of Pacific Grove. Explanatory text leads up to and follows the goals, policies, and programs.

The reader is directed to the specific goals, policies, and programs in each chapter. The major themes of the Plan are paraphrased and summarized, below.

**Chapter 2, Land Use.** Preserve and enhance the character of Pacific Grove while accommodating suitable new development. Maintain the city's residential character and the scale of its neighborhoods. Enhance the attractiveness and viability of existing commercial areas. Upgrade the appearance of Downtown, and other commercial areas, retaining and emphasizing the historical styles.

**Chapter 3, Housing.** Maintain, improve, and rehabilitate the city's existing housing. Promote a balance of housing types, densities, and cost ranges for all economic segments of the population. Designate sufficient land for residential use at densities appropriate to meet local and regional housing needs. Encourage energy efficiency in both new and existing housing.

**Chapter 4, Transportation.** Provide safe and efficient transportation facilities for moving people and goods within Pacific Grove. Do everything possible to reduce negative impacts of local and regional traffic on Pacific Grove and its neighborhoods. Make it easier to move around Pacific Grove without having to use a car. Provide safe, paved, bicycle and pedestrian paths to schools, shopping areas, recreation facilities, and open space areas. Improve traffic safety for motorists, bicyclists, and pedestrians. Assure adequate transit service in Pacific Grove (*e.g.*, bus, special shuttles, airport limousine) as alternatives to the auto.

**Chapter 5, Parks and Recreation.** Provide active and passive park and recreation facilities and programs for people of all age groups and capabilities.

**Chapter 6, Natural Resources.** Comprehensively manage Pacific Grove's natural vegetation, tree canopy, and wildlife habitat. Promote tree planting. Protect the city's coastal and biological resources. Preserve and enhance public visual access to the ocean. Protect the area's groundwater. Protect endangered species.

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vision, and building regulations for the purpose of promoting the health, safety, and welfare of the public. The General Plan is a legal document, adopted by the city council, which bears on development and redevelopment in the city. Other legal documents are also adopted by the city council and affect development in the city. They include the Local Coastal Program Land Use Plan (LUP), the Zoning Ordinance, the Subdivision Ordinance, and building regulations. The General Plan is at the apex of all of these land use regulations. Following adoption of the General Plan, any regulations in the zoning, subdivision, building, and other ordinances that are not consistent with the Plan will be amended to insure consistency.

*The Local Coastal Program Land Use Plan (LUP)* is required under the provisions of the California Coastal Act of 1976, as amended, for all areas within the state's coastal zone. The LUP for Pacific Grove was adopted by the city council on June 7, 1989, as an element of the City's General Plan. Although every attempt has been made to assure consistency between the LUP and the chapters of the General Plan, in the event of conflict, the LUP takes precedence over the General Plan within the coastal zone.

*The Zoning Ordinance* is one of the many programs that implement the General Plan. It is more detailed than the Plan and regulates development lot-by-lot, based on the General Plan's goals, policies, and Land Use Map. The Zoning Ordinance divides the city into districts, or zones, that specify allowable uses for real property, and size restrictions for buildings within these districts.

*The Subdivision Ordinance* regulates and controls the design and improvement of subdivisions, including condominiums, and establishes requirements for tentative and final maps.

The General Plan is organized to fit Pacific Grove and the way the City conducts its review and approval of land use and development. The organization of the Plan does not always correspond with the way that State law sets forth the requirements for elements of General Plans. The following table, Figure 1-3, shows the relationship of the chapters in this General Plan to the requirements in the State-mandated elements.

From: **john moore** <[jmerton99@yahoo.com](mailto:jmerton99@yahoo.com)>

Date: Tue, Apr 11, 2017 at 11:31 AM

Subject: Comment 3 re EIR for Durrell project and response to M.Brodeur e-mail to me dated April 7, 2017

To: Mark Brodeur <[mbrodeur@cityofpacificgrove.org](mailto:mbrodeur@cityofpacificgrove.org)>, Bill Kampe <[bkampe@cityofpacificgrove.org](mailto:bkampe@cityofpacificgrove.org)>, "K. Cuneo" <[kencun17@sbcglobal.net](mailto:kencun17@sbcglobal.net)>, Rudy Fischer <[rudyfischer@earthlink.net](mailto:rudyfischer@earthlink.net)>, Huitt <[huitt@comcast.net](mailto:huitt@comcast.net)>, Bill Peake <[bpeake@cityofpacificgrove.org](mailto:bpeake@cityofpacificgrove.org)>, Nicholas Smith <[nicksmith20@gmail.com](mailto:nicksmith20@gmail.com)>, Cynthia Garfield <[cjgarfield@sbcglobal.net](mailto:cjgarfield@sbcglobal.net)>, Laurel O'Halloran <[lohalloran@cityofpacificgrove.org](mailto:lohalloran@cityofpacificgrove.org)>  
Cc: Marge Jameson <[editor@cedarstreettimes.com](mailto:editor@cedarstreettimes.com)>, Mtry Herald <[mheditor@montereyherald.com](mailto:mheditor@montereyherald.com)>, Kelly Nix <[kelly@carmelpinecone.com](mailto:kelly@carmelpinecone.com)>, Mary Duan <[mary@mcweekly.com](mailto:mary@mcweekly.com)>, The Carmel Pine Cone <[paul@carmelpinecone.com](mailto:paul@carmelpinecone.com)>

To Laurel O'Halloran:

Please accept this as my comment three to the proposed EIR for the Durrell.

To M. Brodeur: This is my response to your April 7 e-mail to me about the City General Plan and Zoning law(Attachment #1).

1.In your e-mail you said: "The zoning ordinance is not a mere recommendation as in the General Plan. In the case of a conflict concerning land use between the comprehensive plan and the zoning ordinance, the zoning ordinance controls." According to section 1.2 of the city general plan(attachment #2), the general plan "Serves as the City's "constitution" for land use and community development (all zoning,subdivision,and public facilities, ordinances, decisions, and projects must be consistent with the General Plan."

2. Notice that all "projects" must be "consistent with the general plan." This is where you and I disagree: You favor a 125 room Durrell with a pool restaurant, conference room and only 88 parking spaces. That clearly is inconsistent with the General Plan. See attachments 3and 4.

3.The Durrell project is inconsistent with the General Plan because it clearly lacks adequate parking. See attachment 5.

4.According to the General Plan, the Durrell will exceed acceptable traffic impacts by a large margin. See Attachment 6.

I do not understand how you as our "chief planner" can be so oblivious to the inconsistencies with the general plan that I have summarized herein. As for your claim that the Zoning ordinances control over the General Plan, in most communities that would get you fired. Ill health deters me from further analysis, but your motives in all of this is very very troubling.John M. Moore

All  john moore, search your mailbox

Search Mail

Search Web



Compose



Sort by date



Archive

Move

Delete

Spam

More



Yahoo (9999+)

johnmmoore (312)

Inbox (538)

Drafts (121)

Sent

Archive

Spam (208)

Trash (209)

Smart Views

Important

Unread

Starred

People

Social

Shopping

Travel

Finance

Folders (9999+)

Notes

OIB Entertain... (5)

OIB Finance (2045)

OIB Home (565)

OIB News (9999+)

OIB Real Esta... (220)

OIB Shopping (4558)

OIB Social Ne... (1862)

OIB Travel (245)

OIB Unsubsc... (1)

sent backup

Recent

This week

☐ Jody Morales Apr 10  
Just released! California Local Go  
Hi all, This just in and of importance t

☐ Kerry...Mark, me Apr 10  
Weekly Summary April 7, 2017  
I just rec'd this from M. Brodeur. 12

☐ PG...me, Jenny Apr 9  
Great Article in the Monterey Here  
Excellent suggestion. I will. Jenny 7

Last week

☐ Martindale-Hubbell® At Apr 6  
2017 AV Preeminent Attorney  
Get Your Martindale-Hubbell® Award

☐ Robert, Luke Apr 5  
WATER  
On 4/5/17 1:12 PM, Robert Pacell 2

☐ Jody Morales Apr 5  
RESENDING W/ ATTACHMENT: Ac  
Good morning all, This is perhaps the

☐ Jody Morales Apr 5  
Action Item: Massive Road Tax Re  
Good morning all, This is perhaps the

☐ Luke Coletti Apr 3  
EIR for Pacific Grove Water Credit  
Ms Erickson, The City of Pacific Grove

☐ Stanford Law School Apr 3  
Reminder: Stanford Law Alumni Co  
Dear SLS Alumni Community, The alu

☐ Laura and John Arnold f Apr 2  
LJAF Website: Please Confirm Sub:  
LJAF Website Please Confirm Subscrip

Earlier in April

☐ Change.org...me, Jenny Apr 1  
What a week, john  
Yes. I posted it and would sugges 6

March

☐ news@norcalrecord.com Mar 31  
California Supreme Court is makin  
CEQA Traffic Analysis 2

☐ PG Residents For Familie Mar 31  
Thank You and Please Share!  
PG Residents For Families and Neighb

☐ Kerry Lindstrom Mar 31  
Weekly Summary March 31, 2017  
Good afternoon, Attached you will fir

☐ Change.org Mar 30  
You have a message about PG Re:  
Thank you for signing, john Your sign

☐ Change.org Mar 30  
Welcome to Change.org!  
Welcome john, Welcome to Change.c

☐ Jean, Luke Mar 30  
MPWMD Proposal to Revise Conc  
Hello Jean, The District is determ 2

## Weekly Summary April 7, 2017 (12)

People Yahoo

**Mark Brodeur** Mr. Moore: I was informed by the City Clerk's Office Apr 10 at 9:16 AM
**Mark Brodeur** <mbrodeur@cityofpacificgrove.org> Apr 10 at 10:00 AM  
To john moore  
CC City Manager, City Council Members

Hi John:

I'm going to try to explain the differences between General Plan Land Use designations and the specific Zoning Districts in the Zoning Code.

I sense you are trying to find the C-1-T Zoning District somewhere in the General Plan Land Use Section. That's not how it works.

You are mixing the General Plan Land Use designations with the more specific Zoning Districts.

To clarify, there is a **significant difference between the two**. Land use designations included in the General Plan are plans for the future. Whereas zoning designations more specifically define what use is currently allowed on a specific parcel, and outline design and development guidelines for those intended uses such as setbacks, minimum lot sizes, buffering and landscaping requirements, etc.

Zoning designations are what you can legally do with your parcel today; the Land Use designation, in conjunction with development guidelines, details how you may be able to use your parcel in the future.

The General Plan is a guide or recommendation for the use of the zoning ordinance and, to a lesser extent, the subdivision ordinance. It suggests, in general terms, proposed uses for land within the locality (i.e., Commercial, Residential, Industrial, Open Space), as well as the proposed location of utilities and public facilities such as schools, fire stations and parks. The plan also makes long-term projections of population growth. The zoning ordinance actually establishes the rules governing the use of land. The zoning ordinance divides a locality into different zoning districts and spells out allowable uses for each district such as agriculture, industry or commercial use. The zoning ordinance is not a mere recommendation as is the General Plan. In the case of a conflict concerning land use between the comprehensive plan and the zoning ordinance, the zoning ordinance controls.

The C-1-T Zone is consistent with the Commercial Land Use designation of the General Plan. There are several Zoning Districts in Pacific Grove that are consistent with the Commercial Land Use Designation, including, C-1, C-2, C-V, C-D, C-FH and the C-1-T. All of those PG zoning districts start with the a "C" to show they are Commercial and thus consistent with the Commercial Land Use Designation of the General Plan.

I hope this helps you understand the relationship between the General Plan and the Zoning Ordinance.

Mark

P.S. Here is a direct quote from the General Plan, Land Use Chapter, page 17. This language proves beyond a reasonable doubt that a hotel is permitted on the C-1-T Zoning District.

**POLICY 18 (page 17).**

"Support hotel development in the former Holman's Block of the downtown as allowed by adoption of an initiative measure by the city's voters in June of 1994."

Or maybe this quote.

**Please read General Plan (page 19) PROGRAM T:** "Provide for expanded uses for the former Holman's Block such as mixed commercial/residential use and/or transient visitor services (i.e. hotel/restaurant/shops."

Mark

Mark J. Brodeur, Director

City of Pacific Grove  
Community & Economic Development Department  
300 Forest Avenue  
Pacific Grove, California 93950  
T: 831.648.3189  
M: 831.884.3818



## 1.2 WHAT IS THE GENERAL PLAN?

The General Plan responds to, and its authority derives from, the California Government Code, Section 65302. It is the principal policy document for guiding future conservation and development of the city. It represents an agreement among the citizens of Pacific Grove on basic community values, ideals, and aspirations to govern a shared environment. The Plan has a long-term horizon, addressing an approximately 15-year time frame. Yet it brings a deliberate, overall direction to the day-to-day decisions of the city council, its commissions, and City staff. The Plan—

- Expresses the desires of Pacific Grove residents in regard to the physical, social, economic, cultural, and environmental character of the city;
- Serves as a comprehensive, day-to-day guide for making decisions about land use, economic development, road improvements, and protecting natural resources and the public health and safety;
- Defines a realistic vision of what the city intends to be in 15 years;
- Charts the course of conservation and development that will determine the future character of Pacific Grove;
- Serves as the City's "constitution" for land use and community development (all zoning, subdivision, and public facilities ordinances, decisions, and projects must be consistent with the General Plan).

## 1.3 ORGANIZATION OF THE PLAN

State law requires cities to prepare General Plans covering at least seven subjects—land use, circulation (transportation), housing, open space, conservation, noise, and safety. General Plans may also address any other subjects which, in the judgment of the legislative body, relate to the physical development of the city (Government Code §65303).

The Plan is made up of a text, diagrams, and other illustrations. The text is arranged in chapters. Figure 1-3 at the end of this chapter shows the relationship of the Pacific Grove General Plan chapters to the seven elements and the subordinate issues that State law requires to be addressed.

Starting with Chapter 2, each chapter begins with a description of existing conditions or a discussion of problems or both. Desired future conditions are stated in the form of *goals, policies, and programs* which are the essence of the Plan.

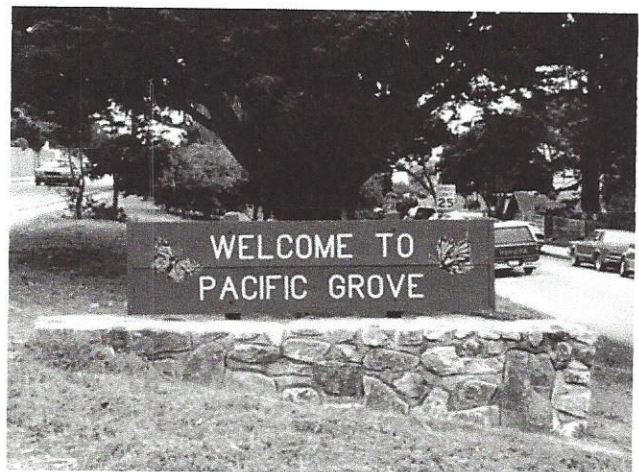
### 1.3.1 Maps and Diagrams

Accompanying this text as an integral part of the General Plan is the official Land Use Map. The map is drawn at a scale of one inch to 400 feet on a 1992 base map. Maximum allowable population densities and building intensities are presented in Chapter 2, Land Use, for the categories shown on the Land Use Map.

A separate Circulation Map appears as Figure 4-2 in Chapter 4, Transportation. This map shows the existing and proposed street system, with streets categorized according to their function as local streets, collectors, or arterials.

### 1.3.2 What Is Adopted

All of the text in Chapters 1 through 11 is adopted, including historical and physical background. These statements are all a part of the General Plan. Figure 1-2, the Land Use Map, the maps in the transportation chapter, and the noise contour map in Chapter 10 are adopted. All other maps and graphic illustrations and their captions, unless otherwise specified in the related text and their titles, are illustrative or provide basic information, and are not adopted as statements of policy.



Entering Pacific Grove

### 1.3.3 Goals, Policies, and Programs

Goals are long-range in nature; policies and programs are intermediate or short-range. *Goal, policy, and program* are defined below, printed with the numbering system and typeface used in Chapters 2 through 10.

---

**GOAL**  
**1** A general, overall, and ultimate purpose, aim, or end toward which the City will direct effort.

---

**POLICY 1** A specific statement of principle or of guiding actions which implies clear commitment but is not mandatory. A general direction that the City elects to follow, in order to meet its goals.

**Program A** An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal.

Sources for policies and programs are indicated by parenthetical notations:

- Direct State mandate (SM);
- Local Coastal Program Land Use Plan (LUP).

Language that is needed to further explain a particular goal, policy, or program immediately follows it. Clarifying language has the same force or obligation as the policy or program it explains.

In summary, goals determine *what* should be done, and *where*. Policies and programs establish *who* will carry out the goals, *how*, and *when*. Together they will determine the nature of the environment and the future character of Pacific Grove. Explanatory text leads up to and follows the goals, policies, and programs.

The reader is directed to the specific goals, policies, and programs in each chapter. The major themes of the Plan are paraphrased and summarized, below.

**Chapter 2, Land Use.** Preserve and enhance the character of Pacific Grove while accommodating suitable new development. Maintain the city's residential character and the scale of its neighborhoods. Enhance the attractiveness and viability of existing commercial areas. Upgrade the appearance of Downtown, and other commercial areas, retaining and emphasizing the historical styles.

**Chapter 3, Housing.** Maintain, improve, and rehabilitate the city's existing housing. Promote a balance of housing types, densities, and cost ranges for all economic segments of the population. Designate sufficient land for residential use at densities appropriate to meet local and regional housing needs. Encourage energy efficiency in both new and existing housing.

**Chapter 4, Transportation.** Provide safe and efficient transportation facilities for moving people and goods within Pacific Grove. Do everything possible to reduce negative impacts of local and regional traffic on Pacific Grove and its neighborhoods. Make it easier to move around Pacific Grove without having to use a car. Provide safe, paved, bicycle and pedestrian paths to schools, shopping areas, recreation facilities, and open space areas. Improve traffic safety for motorists, bicyclists, and pedestrians. Assure adequate transit service in Pacific Grove (*e.g.*, bus, special shuttles, airport limousine) as alternatives to the auto.

**Chapter 5, Parks and Recreation.** Provide active and passive park and recreation facilities and programs for people of all age groups and capabilities.

**Chapter 6, Natural Resources.** Comprehensively manage Pacific Grove's natural vegetation, tree canopy, and wildlife habitat. Promote tree planting. Protect the city's coastal and biological resources. Preserve and enhance public visual access to the ocean. Protect the area's groundwater. Protect endangered species.

**Chapter 7, Historic and Archaeological Resources.** Nurture a greater awareness of and sensitivity toward Pacific Grove's historic and archaeological heritage. Identify, protect, and preserve the structures of Pacific Grove's cultural and architectural history, including its many buildings of Victorian styles and other late nineteenth and early twentieth century architecture. Protect archaeological sites consistent with State and federal regulations.

**Chapter 8, Urban Structure and Design.** Preserve, enhance, and strengthen Pacific Grove's livable and attractive environment, its community identity, and its special "sense of place." Enhance the relationship between the City, the Pacific Ocean and Monterey Bay. Develop, maintain, and enhance the City's landscape, streetscape, and identifiable community characteristics. Improve the visual environment by improving signing and continuing undergrounding of overhead wires.

**Chapter 9, Public Facilities.** Provide water to meet the needs of existing and future development, assuring adequate fire-flow rates. Promote water conservation. Main-

4. Community Development Department staff will prepare a report to the planning commission for the public hearing, describing in detail the proposed amendment, any environmental or other impacts that may result, and comments from other City departments or affected governmental agencies. The staff also will state whether the commission should recommend the amendment to the city council for approval or denial. The staff report is sent to the commission and the applicant. The staff report, comments from the applicant, and other public testimony become factors in the commission's action.
5. The planning commission recommendation is reported to the city council. The council holds a public hearing and acts on the proposed amendment.

Good planning practice suggests that any decision on a General Plan amendment must be supported by findings of fact. These findings are the rationale for making a decision to either approve or deny a project. At least the following standard findings should be made for each General Plan amendment:

- The proposed amendment is deemed to be in the public interest.
- The proposed General Plan amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.
- The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.
- The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process and requirements described above to insure consistency and compatibility with the Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by council resolution.

## 1.9 RELATION TO OTHER DOCUMENTS

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vision, and building regulations for the purpose of promoting the health, safety, and welfare of the public. The General Plan is a legal document, adopted by the city council, which bears on development and redevelopment in the city. Other legal documents are also adopted by the city council and affect development in the city. They include the Local Coastal Program Land Use Plan (LUP), the Zoning Ordinance, the Subdivision Ordinance, and building regulations. The General Plan is at the apex of all of these land use regulations. Following adoption of the General Plan, any regulations in the zoning, subdivision, building, and other ordinances that are not consistent with the Plan will be amended to insure consistency.

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## 4

commission to address this reality, with the understanding that these variances mean increased parking on neighborhood streets.

There are no standards for off-street parking for commercial properties in Pacific Grove. For decades the only focus of commercial activity in the city was the Downtown. Decisions were taken in 1964 to fund the purchase and development of City parking lots through a commercial assessment district, rather than to require off-street parking in the Downtown. Five City lots provide parking in the Downtown, along with on-street parking.

A 1984 parking study of Downtown Pacific Grove quantified existing parking supply, demand, and occupancy. It projected future demand, identified sites for possible additional parking, and recommended a parking program for the Downtown. The study concluded that, while the parking space occupancy rate in 1984 was still within acceptable limits, new development would result in a shortage of 610 public parking spaces at full Downtown build-out. As a result of the study's recommendations, the City re-striped several of the City lots and gained 95 additional spaces. The study's more ambitious recommendations, for building multi-story parking structures, have proven to be more expensive than what commercial property-owners in the Downtown are ready to support.

Despite the absence of a requirement for off-street commercial parking in the commercial areas which have been annexed to the city more recently, the pattern of off-street parking for businesses is largely fixed. With some exceptions, off-street parking in the Central-Eardley and Forest Hill areas is found on small lots serving one or more businesses. Conditions attached to permits for new development in these areas can also be used to increase the available parking.

#### 4.4.1 Goals, Policies, and Programs—Parking

### **GOAL 5** Ensure provision of adequate on- and off-street parking.

**POLICY 11** With the exception of properties in the former Downtown Parking District, require new development to provide adequate off-street parking.

**POLICY 12** Consider establishing new parking districts in the Downtown and Central-Eardley commercial areas.

**POLICY 13** Require commercial or professional office developments involving expansions, remodelings, or changes in use to provide off-street parking when on-street parking would cause problems of safety or parking congestion.

All new commercial or professional office developments outside of Downtown will be required to provide off-street parking adequate to serve their clientele. Off-street parking will also be required for existing developments where an intensification or a change in use occurs, and one of the following conditions holds: (1) parking is allowed on-street, but traffic lanes are narrow and in places inadequate to carry current and anticipated traffic volumes, or (2) parking is not allowed along the street. Off-street parking may not be required where on-street parking is allowed and traffic lanes are adequate to carry current and anticipated traffic volumes. Parking requirements for commercial or professional office developments will be decided on a case-by-case basis through the permit process.

**POLICY 14** Require off-street parking for new residential developments, and for additions that increase the parking demand.

Exceptions to the parking standards in the Zoning Ordinance will be considered on a case-by-case basis by the planning commission through the permit review process.

**Program X** Review, and revise as necessary, off-street parking standards in the Zoning Ordinance.

In assessing the adequacy of its parking standards, the City will survey parking requirements in other California communities and review current published information on parking demand for various land uses.

The planning commission and city council may grant parking adjustments under the Zoning Ordinance. The City will consider granting parking adjustments only after all other possible actions and conditions have been identified and studied. The granting of parking adjustments may be conditioned upon developer payment of in-lieu fees in an amount (calculated

#5

**Figure 4-6**  
**Level of Service Definitions at Unsignalized Intersections (Four-way Stop)**

Level of Service	Average Stopped Delay (seconds/vehicle)
A	< 5
B	5 - 10
C	10 - 20
D	20 - 30
E	30 - 45
F	> 45

Source: Transportation Research Circular No. 373, Transportation Research Board, Washington, D.C., 1991

properties zoned for commercial use that could be developed, 262 buildable sites for single-family dwellings, and the theoretical potential for considerable intensification of use by adding dwelling units to existing properties or expanding existing commercial buildings. (See Chapter 2, Land Use, Figure 2-4.) In theory, under current zoning, at full build-out Pacific Grove could develop from a city of 7,700 dwelling units to one with 13,130 dwelling units. In addition, commercial floor space could increase by almost one million square feet of gross floor area. Full build-out is unlikely, however, during the life of this General Plan for reasons stated in Chapter 2. (See Section 2.5, Modern Development and Build-out.)

A reasonable projection of the likely future development in Pacific Grove and its impact on traffic volumes focuses on several of the gateways identified earlier, which could become chokepoints for greatly increased traffic. The worst levels of service in the city are along Forest Avenue entering the city from the south, and along Central Avenue entering from Monterey on the east. Development that raises traffic volumes, particularly on these streets, should provide mitigations for its increased traffic to maintain a level of service at intersections on these streets at no worse than current levels, and with a goal of no worse than LOS D.

The Transportation Agency of Monterey County (TAMC) has recently modeled projections of population and traffic growth in this region of Monterey County. Their model reinforces concern about these two gateways into and out of the city. Using socioeconomic data from the federal Census and employment trends from the California Employment Development Department, TAMC's model forecasts growth in traffic and then distributes it to the routes drivers are most likely to use. Their model's 20-year projections for traffic in Pacific Grove point to the Central Avenue gateway from Monterey as the area most likely to see significant increases in traffic.

TAMC predicts growth rates in traffic where David Avenue intersects with Lighthouse and Central, along the city's eastern boundary, of 1 percent per year, or between 21.7 and 23.2 percent over 20 years. The next-largest increase in traffic is projected for the Holman Highway/Forest Avenue corridor, where

**Figure 4-7**  
**Levels of Service at Selected Intersections in Pacific Grove, Average Stopped Delay\***

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Average Stopped Delay	Level of Service	Average Stopped Delay	Level of Service
Congress/Cedar/Sunset	All-way STOP	8.2 sec/veh	B	8.6 sec/veh	B
Forest/David	Signal	30.0 sec/veh	D	38.8 sec/veh	D
Congress/Forest Lodge	All-way STOP	10.4 sec/veh	C	7.6 sec/veh	B
Patterson/David	All-way STOP	9.3 sec/veh	B	14.0 sec/veh	C
Presidio/Funston	All-way STOP	3.9 sec/veh	A	8.9 sec/veh	B
Hwy 68/S.F.B. Morse	Signal	4.9 sec/veh	A	6.9 sec/veh	B

\*Seconds/vehicle measures how long a vehicle is stopped and cannot move, and therefore a low seconds/vehicle ratio is desirable.

Sources: Del Monte Park Traffic Study, Final Report, TJKM, 1993; Pacific Grove Public Works Department; Robert M. Shanteau, Ph.D., P.E.

*Handwritten signature/initials*

growth rates of 8 to 9 percent are projected over 20 years. These regional projections are useful indications of how regional growth may affect local transportation patterns, and they reinforce the City's forecast of where development will likely increase traffic.

In the commercial districts, development will most likely consist of remodeling or replacing older structures with buildings of similar size. This has been the trend in the Downtown area for the past 10 years. The Forest Hill area, which currently has no vacant lots, does have a number of aging residential buildings on large lots that may be replaced, probably with new commercial or professional space. Redevelopment of older commercial buildings is also likely in the Central-Eardley area, where the impact of the Monterey Bay Aquarium on the creation of new visitor-serving developments should continue to grow.

**The Forest/David Intersection.** In contrast to Downtown, the Forest Hill area is laid out in a more

**Figure 4-8**  
**Level of Service Definitions for Individual Movements at Unsignalized Intersections (Two-way Stop)**

Level of Service	Expected Delay	Reserve Capacity (vehicles/hour)
A	Little or no delay	≤ 400
B	Short traffic delay	300-399
C	Average traffic delays	200-299
D	Long traffic delays	100-199
E	Very long traffic delays	0-99
F	Extreme delays potentially affecting other traffic movements in the intersection	≤ 0

Source: Highway Capacity Manual, Special Report No. 209, Transportation Research Board, Washington, D.C., 1985

**Figure 4-9**  
**Levels of Service at Selected Intersections in Pacific Grove, Reserve Capacity\***

Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
		Reserve Capacity	Level of Service	Reserve Capacity	Level of Service
Forest/Sunset	1-way STOP				
NB left		598 veh/hr	A	457 veh/hr	A
EB left		192 veh/hr	D	90 veh/hr	E
EB right		407 veh/hr	A	313 veh/hr	B
Presidio/Forest	1-way YIELD				
SB right		226 veh/hr	C	300 veh/hr	B
EB left		368 veh/hr	B	188 veh/hr	D
Syida/Hwy 68	1-way STOP				
SB approach		202 veh/hr	C	90 veh/hr	E
EB left		610 veh/hr	A	493 veh/hr	A
Lighthouse/Eardley	2-way STOP				
NB left		847 veh/hr	A	702 veh/hr	A
SB left		990 veh/hr	A	970 veh/hr	A
EB approach		464 veh/hr	A	373 veh/hr	B
WB approach		516 veh/hr	A	228 veh/hr	C
Central/Eardley	2-way STOP				
NB left		780 veh/hr	A	819 veh/hr	A
SB left		898 veh/hr	A	602 veh/hr	A
EB left		301 veh/hr	B	156 veh/hr	D
EB thru & right		533 veh/hr	A	393 veh/hr	B
WB left		291 veh/hr	C	130 veh/hr	D
WB thru & right		568 veh/hr	A	316 veh/hr	B

\*Reserve capacity, in vehicles/hour, is any spare capacity not taken up by existing traffic. A high reserve capacity is desirable.  
 \*\*NB refers to northbound, SB to southbound, EB to eastbound, and WB to westbound.

Sources: Del Monte Park Traffic Study, Final Report, TJKM, 1993; Pacific Grove Public Works Department; Robert M. Shanteau, Ph.D., P.E.



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Comment on EIR for Durrell Hotel

2 messages

John Moore <jmerton99@yahoo.com>

Mon, Mar 20, 2017 at 11:10 AM

Reply-To: John Moore <jmerton99@yahoo.com>

To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Cc: John Moore <jmoore052@gmail.com>

To All:

### 1. Offer of Settlement to the City and the Developer.

In last weeks Pine Cone, Mark Roedeur, PG planning head, and an enthusiastic promoter of the project, reported in the Pine Cone that the city was requiring an EIR for this project, instead of the simpler NMD, because of opposition to an MND, primarily by me. My opposition to the project was not against it altogether but just to its density in a critical downtown location. The developer applied for a permit to construct a 125 room hotel, a restaurant, conference rooms etc., on a small 2/3 acre lot with only 87 valet parking spaces. The reality is that such a project requires 125 parking spaces for hotel guests, about 25 for the restaurant and 25 for employees of the hotel and the restaurant employees and vendors, for a total of 175 parking spaces. Its limit of 87 parking places will result in the use of 88 public parking spaces, impacting all surrounding entities, especially the library.

Mr Brodeur has described the project as of "medium" quality. From my reading, that means the medium sized rooms would go for about \$200 per night. My proposal is simple, build sixty high quality rooms by increasing the size and characteristics of the rooms to a higher priced market, honeymoons, up-scale patrons etc. at about \$450 per night. The TOT to the city would be slightly greater, but the impact on parking and traffic would be halved. Mr. Agha could build a hotel that would truly serve as a tribute to his late wife Durrell.

If Mr. Agha agrees to this concept, I will withdraw my opposition and the project could go forward per an NMD.

2. The project is not entitled to a permit based on the zoning law criteria alone because the zoning specifically requires a "use permit." That means that even if the developer would be entitled to a permit by complying with the parking, traffic, etc. criteria of the zoning law, the PGMC trumps that criteria and authorizes the planning commission to "condition" the permit by limiting its size, requiring more parking etc. This is the most critical project in PG history because of its sensitive location in the very heart of our town. Once done, it can't be undone. If there is to be an EIR, the critical study should relate to expert analysis of the project as it relates to traffic and parking in this critical location so the planning commission can set the proper conditions.

3. Legal Issues. Mr. Brodeur is clearly under the spell of the developer for this project. He must be disqualified because of his confessed bias.

A lot split was granted the developer and it has greatly changed the dynamic of the development of the property by creating an additional owner. The parcel in its entirety was granted the special CIT zoning by a vote of the people, thus assuming a one on one development exchange. The Zoning expressly provided that any change required approval by a vote of the people. For years, the City expressly denied a lot split, except with a vote of the people, but then, without explanation, changed its mind. The EIR should require a vote.

The developer is aware of this issue and has applied for an amendment to the general plan without a vote of the residents. The law allows minor changes to a General Plan without a vote of the people, but for a dramatic spot zone like the one in question, the people are entitled to a vote on the amendment. Technically, this process should not even go forward until the people have voted on an amendment to the city general plan because the legality of the zoning is incomplete.

4. I hereby incorporate my comments to the NMD for this project by reference thereto.

John M. Moore 836 2d st. Pacific Grove, Ca. 93950 [831-655-4540](tel:831-655-4540)

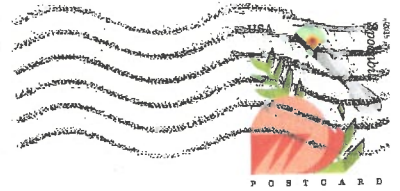
Doctorate of Jurisprudence, Stanford School of Law. Av(top 5%) and Preeminent(top 1% ) rating for legal ability and honesty(Martindale and Hubbell)

Strathmore

SAN JOSE CA 950

MS. O'HALLORAN

30 MAR 2017 PM 2 L



I AM MOST  
CONCERNED ABOUT  
THE HOTEL DURELL'S  
PARKING. WILL THERE  
BE 1-2 PARKING  
PLACES ON SITE  
FOR EACH RM?

Elizabeth Todd, owner  
145 16th St. PG.

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LAUREL O'HALLORAN  
300 FOREST AVE,  
PACIFIC GROVE, CA  
93950



Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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## Error? in NOP of Hotel Durell Project EIR

1 message

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**Ed Perry** <ed.perry.home@gmail.com>

Mon, Mar 20, 2017 at 1:52 PM

To: lohalloran@cityofpacificgrove.org

Dear Laurel O'Halloran,

In the NOP of the EIR for the Hotel Durell Project, the last line of the Project Characteristics states "Vehicle access would be from Grand Avenue and Fountain Avenue. But the "Figure 3 Site Plan" indicates "Vehicular Entry" as item 2, clearing coming from Central Avenue. The same Figure 3 does indicate "Garage Entry" as item 4, via Fountain Avenue, and apparent vehicular exit from the Hotel Drop-Off onto Fountain Avenue as well. I fail to see any access on the figure via Grand Avenue.

Does the plan call for vehicular access from three sides? Or just two, via Central and Fountain Avenues?

Thank you,  
Edward Perry