APPENDIX A.1 – PUBLIC DRAFT EIR

CITY OF PACIFIC GROVE

HOTEL DURRELL

DRAFT ENVIRONMENTAL IMPACT REPORT

Prepared for:

CITY OF PACIFIC GROVE
300 FOREST AVENUE
PACIFIC GROVE, CA 93950

Prepared by:

Michael Baker INTERNATIONAL

1 KAISER PLAZA, SUITE 1150
OAKLAND, CA 94612

AUGUST 2017

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0.0 ES EXECUTIVE

1.0 INTRODUCTION

2.0 PROJECT DESCRIPTION

3.0 IMPACTS FOUND TO BE LESS THAN SIGIFICANT

FIGURES

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0.0 – Executive Summary

This section summarizes the Hotel Durell project in Pacific Grove, identifies the alternatives evaluated in this Draft Environmental Impact Report (Draft EIR), and summarizes the environmental impacts of the project.

ES.1 PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This Draft EIR analyzes the potential physical environmental effects associated with project implementation, pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000–21177).

The analysis focuses on the physical environmental impacts that could arise from project implementation and construction of Hotel Durell. This Draft EIR is an environmental impact report focusing on resources as determined by the Initial Study, per CEQA Guidelines Section 15063(c)(3).

ES.2 PROJECT CHARACTERISTICS

The proposed project would demolish the existing commercial building and construct a four-story, 125-room hotel in its place. The project would construct an off-site parking lot on of the opposite side of Fountain Avenue from the hotel site. The hotel's ground floor would accommodate the hotel lobby, restaurant, kitchen, laundry room, meeting room, and on-site parking. The remaining three floors would accommodate hotel rooms, which would range in size from 320 to 400 square feet. The hotel site would include a variety of amenities including a swimming pool, soaking spa, landscaped courtyard area, meeting rooms, restaurant, central vending area on each guest room floor, valet parking, lobby and reservation desk, guest luggage storage, and exercise room. The project would employ a total of 19 staff.

The Light Commercial, Hotel, Condominium District (C-1-T) zoning allows a maximum site coverage of 75 percent. The hotel building would cover approximately 73 percent of the total site. The project would decrease the amount of impermeable surface on the project site by approximately 27 percent.

The four-story hotel building would be constructed in a U shape, with a lap pool, spa, and fire pit in the open center. The building would directly abut the property lines along Fountain Avenue and Grand Avenue. The hotel entrance would be on Central Avenue and would consist of a pick-up/drop-off area. Along Grand Avenue, the buildings would stand at approximately 37 feet, with similar elevations along Central Avenue and throughout the project site.

PROJECT CONSTRUCTION

Construction activities are anticipated to last approximately 12 to 18 months. Consistent with the City's Noise Ordinance, construction would generally occur Monday through Friday and be limited to the hours from 8:00 a.m. to 7:00 p.m. on weekdays and from 9:00 a.m. to 4:00 p.m. on Saturdays. No work would take place on Sundays or on federal, state, or local holidays.

Construction activities would consist of demolition of the existing building, site preparation, including grading, removal of existing asphalt, and construction of new structures. The construction of the underground, one-level parking garage would require excavation and off-hauling of materials. Building materials for the underground parking lot would be concrete or a type of noncombustible material.

The project would remove 21,025 square feet of existing asphalt and would require site preparation. Construction equipment would include heavy equipment such as a bulldozer, scrapers, backhoes, excavators, loaders, compactors, rollers, and a paving machine. The construction crew would vary in size and would comprise approximately 10 to 25 people.

ES.3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR. The Draft EIR evaluates the following alternatives:

Three alternatives were identified for examination and analysis in this Draft EIR:

- **Alternative 1 – No Project.** Under the No Project Alternative, there would be no change to the project site. The existing surface parking lot and 17,650-square-foot commercial building would remain, with similar uses.

- **Alternative 2 – Mixed-Use Development.** Under Alternative 2, the project site would be developed with a four-story mixed-use project which would include parking, commercial, office, and residential space.

- **Alternative 3 – Reduced Hotel Capacity.** Under Alternative 3, a smaller hotel would be constructed on the project site, with 90 rooms, as well as all project site improvements proposed under the project.

ES.4 NOTICE OF PREPARATION

In accordance with CEQA Guidelines Section 15082, the City prepared a Notice of Preparation (NOP) of an EIR on March 16, 2017. The City was identified as the lead agency for the proposed project. The notice was circulated to the public, local and state agencies, and other interested parties to solicit comments on the proposed project. The scoping period ended on April 17, 2017. A scoping meeting was held on April 4, 2017, to receive additional comments. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and responses by interested parties are included in **Appendix NOP.**

The City received numerous comment letters on the project's Initial Study and NOP. Comments were received from three sources: written comments by mail or email, public comments at the project's scoping meeting, and comments on the project's previously circulated Initial Study. A copy of each letter is included in **Appendix NOP** of this Draft EIR.

ES.5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 displays a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure, as applicable.

For detailed discussions of these environmental impacts, refer to the appropriate environmental topic section of this Draft EIR (i.e., Sections 3.1 through 3.6 and Section 5.0). Project implementation would not generate any significant and unavoidable impacts.

The table also includes a summary of project impacts that were found to be less than significant during the Initial Study process and which are summarized in Section 3.0 of this Draft EIR.

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TABLE ES-1
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Aesthetics			
Impact 3.1.1 Project implementation would not have a substantial adverse effect on a scenic vista.	LS	None required.	LS
Impact 3.1.2 Project implementation would introduce a new element in the project area, which would modify the area's visual character and quality. Construction of the project would temporarily degrade the visual character and quality of the project site during demolition and renovation activities.	PS	**MM 3.1.2** The project applicant shall install construction screening, with a design approved by the City of Pacific Grove, during project construction to shield adjacent uses from aesthetics impacts. The construction screening shall remain in place during demolition of the existing building, site preparation activities, and new building construction. The screening shall not be necessary during the stage of construction when architectural coatings are being applied	LS
Impact 3.1.3 Project implementation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.	LS	None required.	LS
Impact 3.1.4 Project implementation would not result in a significant contribution to the cumulative conversion of open space.	LCC	None required.	LCC
Damage scenic resources in a state scenic highway	N	N/A	N
Cultural Resources			
Impact 3.2.1 The project would not result in a substantial adverse change in the significance of a historical	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
	resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.				
Impact 3.2.2	Project implementation could indirectly result in the potential disturbance of undiscovered cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features), paleontological resources ((i.e., fossils and fossil formations), and unrecorded human remains.	PS	**MM 3.2.2a**	Treatment of previously unidentified archaeological or paleontological deposits. During project construction, if any archaeological or paleontological resources (i.e., fossils) are found, the project applicant and/or its contractor shall cease all work within 25 feet of the discovery and immediately notify the City of Pacific Grove Community & Economic Development Director The project applicant and/or its contractor shall retain a qualified archaeologist or paleontologist to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered archaeological or paleontological resources. The City and the project applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.	LS
			MM 3.2.2b	Treatment of previously unidentified human remains. During project construction, if human remains are discovered, the project applicant and/or its contractor shall cease all work within 25 feet of the find and notify the City of Pacific Grove Planning Division and the county coroner, per the requirements of California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall designate a most likely descendant who will be authorized to provide recommendations for management of the Native American human remains. (See California Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5.)	

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.2.3	The project, in addition to existing, approved, proposed, and reasonably foreseeable development in the region, could result in cumulative impacts on cultural resources.	LCC	None required.	LCC
Noise				
Impact 3.3.1	The project would not expose people to noise levels in excess of local noise standards.	LS	None required.	LS
Impact 3.3.2	The project would not involve the long-term use of any equipment or processes that would result in potentially significant levels of groundborne vibration. Predicted groundborne vibration levels associated with short-term construction activities would not be anticipated to exceed applicable thresholds.	LS	None required.	LS
Impact 3.3.3	The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	LS	None required.	N
Impact 3.3.4	Project operation would not result in a substantial contribution to cumulative noise levels.	LCC	None required.	LCC
Exposure to noise from public airports		N	None required.	N
Exposure to noise from private airports		N	None required.	N

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Transportation and Traffic					
Impact 3.4.1	Based on project site circulation patterns and potential conflicts, the project would have a less than significant impact on applicable plans and congestion management programs due to project construction. The project's impact would be potentially significant due to project operation on applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system.	PS	**MM 3.4.1**	Project construction traffic for hauling materials in and out of the project area shall utilize Forest Avenue and Central Avenue. Construction traffic shall avoid residential areas in the project area.	LS
Impact 3.4.2	Although the project would result in an overall reduction in the number of trips, it would increase motor vehicle traffic and congestion during the AM and PM peak traffic times on roadways used by transit, bicyclists, and pedestrians. The project would increase pedestrian usage in the vicinity of the project site.	PS	**MM 3.4.2a**	The project applicant shall pay an appropriate fee (fair share), as determined by the City's Public Works Department, to provide funds for the addition of crosswalks at the Grand Avenue/Central Avenue intersection and at the Fountain Avenue/Central Avenue intersection. The crosswalks shall be speed tables (raised crosswalks) with crossing lights embedded in the pavement and a pedestrian-activated push button on each street corner.	LS
			MM 3.4.2b	The project applicant shall pay an appropriate fee (fair share), as determined by the City's Public Works Department, to provide funds for the installation of stop signs at the intersection of Central Avenue and Fountain Avenue to make the intersection a four-way stop.	
			MM 3.4.2c	The project applicant shall pay an appropriate fee (fair share), as determined by the City's Public Works Department, to provide funds to increase the width of the sidewalk along the eastern edge of Jewell Park to approximately 18 feet to accommodate increased pedestrian/vendor activity during special events such as the farmers market.	

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Impact 3.4.3	Under cumulative traffic conditions, the project would not increase traffic congestion to a significant level.	LCC	None required.		LCC
Impact 3.4.4	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	N	N/A		N
Change in air traffic patterns		N	N/A		N
Increase of road hazards due to a design feature or incompatible use		N	N/A		N
Result in inadequate emergency access		N	N/A		N
Tribal Cultural Resources					
Impact 3.5.1	The project could indirectly result in the disturbance of undiscovered tribal cultural resources (i.e., site, feature, place, or cultural landscape with cultural value).	PS	**MM 3.5.1**	**Treatment of previously unidentified tribal cultural resources.** During project construction, a Native American monitor certified by the Ohlone/Costanoan-Esselen Nation (OCEN) will be present for all ground disturbance. If any tribal cultural resources are found, the project applicant and/or its contractor shall cease all work within 250 feet of the discovery and immediately notify the City of Pacific Grove Planning Division. The OCEN-certified Native American monitor will contact the OCEN Tribal Chair and in consultation with the City and an archeologist evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered tribal cultural resource. The City and the project applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include reburial of any ancestral remains, avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.	LS

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.5.2 The project, in addition to existing, approved, proposed, and reasonably foreseeable development in the region, could result in cumulative impacts on tribal cultural resources.	LCC	None required.	LCC
Utilities and Service Systems			
Impact 3.6.1 The project would increase the demand for water in the city.	PS	**MM 3.6.1** Prior to the City issuing a building permit, the project applicant shall complete all steps and demonstrate compliance with the City's water allocation system, as outlined in Chapter 11.68 of the Pacific Grove Municipal Code. Additionally, no preliminary steps for project completion or initiation, shall occur before water supplies are secure and deemed sufficient to serve the project.	LS
Impact 3.6.2 The project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the city, would increase the cumulative demand for water supplies and related infrastructure.	LCC	None required.	LCC
Wastewater treatment	N	N/A	N
Construction or expansion of stormwater drainage facilities	N	N/A	N
Adequate wastewater treatment capacity	N	N/A	N
Landfill capacity	N	N/A	N
Solid waste statutes	N	N/A	N

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
IMPACTS NOT DISCUSSED IN SECTION 3.0 OF THE DRAFT EIR				
Agriculture and Forestry				
Threshold 1	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	N	None required.	N
Threshold 2	Conflict with existing zoning for agricultural use, or a Williamson Act contract.	N	None required.	N
Threshold 3	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).	N	None required.	N
Threshold 4	Result in the loss of forestland or conversion of forestland to non-forest use.	N	None required.	N
Threshold 5	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use.	N	None required.	N

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Cumulative agriculture and forestry impacts		N	None required.		N
Air Quality					
Threshold 1	Conflict with or obstruct implementation of the applicable air quality plan.	N	None required.		N
Threshold 2	Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	LS	None required.		LS
Threshold 3	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	LS	None required.		LS
Threshold 4	Expose sensitive receptors to substantial pollutant concentrations.	LS	None required.		LS
Threshold 5	Create objectionable odors affecting a substantial number of people.	LS	None required.		LS
Cumulative air quality impacts		LCC	None required.		LCC
Biological Resources					
Threshold 1	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or	PS	**MM BIO-1**	A qualified biologist shall perform a bat survey between March 1 and July 31 prior to the removal of any structures. If the survey does not identify the presence or evidence of occupied roosts, no additional mitigation measures are required. If non-breeding roosts occupied by special-status bat	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service (USFWS).		species are documented within disturbance areas, a qualified biologist shall safely flush the bats from the sites where roosting habitat will be removed prior to the month of March and prior to the onset of disturbance activities. The removal of the roosting sites shall occur during the time of day when the roost is unoccupied. If a maternity colony is detected, a qualified biologist shall establish a 100-foot no-activity setback around the roost site which will remain in place until it has been determined by a qualified biologist that the nursery is no longer active. Removal of maternity roosts shall be restricted to between March 1 and April 15 or between August 15 and October 15 to avoid interfering with an active nursery.	
Threshold 2	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.	N	None required.	N
Threshold 3	Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means.	N	None required.	N
Threshold 4	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or	N	None required.	N

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	impede the use of native wildlife nursery sites.			
Threshold 5	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	N	None required.	N
Threshold 6	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.	N	None required.	N
Threshold 7	Substantially reduce the number or restrict the range of an endangered, rare, or threatened plant or animal species or biotic community, thereby causing the species or community to drop below self-sustaining levels.	N	None required.	N
Cumulative biological resources impacts		CC	Implement mitigation measure MM BIO-1 identified above.	LCC
Geology and Soils				
Threshold 1	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides.	LS	None required.	LS
Threshold 2	Result in substantial soil erosion or the loss of topsoil.	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Threshold 3	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LS	None required.	LS
Threshold 4	Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994) and in ASTM D4829-11, creating substantial risk to life or property.	LS	None required.	LS
Threshold 5	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	N	None required.	N
Cumulative geology and soils impacts		LCC	None required.	LCC
Greenhouse Gas Emissions				
Threshold 1	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	LS	None required.	LS
Threshold 2	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LS	None required.	LS
Cumulative climate change impacts		LCC	None required.	LCC

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Hazards and Hazardous Materials					
Threshold 1	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	PS	**MM HAZ-1**	The project applicant shall employ a California Division of Occupational Safety and Health (Cal/OSHA) registered asbestos contractor to remove any asbestos-containing materials encountered during demolition to ensure safety to the surrounding neighborhoods.	LS
			MM HAZ-2	To prevent accidental release of lead-based paint, the contractor shall use the following techniques during construction: • Stabilize loose and flaky paint prior to demolition. • Require all workers to wear OSHA-level protective material for handling lead-based paint per federal Occupational Safety and Health Administration (OSHA) requirements for lead in construction. • Remove all lead-based paint materials to a scrap yard or landfill that can accept lead-based paint materials.	
			MM HAZ-3	To prevent accidental release of PCBs, the contractor shall remove all fluorescent light tubes prior to demolition. If a "no PCB" sticker on the fluorescent fixture ballasts cannot be located, ballasts shall be removed as PCB containing.	
			MM HAZ-4	If hazardous materials are encountered during construction or accidentally released as a result of construction activities, the contractor shall implement the following procedures: • Stop all work within 25 feet of any discovered contamination or release. • Identify the scope and immediacy of the problem. • Coordinate with responsible agencies (California Department of Toxic Substances Control, Central Coast Regional Water Quality Control Board, or US Environmental Protection Agency). • Conduct the necessary investigation and remediation activities to resolve the situation before continuing construction work.	

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Threshold 2	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	S	Implement mitigation measures MM HAZ-1 through MM HAZ-4 as identified above.	LS
Threshold 3	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school..	N	None required.	N
Threshold 4	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	S	Implement mitigation measures MM HAZ-1 through MM HAZ-4 as identified above.	LS
Threshold 5	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area**.**	N	None required.	N
Threshold 6	For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.	N	None required.	N

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Threshold 7	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	N	None required.	N
Threshold 8	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	N	None required.	N
Cumulative hazards and hazardous materials impacts		CC	Implement mitigation measures MM HAZ-1 through HAZ-4 as identified above.	LCC
Hydrology and Water Quality				
Threshold 1	Violate any water quality standards or waste discharge requirements.	LS	None required.	LS
Threshold 2	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Threshold 3	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	LS	None required.	LS
Threshold 4	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would in substantial flooding on- or off-site.	LS	None required.	LS
Threshold 5	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	LS	None required.	LS
Threshold 6	Otherwise substantially degrade water quality.	LS	None required	LS
Threshold 7	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	N	None required.	N
Threshold 8	Place within a 100-year flood hazard area structures that would impede or redirect flood flows.	N	None required.	N

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Threshold 9	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam.	N	None required.	N
Cumulative hydrology and water quality impacts		LCC	None required.	LCC
Land Use and Planning				
Threshold 1	Physically divide an established community.	N	None required.	N
Threshold 2	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	N	None required.	N
Threshold 3	Conflict with any applicable habitat conservation plan or natural community conservation plan.	N	None required.	N
Cumulative land use and planning impacts		LCC	None required.	LCC
Mineral Resources				
Threshold 1	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	N	None required.	N

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Threshold 2	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	N	None required.	N
Cumulative mineral resources impacts		N	None required.	N
Population and Housing				
Threshold 1	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).	N	None required.	N
Threshold 2	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	N	None required.	N
Threshold 3	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	N	None required.	N
Cumulative population and housing impacts		LCC	None required.	B
Public Services				
Threshold 1	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: fire protection, police protection, schools, parks, or other public facilities.			
Cumulative public services impacts		LCC	None required.	LCC
Recreation				
Threshold 1	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LS	None required.	LS
Threshold 2	Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	LS	None required.	LS
Cumulative recreation impacts		LCC	None required.	LCC

1.0 – Introduction

This Draft Environmental Impact Report (Draft EIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. As described in CEQA Guidelines Section 15121(a), an environmental impact report (EIR) is a public informational document that assesses the potentially significant environmental impacts of a project. CEQA requires that an EIR be prepared by the agency with primary responsibility over the approval of a project (the lead agency). The City of Pacific Grove (City) is the lead agency for the proposed Hotel Durell project (the project). Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible and have the obligation to balance economic, environmental, and social factors.

1.1 TYPE OF DOCUMENT

The Hotel Durell Draft EIR is an environmental impact report focusing on resources as determined by the Initial Study. Per CEQA Guidelines Section 15063(c)(3):

> The purpose of an Initial Study is to:
>
> (3) Assist in the preparation of an EIR, if one is required, by:
>
> (A) Focusing the EIR on the effects determined to be significant,
>
> (B) Identifying the effects considered not to be significant,
>
> (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
>
> (D) Identifying whether a program EIR, tiering or another appropriate process.

The City prepared and published an Initial Study for the project. The analysis presented in the Initial Study found that the project may result in potentially significant impacts related to aesthetics, biological resources, cultural resources, hazards and hazardous materials, transportation and traffic, and utilities and service systems from project implementation. As such, the City determined that an EIR should be prepared. All other resources were found to have no impact or a less than significant impact as a result of project implementation, as discussed in the Initial Study (**Appendix IS**).

1.2 PURPOSE OF THE EIR

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. The City has determined that the Hotel Durell project is a project under CEQA.

This Draft EIR provides a review of the environmental effects of project implementation. The City has prepared this Draft EIR for the following purposes:

- To satisfy the requirements of CEQA (Public Resources Code, Sections 21000–21178) and the CEQA Guidelines (California Code of Regulations, Title 4, Chapter 14, Sections 15000–15387).
- To inform the general public, the local community, and responsible and interested public agencies of the project nature, its possible environmental effects, recommended measures to mitigate those effects, and alternatives to the project.
- To evaluate the project's potential significant environmental effects.

The determination that the City is the lead agency is made in accordance with Sections 15051 and 15367 of the CEQA Guidelines, which define the lead agency as the agency that has the principal responsibility for carrying out or approving a project. This Draft EIR reflects the City's independent judgment regarding the potential environmental impacts, the level of significance of the impacts both before and after mitigation, and the mitigation measures proposed to reduce impacts.

The City is responsible for certifying that the EIR for the Hotel Durell project satisfies the requirements of CEQA. Once certified, the EIR will serve as the base environmental document for the project and will be used as a basis for decisions on site development.

This Draft EIR was prepared in accordance with Section 15151 of the CEQA Guidelines, which defines the standards for EIR adequacy as follows:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

1.3 INTENDED USE OF THE EIR

This Draft EIR is intended to evaluate the environmental impacts of project implementation and to help decision-makers in the project approval process. The EIR in its final form may also be considered in the review of any subsequent permit actions, if any, to facilitate the project.

1.4 ORGANIZATION AND SCOPE

CEQA Guidelines Sections 15122 through 15132 identify content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The environmental issues addressed in the Draft EIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and responses to the Notice of Preparation (NOP) and public scoping meeting comments. This Draft EIR is organized in the following sections:

SECTION ES – EXECUTIVE SUMMARY

This section provides a project narrative and identifies environmental impacts and mitigation measures through a summary matrix consistent with CEQA Guidelines Section 15123.

SECTION 1.0 – INTRODUCTION

This section provides an overview that describes the intended uses of the EIR, as well as the review and certification process.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the project and project objectives, along with background information and physical characteristics consistent with CEQA Guidelines Section 15124.

SECTION 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This section contains analyses relative to each environmental topic. Included in this section is a comprehensive analysis related to impacts and mitigation measures that correspond to project implementation. Each subsection contains a description of the existing setting of the project area. The environmental topics considered in the Draft EIR are as follows:

- Aesthetics
- Cultural Resources
- Noise
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

SECTION 4.0 – ALTERNATIVES

This section discusses alternatives to the project, including the CEQA mandatory "No Project" alternative. The alternatives are intended to avoid or reduce significant project environmental impacts.

SECTION 5.0 – OTHER CEQA ANALYSIS

This section contains discussions of significant irreversible environmental changes that would be involved in the project should it be implemented as well as significant unavoidable environmental effects, including those that can be mitigated but not reduced to a level of insignificance.

SECTION 6.0 – REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

SECTION 7.0 – REFERENCES

This section contains a list of references used during preparation of the EIR.

CUMULATIVE IMPACT ANALYSIS

CEQA Guidelines Section 15130 requires that EIRs include an analysis of the project's cumulative impacts to determine if the project's effect is considered cumulatively considerable. The cumulative effects of the project and other potential development in Pacific Grove and the determination as to whether impacts are cumulatively considerable (i.e., a significant effect) are contained in each technical section.

TECHNICAL APPENDICES

The appendices contain all technical material prepared to support the analyses.

1.5 PROJECT IMPACTS EVALUATION

ENVIRONMENTAL BASELINE

CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the project vicinity as they exist at the time the Notice of Preparation is published and the environmental analysis is begun. The CEQA Guidelines also specify that this description of the physical environmental conditions is to serve as the baseline physical conditions by which a lead agency determines whether the impacts of a project are considered significant.

ENVIRONMENTAL IMPACT ANALYSIS

Sections 3.1 through 3.6 of this Draft EIR contain a detailed description of current setting conditions (including the applicable regulatory setting) and an evaluation of direct and indirect environmental effects resulting from project implementation. Sections 3.1 through 3.6 identify feasible mitigation measures and whether significant environmental effects of the project would remain after application of feasible mitigation measures, as needed.

The individual technical sections of the Draft EIR include the following information:

Existing Setting

This subsection includes a description of the physical setting associated with the technical area of discussion, consistent with CEQA Guidelines Section 15125. As previously identified, the existing setting is based on conditions as they existed when the NOP for the project was released on March 16, 2017.

Regulatory Framework

This subsection identifies applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

Impacts and Mitigation Measures

This subsection identifies direct and indirect environmental effects associated with project implementation. Standards of significance are identified and used to determine whether the environmental effects are considered significant and require the application of mitigation measures. Each environmental impact analysis is identified numerically (e.g., Impact 3.1.1, Aesthetics) and is supported by substantial evidence. Mitigation measures for the project were developed through a review of the project's environmental effects by consultants with technical expertise and by environmental professionals. The mitigation measures consist of performance standards that identify clear requirements to avoid or minimize significant environmental effects (the use of performance standard-based mitigation is allowed under CEQA Guidelines Section 15126.4(a) and is supported by case law in *Rio Vista Farm Bureau Center v. County of Solano* ([1st Dist. 1992] 5 Cal. App. 4th at pp. 371, 375–376 [7 Cal. Rptr. 2d 307]).

Consideration of Cumulative Impacts

Each technical section in the Draft EIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines Section 15065[a][3]). Cumulative impacts are based on analysis of the project's contribution to a cumulative impact as compared with the cumulative baseline condition. The determination of whether the project's impact on cumulative conditions is considerable is based on a number of factors, including consideration of applicable public agency standards, consultation with public agencies, and expert opinion.

1.6 COMMON TERMINOLOGY USED IN THE DRAFT EIR

This Draft EIR uses the following terminology to describe the environmental effects of the project:

Less Than Significant Impact: A less than significant impact would cause negligible or no substantial change in the physical condition of the environment (mitigation measures would not be required for project effects to be less than significant).

Significant Impact: A significant impact would cause a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects using specified standards of significance provided in each technical section of the Draft EIR. Identified significant impacts are those where the project would result in an impact that can be measured or quantified. Mitigation measures and/or project alternatives are identified to avoid or reduce project effects to the environment to a less than significant level.

Significant and Unavoidable Impact: A significant and unavoidable impact would result in a substantial adverse change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would cause negligible or no substantial change in the physical condition of the environment under cumulative conditions.

Cumulatively Considerable Impact: A cumulatively considerable impact would result when the incremental effects of an individual project result in a significant adverse physical impact on the environment under cumulative conditions.

Standards of Significance: A set of significance criteria to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this EIR include the CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; and City goals, objectives, and policies. Specified significance criteria used by the City of Pacific Grove are identified at the beginning of the impact analyses in each technical section of the Draft EIR.

1.7 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR will involve the following general procedural steps:

INITIAL STUDY

In accordance with CEQA Guidelines Section 15063, the City prepared an Initial Study for the project. The Initial Study concluded that the project could have a potentially significant impact on aesthetics, biological resources, cultural resources, hazards and hazardous materials, transportation and traffic, and utilities and service systems. All impacts were mitigated below a level of significance. However, this EIR was prepared as a result of public concern regarding the project. The City determined the need for an EIR in accordance with CEQA Guidelines Section 15063(c)(3).

NOTICE OF PREPARATION

In accordance with CEQA Guidelines Section 15082, the City prepared a Notice of Preparation of an EIR on March 16, 2017. The City was identified as the lead agency for the project. The notice was circulated to the public, local and state agencies, and other interested parties to solicit comments on the project. The scoping period ended on April 17, 2017. A scoping meeting was held on April 4, 2017, to receive additional comments. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and responses by interested parties are presented in **Appendix NOP.**

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a project description, an environmental setting description, identification of project impacts, and mitigation measures for impacts found to be significant. An analysis of project alternatives is also included. Upon completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the Governor's Office of Planning and Research to begin the public review period (Public Resources Code Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the City will provide public notice of the availability of the Draft EIR for public review and will invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period is required to be a minimum of 30 days. Public comment on the Draft EIR will be accepted in written form at public hearings and by email or mail. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the Draft EIR should be addressed to:

City of Pacific Grove
Community & Economic Development Department
300 Forest Avenue, 2nd Floor
Pacific Grove, CA 94806
Attention: Laurel O'Halloran, Associate Planner

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. Upon Final EIR review and consideration, the City may act upon the project. A decision to approve the project must be accompanied by written findings in accordance with CEQA Guidelines Sections 15091 and 15093, as applicable. The City is also required to adopt a Mitigation Monitoring and Reporting Program, as described below, for mitigation measures that have been incorporated into or imposed on the project to reduce or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Program will be designed to ensure that these measures are carried out during project implementation.

MITIGATION MONITORING

CEQA Section 21081.6(a) requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures which have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific "reporting or monitoring" program required by CEQA is not required to be included in the EIR; however, it will be presented to the decision-making body for adoption and incorporation into the project.

1.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received numerous comment letters on the project's Initial Study and NOP. Comments were received from three sources: written comments by mail or email, public comments at the project's scoping meeting, and comments on the project's previously circulated Initial Study. A copy of each letter is included in **Appendix NOP** of this Draft EIR. The following issues were raised during the comment period:

Aesthetics and Visual Resources (see EIR Section 3.1, Aesthetics)

- Comments indicating that the project scope and scale would not fit with the existing visual character of the city's downtown area.
- Comments stating that the height, massing, and lack of setback from the street may change the neighborhood's ambiance.
- Concerns that the project is too large to fit in the residential and small-town feel of Pacific Grove.
- Concerns that the project would create visual impacts on the Pacific Grove Museum of Natural History, the Pacific Grove Public Library, and Jewell Park, all of which are located across the street from the project.
- Concerns that the project would disrupt the city's skyline with the addition of a four-story building.

- The project's impacts on sunlight:
  - Concerns that the height of the project would block sunlight from hitting Jewell Park.
  - Concerns that the height of the project would block sunlight from hitting the Pacific Grove Library, which would reduce dappling on the roof and impact the scenic vista of the library.
  - A request that the City should perform a sun study similar to the one prepared for the Measure F Mitigated Negative Declaration (MND).

Air Quality (see EIR Section 3.0, Impacts Found to Be Less Than Significant)

- A question asking whether extra transportation pollution would affect local air quality.

Cultural Resources (see EIR Section 3.2, Cultural Resources)

- Comments on the demolition of an existing historic building.

Hazards and Hazardous Materials (see EIR Section 3.0 Impacts Found to Be Less Thank Significant.)

- Concerns regarding the past presence of a gas station and garage on the project site; with an inquiry as to whether the environmental document has taken this into account.

Land Use and Planning (see EIR Section 3.0, Impacts Found to Be Less Than Significant)

- Comments on the consistency of the project under the City's Zoning Code and General Plan.
- Comments that the size of the hotel, including the number of rooms, is too large for the size of the lot.
- Comments stating that a mixed-use development on the project site would be acceptable.
- Comments regarding the use permit and the City's ability to limit the size of the development due to conditions placed on the use permit.

Noise (see EIR Section 3.3, Noise)

- Concerns that there would be a substantial permanent increase in the ambient noise levels in the hotel's vicinity.

Population and Housing (see EIR Section 3.0, Impacts Found to Be Less Than Significant)

- An indication that the hotel would provide jobs and that the newly hired persons would require affordable housing, with a question as to how much housing would be needed for hotel employees and how much is available in Pacific Grove.

Recreation (see EIR Section 3.0, Impacts Found to Be Less Than Significant)

- Concern that recreational uses of shoreline parks and the recreation coastal trail would increase.
- Inquiry as to how the weekly farmers market would not be impacted by the new hotel, with an opinion that if the project would move the farmers market into the nearby park, this would deteriorate the park.

Transportation and Traffic (see EIR Section 3.4, Transportation and Traffic)

- Comment regarding the location of project access, noting that the NOP text said entry would be from Grand Avenue and Fountain Avenue, but the site plan only shows entrance from Central Avenue and Fountain Avenue.
- Concerns about the volume of traffic:
  - Generated by the project on local streets.
  - Safety concerns near the library, park, and museum.
  - Inquiry regarding how a 125-room hotel would not increase traffic.
- Concerns about the cumulative impact of the project, the proposed condos at the Holman Building, and the Bella Hotel on traffic impacts in downtown Pacific Grove.

Utilities and Service Systems (see EIR Section 3.6, Utilities and Service Systems)

- California American Water is under a cease and desist order to prevent unlawful water diversions from the Carmel River, and the City should not start an EIR until there is a new replacement water supply.
- Concerns pertinent to the availability of water supplies to support the project.
- An opinion that a swimming pool is not acceptable due to the lack of water.

CEQA Process

- A comment expressing that the Mitigated Negative Declaration (MND) is inadequate and fails to consider potentially significant impacts to the environment.
- A recommendation that an EIR should be prepared to analyze the environmental impacts in greater detail.
- An observation that the historical/architectural significance of existing structures on the project site was conducted prior to the current environmental review of the subject property, while CEQA requires procedures that "to the maximum extent feasible, are to run concurrently, not consecutively."

Other Project Concerns

- Concerns regarding parking for the hotel:
  - Sufficient parking spots for the number of hotel rooms, the restaurant, and the conference rooms.
  - Overflow parking would land on nearby streets used for the public library and nearby residential areas.
  - Monterey's parking requirement for hotel uses requires more parking than Pacific Grove's requirement.
- Question whether underground parking would be available to the public.

2.0 – Project Description

This section contains the proposed Hotel Durell project description. The project description's purpose is to present the project in a way that is meaningful to the public, reviewing agencies, and decision-makers. As described in California Environmental Quality Act (CEQA) Guidelines Section 15124, a complete project description must contain the following information but is not required to supply extensive detail beyond that needed for evaluation and review of the environmental impacts: (1) the location and boundaries of the project on a regional and detail map; (2) a statement of objectives sought by the project; (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the EIR.

2.1 REGIONAL AND LOCAL SETTING

The project site is located in Pacific Grove, California (**Figure 2.0-1**). Pacific Grove is a coastal community located on the Monterey Peninsula in Monterey County. The city was established in the late 1800s as a Methodist Retreat Center and incorporated in 1889. Pacific Grove is characterized by the historic downtown and residential neighborhoods and dramatic ocean views. The city covers 2.8 square miles and is bounded by Pebble Beach to the southwest, Monterey to the southeast, the Monterey Bay to the northeast, and the Pacific Ocean to the northwest. Pacific Grove is located approximately 15 miles to the southwest of Salinas and 50 miles to the southwest of San Jose.

Pacific Grove currently has a population of 15,624, with a median household income of $79,740 (US Census Bureau 2016). The city is known for over 1,200 historic homes, with a large percentage of homes (25.9 percent) built before 1939. The city is fully built out and has limited vacant, appropriately zoned land available for future development. Most development in the city takes place on infill lots and in the form of redevelopment.

Two sites—the proposed hotel site and the off-site parking lot—make up the project site (**Figure 2.0-2**). The proposed hotel site is located at 157 Grand Avenue, bounded by Central Avenue, Grand Avenue, and Fountain Avenue, as shown in **Figure 2.0-2**. The proposed hotel site is located on the northwest side of Pacific Grove, three blocks south of the Monterey Bay coast. The proposed off-site parking lot is located across Fountain Avenue from the proposed hotel site and is bounded by Fountain Avenue to the northwest and 15th Street to the southeast.

2.2 EXISTING CONDITIONS

PROJECT SITE

Proposed Hotel Site

The proposed hotel site is approximately 0.78 acre (33,827 square feet) and is currently occupied by surface parking and a single-story 17,650-square-foot commercial building. The parcel's Assessor's Parcel Number is APN 006-173-001. The commercial building is occupied by a fabric store, an antique shop, and a Mexican restaurant.

There are two vehicle entrances on Grand Avenue and Fountain Avenue. Parallel street parking is available on all sides of the proposed hotel site. Pedestrian access is available via two crosswalks, both stretching from the Pacific Grove Public Library to the proposed hotel site across Central Avenue at Grand Avenue and Forest Avenue. The proposed hotel site is flat and contains no natural vegetation or landscaping.

Off-Site Parking Lot

The dedicated off-site parking lot is approximately 8,427 square feet and is currently used as a surface parking lot. The parking lot covers three parcels with the APNs 006-174-011, 006-174-012, and 006-174-003.

GENERAL PLAN LAND USE DESIGNATION AND ZONING

The project site and the surrounding area are designated as Commercial-Downtown (D) in the City of Pacific Grove General Plan (Pacific Grove 1994). This land use designation provides for retail and services uses, offices, restaurants, entertainment and cultural facilities, multi-family residential units above the ground floor, gas stations, and similar and compatible uses. The project site is bordered by Lighthouse Avenue, Fountain Avenue, Central Avenue, and Grand Avenue and is designated as the "Holman's Block" in the City's General Plan. In 1994, the City Council placed a measure, which was passed by voters, to allow the development of condominiums and hotel uses in the Holman's Block (Pacific Grove 1994).

Per the Pacific Grove Zoning Map, the current zoning for the hotel site is Light Commercial, Hotel, Condominium District (C-1-T) and the zoning for the off-site parking lot is Downtown Commercial (C-D). The C-1-T zoning designation is intended to preserve Pacific Grove's downtown character as a historic district and perpetuate a balance of land uses that are compatible in a downtown environment. The C-1-T zoning district was enacted by citizen initiative. The intent of the people was to establish a zone district in the City's downtown area where hotel use is permitted, as are all other uses listed in the C-1 District. The C-D zoning is intended to provide for a range of uses including retail, restaurants, services, entertainment, upper-floor residential, and other uses that enhance the vitality and character of the city's historic commercial core.

SURROUNDING LAND USES

Commercial buildings are located on the south and east sides of the project site. Multiple-family residences are located north of the project site. The block directly to the north contains the City's Public Library. The Holman Building is located directly east of the project site across the parking lot. The Pacific Grove Museum of Natural History is located west of the project site, while Jewell Park is located to the northwest adjacent to the library.

2.3 PROJECT DESCRIPTION

PROJECT CHARACTERISTICS

The project would demolish the existing commercial building and construct a four-story, 125-room hotel in its place. The project would construct an off-site parking lot on of the opposite side of Fountain Avenue from the hotel site. The hotel's ground floor would accommodate the hotel lobby, restaurant, kitchen, laundry room, meeting room, and on-site parking (**Figure 2.0-3**). The remaining three floors would accommodate hotel rooms, which would range in size from 320 to 400 square feet. The hotel site would include a variety of amenities including a swimming pool, soaking spa, landscaped courtyard area, meeting room, restaurant, central vending area on each guest room floor, valet parking, lobby and reservation desk, and a guest luggage storage. The project would employ a total of 19 staff.

The C-1-T zoning allows a maximum site coverage of 75 percent. The hotel building would cover approximately 73 percent of the total site. The project would increase the amount of permeable surface on the project site by approximately 27 percent. **Table 2.0-1** outlines the project's building specifications.

T:_GIS\Monterey_County\MXDs\Pacific_Grove\Pacific_Grove_Hotel\Figure 2.0-1 Regional Location.mxd (6/29/2017)

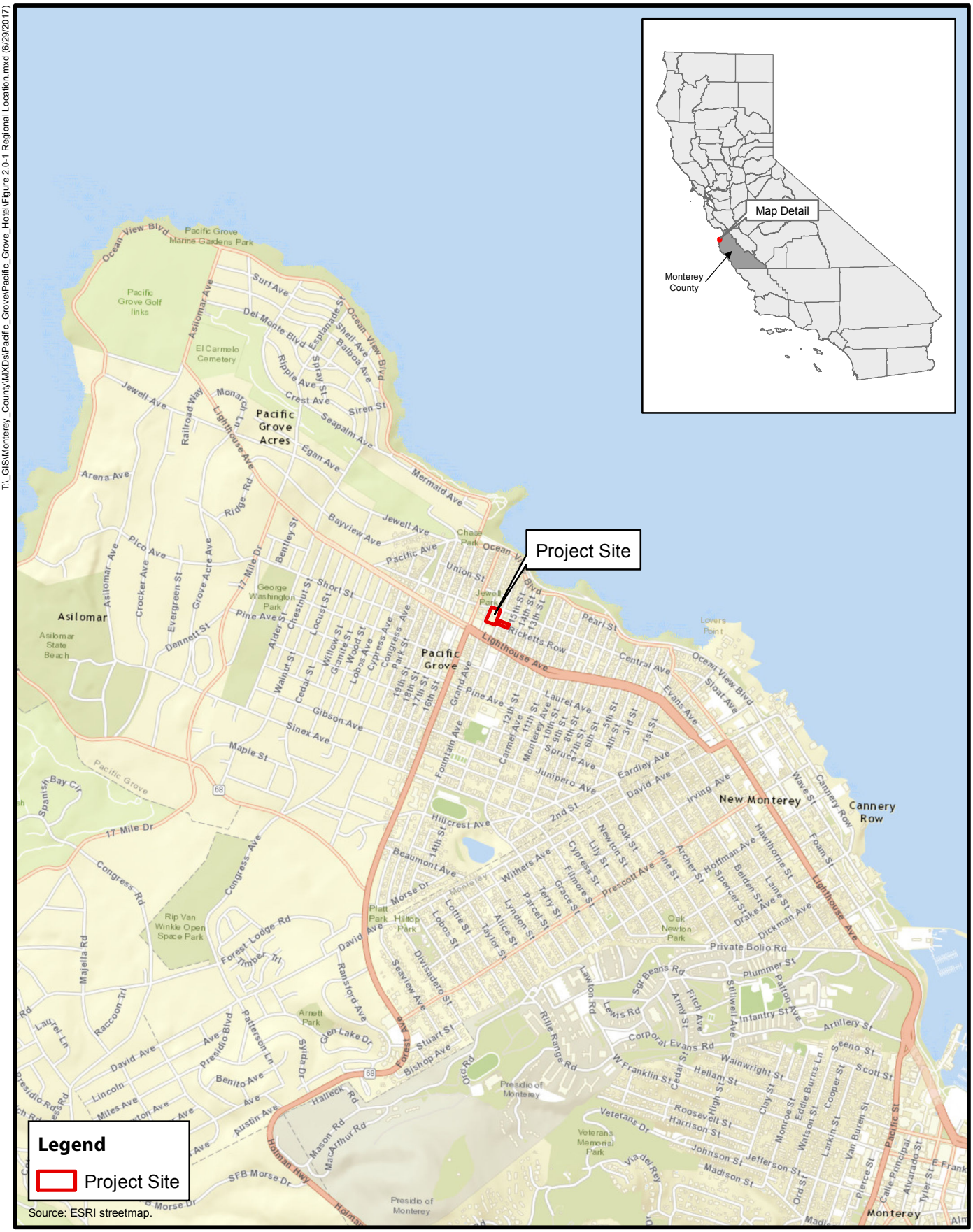

FIGURE 2.0-1
Regional Location

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FIGURE 2.0-2
Project Location

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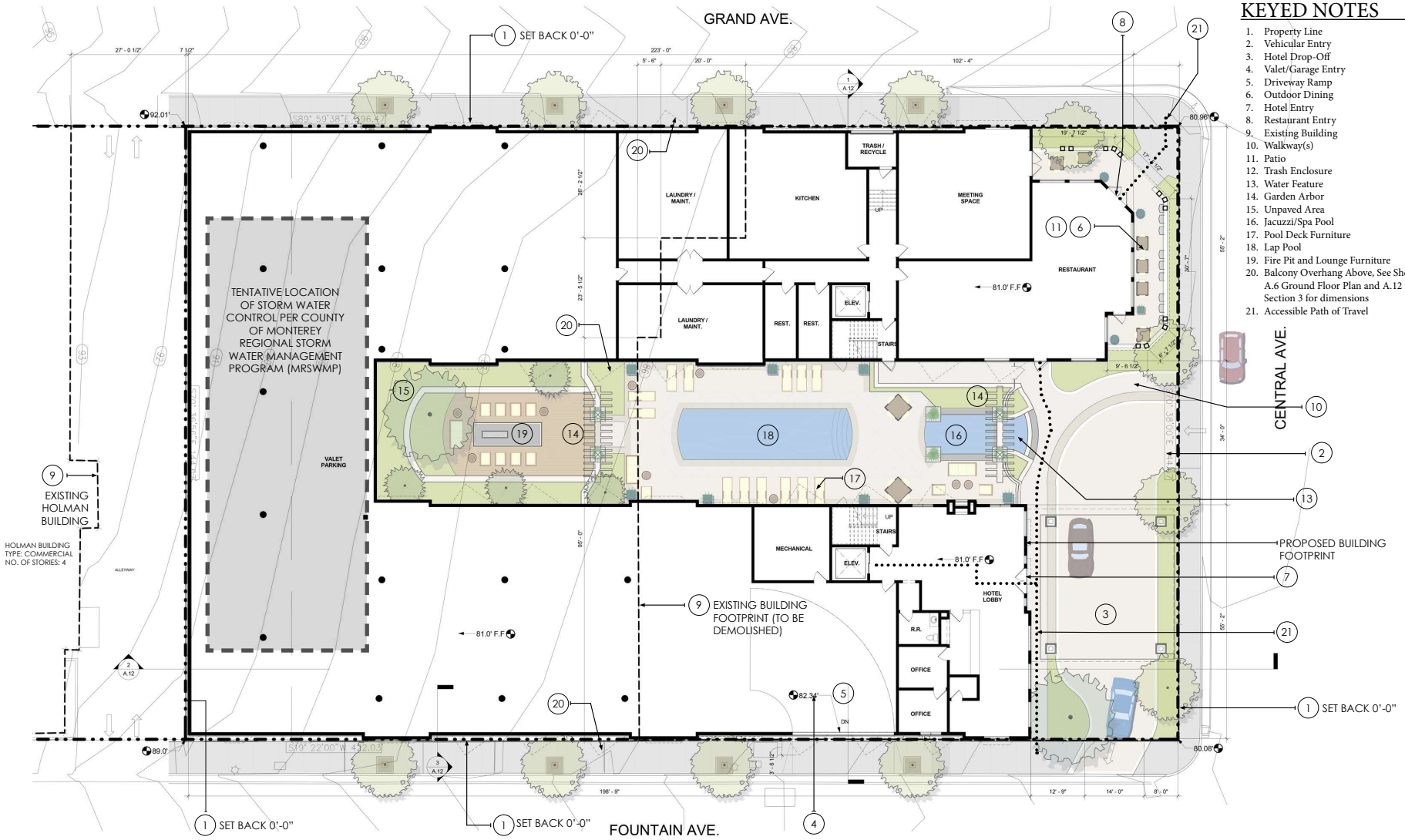

Source: RRM Design Group

0 15 30
FEET

FIGURE 2.0-3
Site Plan

Michael Baker INTERNATIONAL

TABLE 2.0-1
HOTEL DURELL PROJECT SPECIFICATIONS

Gross Building Area	
Hotel	Ground Floor – Common: 1,685 sq. ft.
	Ground Floor – Main: 2,230 sq. ft.
	Second Floor: 15,810 sq. ft.
	Third Floor: 22,341 sq. ft.
	Fourth Floor: 21,709 sq. ft.
	Total: 63,775 sq. ft.
Restaurant	Ground Level: 4,625 sq. ft.
Parking	Ground Level: 55 spaces (15,590 sq. ft.)
	Dedicated Off-Site Lot: 28 spaces (8,427 sq. ft.)
Hotel Rooms	
Unit Count	Second Floor: 31
	Third Floor: 48
	Fourth Floor: 46
	Total: 125
Lot Size	
Permeable Surfaces	Pavers: 3,270 sq. ft.
	Landscaping: 4,803 sq. ft.
	Deck: 585 sq. ft.
	Total: 8,658 sq. ft.
Non-Permeable Surfaces	Building Footprint: 24,130 sq. ft.
	Pool: 485 sq. ft.
	Spa: 142 sq. ft.
	Water Feature: 43 sq. ft.
	Landscape Wall: 417 sq. ft.
	Total: 25,217 sq. ft.
Total Lot Size	Total: 33,875 sq. ft.

*Source: RRM Design Group 2015, Hotel Durell Architectural Drawings (**Appendix Plans**)*
Note: sq. ft. = square feet

Project Site Layout and Architectural Design

The four-story hotel building would be constructed in a U shape, with a lap pool, spa, and fire pit in the open center. The building would directly abut the property lines along Fountain Avenue and Grand Avenue (**Figure 2.0-4**). The hotel entrance would be on Central Avenue and would consist of a pick-up/drop-off area. The building elevations are shown in **Figures 2.0-5a**, **2.0-5b**, and **2.0-5c**. Along Grand Avenue, the buildings would stand at approximately 37 feet, with similar elevations along Central Avenue and throughout the project site.

The project would use architectural materials matching the surrounding buildings in color and style, as shown in **Figure 2.0-6**. The project plans would be subject to review by the City's Architectural Review Board. The review process would include consideration of the use of mass and detail, materials and colors, and architectural character and harmony with adjacent structures.

Landscaping

As shown in **Figure 2.0-4**, landscaping on the project site would include low shrubs near the hotel entrance and surrounding the pool and fire pit, and a few trees along Fountain Avenue and Grand Avenue. The landscaping would be irrigated and would comply with local and state water conservation requirements. Trees and potted plants would be irrigated by bubblers, and all other landscaping would use drip irrigation. A conceptual planting plan is included in **Appendix Plans**.

Project Site Circulation

The short term arrival, departure, and luggage loading vehicle parking entrance/exit would be located off of Central Avenue. The subterranean valet parking would enter/exit on Fountain Avenue as shown in **Figure 2.0-3**. The entrance driveway would be paved using pervious pavers.

Project Stormwater Control

The project would include landscape and permeable pavers, approximately 8,400 sq. ft., to pre-treat runoff from proposed impervious surfaces before being captured by the subsurface infiltration and detention basin. If the proposed storage is at capacity (3,200 cu ft) the storm drain system outlets into the existing inlet at the corner of Fountain Ave and Central Ave. The project would include an underground storage (via Stormtech MC-4500 chambers) and detention facility to capture and infiltrate the 95th percentile storms.

Project Site Parking

The project would provide a total of 97 parking spaces. Parking would only be available via valet, with no self-parking available. The parking would include 55 parking spaces on the same parcel as the proposed hotel and 28 spaces in the off-site parking lot, across Fountain Avenue. As shown in **Figures 2.0-5a**, **2.0-5b**, and **2.0-5c**, the parking lot entrance for the on-site valet parking would be located on Fountain Avenue and would be gated. The parking along the alleyway would be located aboveground and would also accommodate Holman Building users. The on-site parking spaces would be shared with the Holman Building, which would have 14 dedicated parking spaces. The rest of the parking on the project site would be constructed below the current grade.

The location of the on-site and off-site valet parking is shown in **Figure 2.0-7**. The project would exceed the 32 spaces (or one space per four rooms) required by the City.

Project Emergency Access

The proposed buildings would be separated from the existing Holman Building by an access driveway and parking area. The driveway would also serve as an emergency access route to the proposed hotel buildings. The emergency access lane would be approximately 24 feet wide. Emergency access would also be available directly from Grand Avenue, Fountain Avenue, and Central Avenue. Emergency services would be provided by the Pacific Grove Police Department and the Monterey City Fire Department.

Source: RRM Design Group

Not To Scale

FIGURE 2.0-4
Central Avenue Frontage

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INTERNATIONAL

1. FOUNTAIN AVE. ELEVATION

2. CENTRAL AVE. ELEVATION

KEYED NOTES

1. 40' Height limit from existing grade
2. Horizontal Siding
3. Stone Veneer
4. Signage
5. Metal Roofing
6. Painted Trim and Paneling
7. Holman Building
8. Property Line

SCALE: 1"=10'

Source: RRM Design Group

Not To Scale

FIGURE 2.0-5a
Building Elevations

Michael Baker INTERNATIONAL

1. GRAND AVE. ELEVATION

2. ALLEYWAY ELEVATION

KEYED NOTES

1. 40' Height limit from existing grade
2. Horizontal Siding
3. Stone Veneer
4. Signage
5. Metal Roofing
6. Painted Trim and Paneling
7. Holman Building
8. Property Line
9. Cement Plaster

SCALE: 1"=10'

Source: RRM Design Group

Not To Scale

FIGURE 2.0-5b
Building Elevations

Michael Baker INTERNATIONAL

KEYED NOTES

1. 40' Height limit from existing grade
2. Horizontal Siding
3. Stone Veneer
4. Exterior Fireplace
5. Metal Roofing
6. Painted Trim and Paneling
7. Holman Building
8. Property Line
9. Dedicated Holman Parking
10. Valet Parking

SCALE: 1"=10'

Source: RRM Design Group

Not To Scale

FIGURE 2.0-5c
Building Elevations

Michael Baker INTERNATIONAL

1. HORIZONTAL SIDING:
SHERWIN WILLIAMS PAINT
SVELTE SAGE SW6165

2. HORIZONTAL SIDING:
SHERWIN WILLIAMS PAINT
MUSLIN SW6133

3. TRIM, FACIA AND PANELING:
SHERWIN WILLIAMS PAINT
PURE WHITE SW7005

4. STONE:
EL DORADO STONE
RUSTIC LEDGE IN PINETOP

5. AWNINGS:
SUNBRELLA FABRICS IN COCOA

6. METAL ROOFING:
STANDING SEAM METAL ROOF
AEP SPAN IN PARCHMENT

7. WINDOW FRAMES:
WHITE VINYL WINDOWS

Source: RRM Design Group

Not To Scale

FIGURE 2.0-6
Architectural Details

Michael Baker INTERNATIONAL

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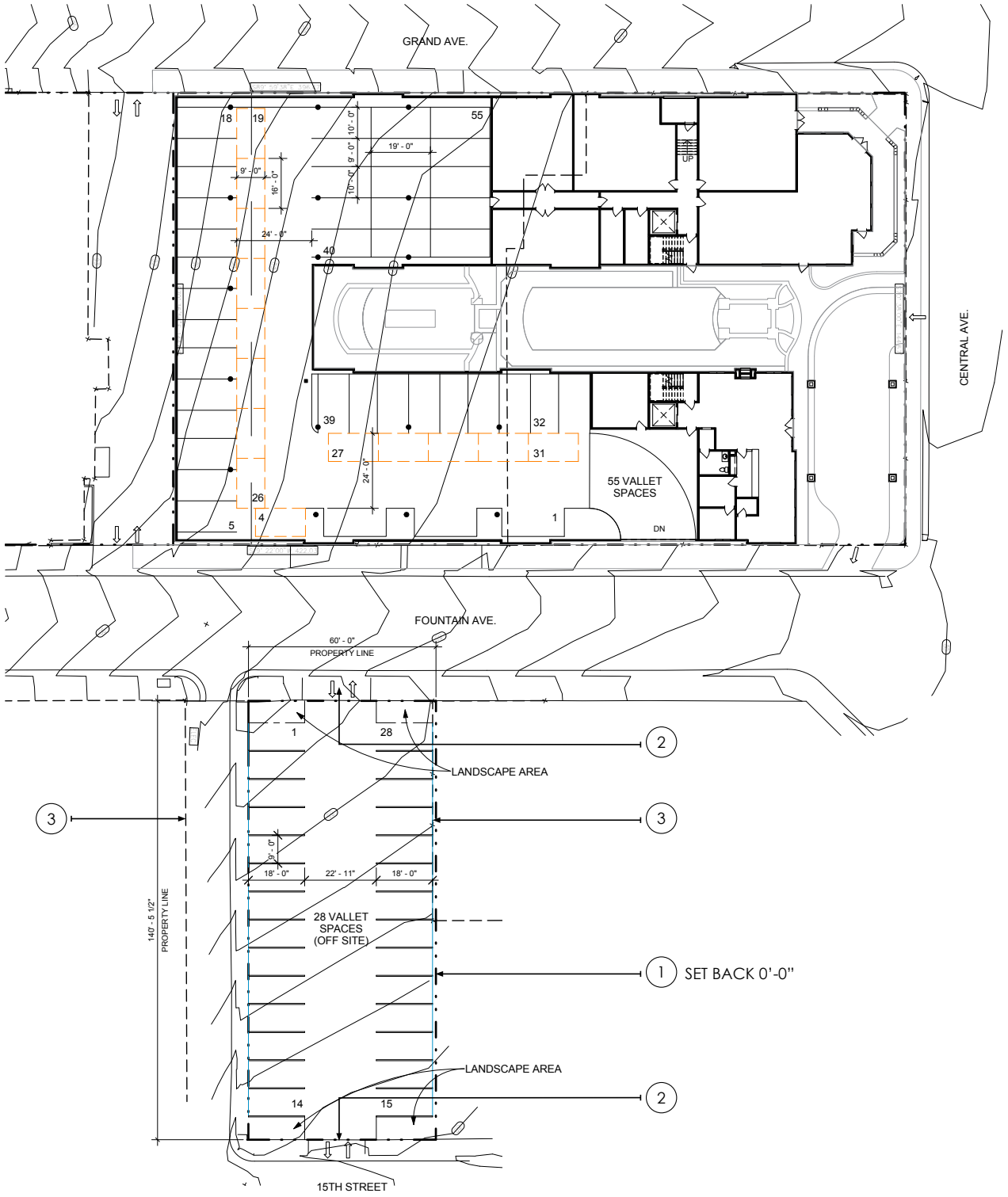

Source: RRM Design Group

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FIGURE 2.0-7
Project Parking

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Project Utilities

The City of Pacific Grove would provide sewer collection, distribution, and treatment services via existing systems and facilities. Water service would be provided by California American Water (Cal Am). The City of Pacific Grove would provide sewer service for the project. Solid waste removal would be provided by the Monterey Regional Waste Management District.

CONSTRUCTION

Construction activities are anticipated to last approximately 12 to 18 months. Consistent with the City's Noise Ordinance, construction would generally occur Monday through Friday and be limited to the hours from 8:00 a.m. to 7:00 p.m. on weekdays and from 9:00 a.m. to 4:00 p.m. on Saturdays. No work would take place on Sundays or on federal, state, or local holidays.

Construction activities would consist of demolition of the existing building, site preparation, including grading, removal of existing asphalt, and construction of new structures. The construction of the underground, one-level parking garage would require excavation and off-hauling of materials. Building materials for the underground parking lot would be concrete or a type of noncombustible material.

The project would remove 21,025 square feet of existing asphalt and would require site preparation. Construction equipment would include heavy equipment such as a bulldozer, scrapers, backhoes, excavators, loaders, compactors, rollers, and a paving machine. The construction crew would vary in size and would comprise approximately 10 to 25 people.

OPERATION

The hotel would operate year-round, with no shared ownership or residential uses. It would be geared toward visitors and would provide restaurant and bar uses on site. The restaurant would also include space for occasional social events. The hotel would not provide space for conferences, as it does not include any significant meeting rooms or other gathering spaces. As mentioned above, parking would be valet only, and no self-parking would be available.

2.4 PROJECT OBJECTIVES

The City of Pacific Grove has identified several objectives or goals to be achieved through project implementation:

1) Create new opportunities for tourist oriented uses in the Holman Block area to further revitalize the downtown core.

2) Improve the pedestrian environment in the City through the addition of street fronting uses.

3) Improve traffic safety through the addition of a four way stop sign in the project vicinity.

4) Create new economic opportunities to facilitate continued growth in the City.

5) Enhance city revenues through the collection of Transient Occupancy Tax (TOT).

6) Removal of a building in a distressed state.

2.5 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

As the lead agency, the City of Pacific Grove has the ultimate authority for project approval or denial. The Hotel Durell project may require the following discretionary approvals and permits by the City for actions proposed as part of the project:

- Certification of the Environmental Impact Report
- Project approval (Use Permit)
- Approval of the final architectural designs and landscape plans
- Grading and building permits

2.6 RELATIONSHIP OF PROJECT TO OTHER PLANS

CITY OF PACIFIC GROVE GENERAL PLAN

The General Plan was adopted in 1994 and represents the City's vision for guiding future conservation and development in Pacific Grove. The General Plan is organized in the following chapters: Land Use, Housing, Transportation, Parks and Recreation, Natural Resources, Historic and Archaeological Resources, Urban Structure and Design, Public Facilities, and Health and Safety. The project would be in compliance with the General Plan goals of supporting growth in an organized manner. The site is not located in the city's Coastal Zone, and the project uses are in compliance with the existing General Plan land use designation.

CITY OF PACIFIC GROVE ZONING CODE

The Hotel Durell project would be required to comply with the City's Municipal Code, including the Zoning Code. The project would be in compliance with existing regulations regarding site coverage, setbacks, height limitations, parking, and design.

3.0 Impacts Found to Be Less than Significant

In the course of evaluating the Hotel Durell project, certain impact areas included in the California Environmental Quality Act (CEQA) Appendix G checklist were found to have a less than significant impact or no impact. As allowed under CEQA Guidelines Section 15128, this section discusses why impacts to these environmental topics were determined to have a less than significant impact or no impact and are therefore not discussed in detail in the Draft Environmental Impact Report (EIR) sections. For a more in-depth analysis of each of these topics, see the Initial Study in **Appendix IS**.

3.0.1 ENVIRONMENTAL ANALYSIS

AGRICULTURE AND FORESTRY RESOURCES

Standards of Significance

Based on Appendix G of the CEQA Guidelines, agricultural and forestry resource impacts are considered to be significant if the project would result in any of the following:

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.

2) Conflict with existing zoning for agricultural use, or a Williamson Act contract.

3) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

4) Result in the loss of forestland or conversion of forestland to non-forest use.

5) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use.

According to the Monterey County Important Farmland map (DOC 2015), the project site and all adjacent properties are designated as Urban and Built-Up Land. The project site does not contain any agricultural uses.

The project site is not used for any type of agricultural or forestry use, nor is it zoned for agriculture or forestland. As such, the site is not subject to a Williamson Act contract. The project site does not meet the definition of forestland in Public Resources Code Section 12220(g) and is located in an urbanized and developed area. Therefore, the project would not conflict with existing zoning for agricultural or forestland, nor would it convert agricultural land to nonagricultural uses or forestland to non-forest use. Therefore, the project would have **no impact** on agriculture and forestry resources.

Cumulative Impacts

There is no agricultural land or forestland on the project site. Therefore, the project would not contribute to the cumulative conversion of agricultural land or forestland in the area. Project impacts would be **less than cumulatively considerable**.

AIR QUALITY

Standards of Significance

Based on Appendix G of the CEQA Guidelines, air quality impacts are considered to be significant if the project would result in any of the following:

1) Conflict with or obstruct implementation of the applicable air quality plan.

2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

4) Expose sensitive receptors to substantial pollutant concentrations.

5) Create objectionable odors affecting a substantial number of people.

The CEQA Guidelines state that, where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon in making the determinations.

Impact Analysis

The project site is located in the North Central Coast Air Basin (NCCAB), which comprises a single air district, the Monterey Bay Unified Air Pollution Control District (MBUAPCD). The MBUAPCD prepared the 2008 Air Quality Management Plan for the Monterey Bay Region (the AQMP) and continues to prepare updates (Triennial Plan Revision 2009–2011) to the AQMP to attain state and federal ambient air quality standards in the air basin. The project would not construct permanent residences and therefore would not have a direct impact on population growth. The project would potentially increase the number of jobs in the city, which could affect Pacific Grove's population if the employment demand requires employees from outside the city. However, the new jobs would likely include nontechnical service jobs. Thus, it is unlikely that the jobs created by the project would require personnel from outside the community. Therefore, the project would have **no impact** on air quality plans.

The project would introduce additional construction, mobile, and stationary sources of emissions, which would adversely affect regional air quality. Short- and long-term operational emissions associated with the project were quantified using the California Emissions Estimator Model (CalEEMod) land use emissions model (see **Appendix IS**). Construction activity would result in emissions but on a limited scale that would not adversely affect criteria pollutant concentrations. Since the area of disturbance would be limited, construction would not result in exceedance of MBUAPCD thresholds for particulate matter smaller than 10 microns in diameter (PM_{10}). Therefore, the project's construction emissions impact would be less than significant. The project's net operational emissions would also not exceed MBUAPCD thresholds, resulting in a **less than significant** impact related to long-term operational air quality impacts**.**

The project could create a significant hazard to surrounding residents and other sensitive receptors through exposure to substantial pollutant concentrations such as particulate matter during construction activities and/or other toxic air contaminants (TACs). The project site is located adjacent to residential neighborhoods. Sources of construction-related air toxics potentially affecting the sensitive receptors include off-road diesel-powered equipment. Construction would result in the generation of diesel particulate matter emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities. The use of diesel-powered construction equipment would be temporary and episodic and would occur over several locations isolated from one another. The duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. The project would not result in the development of any sources of TACs, and no sources of TACs currently exist in the project area. The project would therefore have a **less than significant** impact on sensitive receptors.

Project construction would entail the use of gasoline- and diesel-powered equipment that would emit exhaust fumes which may be considered odorous. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. Construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. In terms of operational odor impacts, the project is not considered to be an emissions source that would result in objectionable odors. The project would have a **less than significant** impact on objectionable odors.

Cumulative Impacts

By its very nature, air pollution is largely a cumulative impact. The MBUAPCD has provided guidance on the subject of cumulative impacts. In accordance with the MBUAPCD (2008b) CEQA Air Quality Guidelines, project emissions which are not consistent with the AQMP would be considered to have a cumulative regional air quality impact. In addition, projects that would result in a significant regional air quality impact at the project level would also be considered to have a cumulative air quality impact. The project is consistent with the AQMP and would not result in a regional air quality impact at the project level. Therefore, project impacts would be **less than cumulatively considerable**.

BIOLOGICAL RESOURCES

Standards of Significance

Based on Appendix G of the CEQA Guidelines, biological resources impacts are considered to be significant if the project would result in any of the following:

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service (USFWS).

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

3) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means.

4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

7) Substantially reduce the number or restrict the range of an endangered, rare, or threatened plant or animal species or biotic community, thereby causing the species or community to drop below self-sustaining levels.

Impact Analysis

Pacific Grove is located in the Central California Coast ecological section of the California Coastal Chaparral Forest and Shrub ecological province (USFS 2007). Based on the results of database queries and historic records, as well as known regional occurrences, special-status bats, including the Townsend's big-eared bat, are the only species with the potential to occur on the project site. The project site provides suitable roosting habitat for special-status bats in the form of existing structures. The project has the potential to adversely impact bats, including direct mortalities due to building removal. Disturbance of bats would be a potentially significant impact. However, the project would implement mitigation measure **MM BIO-1** requiring bat surveys prior to the demolition of any structures if demolition would occur between March 1 and July 31 and implementing measures to prevent impacts if bats are present. Implementation of mitigation measure **MM BIO-1** would reduce the project's impacts on special-status bats to **less than significant**. Further details can be found in the project's Initial Study (**Appendix IS**).

The project site is urban and developed, with no sensitive natural communities, wetlands, or other jurisdictional waters on-site. The project would have **no impact** on these resources. Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. No wildlife corridors exist on or near the project site; thus, the project would have **no impact** on wildlife corridors.

The project would not remove any trees. Therefore, the project would not conflict with City of Pacific Grove Municipal Code Section 11.48 and Chapter 12, which include provisions about the removal of trees, mitigation for the removal of protected trees, and measures for trees removed within 100 yards of a designated monarch butterfly sanctuary. The project site is not within an adopted or proposed habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the project would have **no impact** on local policies or ordinances or with the requirements of a habitat conservation plan.

Cumulative Impacts

As described above, the project site is developed, and there are no sensitive natural communities, wetlands, or other jurisdictional waters on-site. The project would not conflict with local policies or ordinances or with the requirements of a habitat conservation plan. Construction-related impacts to special-status bats would be mitigated to a less than significant level with mitigation measure **MM BIO-1**. Therefore, project impacts would be **less than cumulatively considerable**.

Mitigation Measures

MM BIO-1 A qualified biologist shall perform a bat survey between March 1 and July 31 prior to the removal of any structures. If the survey does not identify the presence or evidence of occupied roosts, no additional mitigation measures are required.

If non-breeding roosts occupied by special-status bat species are documented within disturbance areas, a qualified biologist shall safely flush the bats from the sites where roosting habitat will be removed prior to the month of March and prior to the onset of disturbance activities. The removal of the roosting sites shall occur during the time of day when the roost is unoccupied.

If a maternity colony is detected, a qualified biologist shall establish a 100-foot no-activity setback around the roost site which will remain in place until it has been determined by a qualified biologist that the nursery is no longer active. Removal of maternity roosts shall be restricted to between March 1 and April 15 or between August 15 and October 15 to avoid interfering with an active nursery.

GEOLOGY AND SOILS

Standards of Significance

Based on Appendix G of the CEQA Guidelines, geology and soils impacts are considered to be significant if the project would result in any of the following:

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

    i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence or other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.

    ii. Strong seismic ground shaking.

    iii. Seismic-related ground failure, including liquefaction.

    iv. Landslides.

2) Result in substantial soil erosion or the loss of topsoil.

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

4) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994) and in ASTM D4829-11, creating substantial risk to life or property.

5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Impact Analysis

Monterey County is situated in a seismically active area with a number of faults traversing the county near the Monterey Peninsula. The region has historically experienced strong ground shaking from large earthquakes and will continue to do so in the future. While exposed to seismic hazards, Pacific Grove is situated in a relatively stable area of granitic bedrock and has historically sustained little damage from ground shaking and seismic events (Pacific Grove 1994). The project site is not located within an Alquist-Priolo Earthquake Fault Zone (known as Special Studies Zones prior to January 1, 1994) per the Alquist-Priolo Earthquake Fault Zone map (CGS 2015).

As mentioned above, the project is not within an Alquist-Priolo Earthquake Fault Zone. The project would be subject to the California Building Code (CBC) seismic design force standards for the Monterey County area, per Chapter 18.04 of the Pacific Grove Municipal Code. Compliance with these standards would ensure that the structures and associated improvements are designed and constructed to withstand expected seismic activity and associated potential hazards, including strong seismic ground shaking and seismic-induced ground failure (i.e., liquefaction, lateral spreading, landslide, subsidence, and collapse), thereby minimizing risk to the public and property. The project impacts related to earthquake faults and seismic ground shaking would be **less than significant**.

Additionally, as shown in the Geologic Map of Monterey County 7.5-Minute Quadrangles, the project site is flat and located on the Baywood sand soil type (Clark, Dupré, and Rosenberg 1997). The Baywood series consists of deep, well-drained soils that formed in old sand dunes near the coast. Exposure to landslides, ground failure, and liquefaction would be minimal. This impact would be **less than significant**.

Soil erosion potential or susceptibility is partially defined by a soil's "K factor," which is an indication of a soil's inherent susceptibility to erosion, without accounting for slope and groundcover factors. Values of K range from 0.02 to 0.69. The higher the value, the more susceptible the soil is to sheet erosion by water. Project site soils have a very low erosion potential with a K factor of 0.02 (NRCS 2016).The project area would be revegetated and developed to prevent future soil loss. The project would not expose the site to wind or water erosion, and the impact in regard to soil erosion would be **less than significant**.

According to the US Department of Agriculture, Natural Resources Conservation Service (NRCS 2016), project site soils are entirely classified as Baywood sand, with 2 to 15 percent slopes. The soils are classified as well draining with very low runoff potential. Project site soils have a low shrink-swell potential with a 1.5 percent linear extensibility (NRCS 2016). Risks associated with landslide, lateral spreading, subsidence, liquefaction, and collapse are low. In addition, project site soils are not classified as expansive. Impacts from soil instability or expansion would be **less than significant**.

The project does not include any septic tanks or alternative wastewater disposal systems. Therefore, it would have **no impact** related to soils incapable of supporting an alternative wastewater disposal system.

Cumulative Impacts

As described above, the project would be required to comply with standards outlined in the CBC to reduce impacts related to faults, ground shaking, and ground failure. Further, all future development would comply with City of Pacific Grove, county, and state requirements regarding soil erosion and geological hazards. The project would not expose the site to wind or water erosion, and the project site would be revegetated and developed to prevent future soil loss. Therefore, project impacts related to geological hazards and soil erosion would be **less than cumulatively considerable**.

GREENHOUSE GAS EMISSIONS

Standards of Significance

Per the CEQA Guidelines, Appendix G, a greenhouse gas (GHG) emissions impact is considered significant if the project would result in one or more of the following:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact Analysis

Project GHG emissions would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and indirect source emissions, such as electricity usage for lighting.

Significance thresholds for GHG emissions resulting from land use development projects have not been established in Monterey County. In the absence of any GHG emissions significance thresholds, the projected emissions are compared to the San Luis Obispo Air Pollution Control District's recommended threshold of 1,150 metric tons of carbon dioxide equivalent (CO_2e) annually. While significance thresholds used in San Luis Obispo County are not binding on the City of Pacific Grove, they are instructive for comparison purposes.

The operational GHG emissions resulting from the project are identified in Table 4.7-1 in the Initial Study prepared for the project (see **Appendix IS**). Projected operational emissions were compared to the existing baseline, which includes the current operation of 17,650 square feet of commercial uses. The project would not exceed any threshold. Therefore, the impact would be **less than significant**.

The project is subject to compliance with Assembly Bill (AB) 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. As identified above, project-generated greenhouse gas emissions would not surpass GHG significance thresholds, which were prepared with the purpose of complying with the requirements of and achieving the goals of AB 32. Therefore, the project would not conflict with the state goals listed in AB 32 or in any preceding state policies adopted to reduce GHG emissions. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases and therefore represents a **less than significant** impact.

Cumulative Impacts

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; suffice it to say the quantity is enormous, and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of CEQA, greenhouse gas impacts to global climate change are inherently cumulative.

As described above, the project would not exceed any emissions threshold or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, project impacts would be **less than cumulatively considerable**.

HAZARDS AND HAZARDOUS MATERIALS

Standards of Significance

Per the CEQA Guidelines, Appendix G, a hazards and hazardous materials impact is considered significant if the project would result in any of the following:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

6) For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

8) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Impact Analysis

The existing building on the project site could contain asbestos-containing materials, lead-based paints, and polychlorinated biphenyls (PCBs). The project would remove a parking lot that could contain unknown contamination. Demolition would involve the transport, use, and disposal of

hazardous materials in the project area and could lead to the accidental release of such materials. Implementation of mitigation measures **MM HAZ-1** through **MM HAZ-4** would reduce impacts to **less than significant**.

The project site is not located within 0.25 mile of a school and therefore would have **no impact** on schools due to the release of hazardous materials. The project site is not listed as a hazardous materials storage or release site; therefore, project implementation would have **no impact** related to the creation of a safety hazard to the public or the environment from a listed site. The project site is more than 2 miles from a public or private airport. The project would have **no impact** related to airport hazards.

The project would not require any road closures, and the addition of project traffic would not clog roads or intersections in a way that impairs an emergency response plan. Therefore, the project would have **no impact.**

The project site is not in an area identified as having a high potential for wildland fire. Therefore, the project would have **no impact** related to exposing people or structures to a significant risk of loss, injury, or death from wildland fire.

Cumulative Impacts

Hazardous materials impacts are generally site-specific and subject to federal, state, and local regulations requiring appropriate handling and cleanup. Other land uses in the area are required to comply with the same regulations. The project may result in impacts related to hazardous materials contamination; however, with implementation of mitigation measures **MM HAZ-1** through **MM HAZ-4** and adherence to existing regulations, the project's contribution would be **less than cumulatively considerable**.

Mitigation Measures

MM HAZ-1 The project applicant shall employ a California Division of Occupational Safety and Health (Cal/OSHA) registered asbestos contractor to remove any asbestos-containing materials encountered during demolition to ensure safety to the surrounding neighborhoods.

MM HAZ-2 To prevent accidental release of lead-based paint, the contractor shall use the following techniques during construction:

- Stabilize loose and flaky paint prior to demolition.
- Require all workers to wear OSHA-level protective material for handling lead-based paint per federal Occupational Safety and Health Administration (OSHA) requirements for lead in construction.
- Remove all lead-based paint materials to a scrap yard or landfill that can accept lead-based paint materials.

MM HAZ-3 To prevent accidental release of PCBs, the contractor shall remove all fluorescent light tubes prior to demolition. If a "no PCB" sticker on the fluorescent fixture ballasts cannot be located, ballasts shall be removed as PCB containing.

MM HAZ-4 If hazardous materials are encountered during construction or accidentally released as a result of construction activities, the contractor shall implement the following procedures:

- Stop all work within 25 feet of any discovered contamination or release.
- Identify the scope and immediacy of the problem.
- Coordinate with responsible agencies (California Department of Toxic Substances Control, Central Coast Regional Water Quality Control Board, or US Environmental Protection Agency).
- Conduct the necessary investigation and remediation activities to resolve the situation before continuing construction work.

HYDROLOGY AND WATER QUALITY

Standards of Significance

Per the CEQA Guidelines, Appendix G, a hydrology or water quality impact is considered significant if the project would result in one or more of the following:

1) Violate any water quality standards or waste discharge requirements.
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would in substantial flooding on- or off-site.
5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
6) Otherwise substantially degrade water quality.
7) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
8) Place within a 100-year flood hazard area structures that would impede or redirect flood flows.
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam.
10) Expose people or structures to inundation by seiche, tsunami, or mudflow.

Impact Analysis

Construction activities would include demolition, grading, and excavation, which could disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering downstream waterways. However, the project applicant and its construction contractor would be required to implement construction best management practices (BMPs) as outlined in the City's National Pollutant Discharge Elimination System (NPDES) permit issued by the State Water Resources Control Board (NPDES Resolution No. R3-2013-0032 Requirements). Strict compliance with the stormwater pollution prevention plan, coupled with the use of appropriate BMPs, would reduce potential water quality impacts during construction activities to **less than significant**.

Project operation could also contribute pollutants, such as oil, grease, and debris, to stormwater drainage flowing over the parking areas and entering the city's stormwater system. The project would connect to the city's existing storm drainage and sewer facilities. The Monterey Regional Water Pollution Control Agency would treat wastewater from the project site. The district's treatment plant currently meets all applicable water quality standards and waste discharge requirements. The project would have a **less than significant** impact associated with wastewater or stormwater discharge.

The project site is located in a developed urban area. The project area primarily consists of impervious surfaces such as buildings, sidewalks, and asphalt parking areas. Because the site is currently 100 percent impervious surfaces, recharge opportunities are not available on the site. The project would develop approximately 74 percent of the project site with non-permeable surfaces. The remaining approximately 26 percent of the site would be developed with permeable surfaces. These areas include the landscaped areas and permeable paving stones. Because of the reduction in the amount of impermeable surfaces on the site, the project would improve groundwater recharge opportunities at the project site. The project would be served by municipal water supplies, and no groundwater pumping is proposed. Therefore, the project would not use groundwater resources or substantially deplete groundwater supplies. The impact would be **less than significant**.

Further, in compliance with existing water quality regulations, the project would be required to implement construction and post-construction BMPs to minimize erosion and sedimentation. Therefore, the project would not substantially alter the existing drainage pattern of the site or otherwise result in substantial erosion or siltation. This impact would be **less than significant**.

Project site runoff would be collected and conveyed to the city's storm drainage system via the existing on-site drainage system. The project would be required to comply with the development runoff requirements of the City's NPDES permit, including the management of any increases in runoff volume and flows. Therefore, the project would not substantially increase drainage flows entering the city's drainage system. This impact would be **less than significant**.

The project site is designated by the Federal Emergency Management Agency (FEMA; 2009) as Zone X, indicating minimal risk of flooding. In addition, the project does not propose the construction of permanent housing. Therefore, there would be **no impact**. The project would not place any structures within a 100-year flood hazard area and would have **no impact**. The project is located 0.2 mile away from the city's tsunami inundation or seiche inundation area (Cal OES 2016). The site is not subject to mudflow. The project would have **no impact** related to tsunami, seiche, or mudflow.

Cumulative Impacts

As described above, project construction and operation activities may contribute to water quality degradation. The project and all future development would be required to implement construction best management practices (BMPs) during construction as outlined in the City's National Pollutant Discharge Elimination System permit issued by the State Water Resources Control Board. The project would not use groundwater resources or substantially deplete groundwater supplies. Project site runoff would be collected and conveyed to the city's storm drainage system via the existing on-site drainage system. Therefore, project impacts would be **less than cumulatively considerable**.

LAND USE AND PLANNING

Standards of Significance

Per the CEQA Guidelines, Appendix G, a land use and planning impact is considered significant if the project would result in any of the following:

1) Physically divide an established community.

2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The site is surrounded by urban land uses, including other visitor accommodations, lodging, and residential neighborhoods. The project would not divide the community. Therefore, the project would have **no impact**.

The project would comply with the City's zoning regulations and General Plan regarding building on the Holman Block. Therefore, the project would not conflict with any local regulations, land use plans, or any plans adopted for the purpose of avoiding or mitigating environmental effects. The project would have **no impact** on land use plans.

The project site is located in an established urban area. No habitat or natural community conservation plans have been adopted for the project area. Therefore, the project would have **no impact** related to habitat conservation plans or natural community conservation plans.

Cumulative Impacts

As identified above, the project would not physically divide an established community, conflict with applicable land use plans, policies, or regulations, or conflict with a habitat conservation plans or natural community conservation plans. Therefore, project impacts would be **less than cumulatively considerable**.

MINERAL RESOURCES

Standards of Significance

Per the CEQA Guidelines, Appendix G, a mineral resources impact is considered significant if the project would result in any of the following:

1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

Impact Analysis

The project area is classified as MRZ-3, areas containing mineral deposits, the significance of which cannot be evaluated from available data (Pacific Grove 1994). Because the city is nearly built out, mineral extraction is not available in Pacific Grove or on the project site.

Development of the project would not result in significant grading or topsoil loss. Site improvements would have no effect on mineral resources. The project does not involve the loss of an available known mineral resource that would be of value to the region. In addition, there are no locally important mineral resources delineated in the Pacific Grove General Plan within or adjacent to the project site. The project would have no impact on mineral resources.

Cumulative Impacts

As identified above, the project site does not contain any known mineral resources and the project would not result in the loss of any locally important mineral resources. Project impacts would be **less than cumulatively considerable**.

POPULATION AND HOUSING

Standards of Significance

Per the CEQA Guidelines, Appendix G, a population and housing impact is considered significant if the project would result in any of the following:

1) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).

2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact Analysis

The project does not include the construction of any new homes. The project would only minimally increase the number of employees at the project site and temporarily increase the city's population through the addition of hotel guests. As such, the project would not add a substantial number of residents who would require additional housing. The project site is currently developed for commercial use and does not contain residences. Therefore, the project would not displace any housing or people. The project would have **no impact** on population and housing.

Cumulative Impacts

As identified above, the project would not result in significant growth inducement or displace any existing housing or people. Project impacts would be **less than cumulatively considerable**.

PUBLIC SERVICES

Standards of Significance

Per the CEQA Guidelines, Appendix G, a public services impact is considered significant if the project would result in any of the following:

1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

    - Fire protection
    - Police protection
    - Schools
    - Parks
    - Other public facilities

Impact Analysis

The project would construct a 125-room hotel. Therefore, project development could incrementally increase the number of visitors to Pacific Grove. The project area is currently served by sufficient fire and police services. Police and fire services staffing is adequate in the area. The increase in visitors from the project would be temporary and minimal and would not increase the need for police and fire services in the project area. The project does not include any housing, would not increase the number of school-age children in the city, and would not increase the need for any other public facilities. The project would have a **less than significant** impact on public services.

Cumulative Impacts

As identified above, the project would not require an increase in fire or police services or the construction of new police or fire facilities. Additionally, the project would not require new schools, parks, or other public facilities. The project would not result in substantial adverse physical impacts associated with the provision of public services, nor would it increase the use of existing public services. Project impacts would be **less than cumulatively considerable.**

RECREATION

Standards of Significance

Per the CEQA Guidelines, Appendix G, a recreation impact is considered significant if the project would result in any of the following:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

2) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact Analysis

The project would marginally increase the use of existing parks and recreational facilities. Assuming an average year-round hotel occupancy rate of 70 percent, the project could add 175 to 263 daily visitors to existing area parks. However, despite the proximity of Jewell Park to the project site, the project would not significantly increase the number of visitors to the park or cause adverse physical effects, as most visitors in Pacific Grove come for the regional attractions. The project would have a **less than significant** impact on recreation

Cumulative Impacts

The project would marginally increase the use of existing parks and recreational facilities. However, the project would not significantly increase the number of visitors to Jewell Park. Therefore, project impacts would be **less than cumulatively considerable**.

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3.1 – Aesthetics

This section describes the project area's existing visual character and resources and discusses the potential impacts associated with project implementation.

A summary of the impact conclusions of visual resources and aesthetics is provided below.

Impact Number	Impact Topic	Impact Significance
3.1.1	Degrade the quality of a scenic vista	Less than significant
3.1.2	Degrade visual character or quality	Less than significant with mitigation
3.1.3	Creation of light or glare	Less than significant
3.1.4	Cumulative impacts to visual resources and aesthetics	Less than cumulatively considerable
N/A	Damage scenic resources in a state scenic highway	No impact

3.1.1 EXISTING SETTING

PROJECT AREA VISUAL CHARACTER

Pacific Grove is a small coastal community located on the Monterey Peninsula, bordered by Pebble Beach to the southwest, Monterey to the southeast, the Monterey Bay to the northeast, and the Pacific Ocean to the northwest. Pacific Grove is characterized by its historic buildings, quaint neighborhoods, rugged coastline, and dramatic ocean views. The City's General Plan highlights the City's goal to promote a "sense of place" in the community through enhancement of the existing urban landscape, including the preservation of the city's historic buildings and attractive natural environment.

There are two main vehicular entrances to the City of Pacific Grove: State Route 68 (Holman Highway) from the south and Central Avenue from the east. David Avenue, Prescott Lane, and Ocean View Boulevard are the other major entrances from Monterey.

Per Pacific Grove General Plan Chapter 8, Urban Structure and Design, the city is divided into seven areas. Each area is relatively homogenous geographically with three dominant factors: dominant landscape or seascape, topography, and predominant land use. The areas are as follows:

- Coastal Corridor: The coastal corridor extends approximately 4 linear miles west along Ocean View Boulevard from the city boundary near David Avenue to Point Pinos, and continues south along Sunset Drive to the southern end of the Asilomar State Beach and Conference Grounds.

- Forest Lands: Much of the area is located east of Asilomar Avenue and west of 17 Mile Drive.

- Lawns and Golf Course: Confined primarily to the Municipal Golf Course, the cemetery, school playing fields, and a number of small parks including Jewell Park, Berwick Park, Caledonia Park, and Lovers Point Park.

- Historic Downtown: Pacific Grove's downtown is located along Lighthouse Avenue, between Cypress Avenue and 12th Street, and on Forest Avenue between Central and Pine avenues.

- Historic Residential: Although homes of historic value are found throughout the city, the majority are located near the historic commercial core. The historic residential area is generally bounded by Junipero Avenue, 1st Street, Ocean View Boulevard, Pacific Avenue, and Alder Street.

- Non-historic Commercial Areas: Pacific Grove has four non-historic commercial areas. Two of these area are located at the city's major entrances. Another non-historic commercial area is on Sunset Drive between 17 Mile Drive and Asilomar Avenue. The fourth is located along Presidio Boulevard and Austin Avenue.

- Non-historic Residential Areas: The majority of Pacific Grove's housing falls into this classification. It includes most of the residential development south of Junipero Avenue and west of Alder Street, and the residential development both north and south of the Municipal Golf Course.

PROJECT SITE VISUAL CHARACTER

The project site is located in the city's historic commercial core, which is a tourist attraction with three nearby existing hotels.

The project site's current visual character is that of a developed commercial parcel with retail, restaurant, and parking lot use. The building on the property is one story with partial parapet walls on its Grand Avenue and Fountain Avenue frontages. The project site does not include any landscaping or trees and is characterized by its commercial uses.

According to a cultural resources evaluation, the building (also known as the Holman garage) does not maintain its historic integrity, which is consistent with the other character-degrading modifications made to the building. As such, the project site's defining character is not that of a historic building. Per Council Resolution Number 15-056, the City Council determined from application materials and the analysis and conclusions of Phase I Report, that the building was not historic.

Sidewalks on Central Avenue, Grand Avenue, and Fountain Avenue are located next to the building. Business patrons enter the building from sidewalks on Grand Avenue and Fountain Avenue. There is also pedestrian access from the building's Central Avenue frontage.

The project site is surrounded by the Pacific Grove Museum of Natural History on the west, Jewell Park on the northwest, and the Pacific Grove Public Library on the north. Commercial buildings are located on the south and east sides of the project site. Buildings adjacent to the project site are currently (2017) under construction, as the historic Holman Building is undergoing renovations to accommodate 25 luxury condos (Holman Building 2016).

As such, the project site's visual character is that of a developed commercial property surrounded by a museum, a library, and tourist-oriented uses.

PROJECT SITE VIEWS

Casual views of the site are available to motorists on Central Avenue, Grand Avenue, and Fountain Avenue, while more permanent views are available to users of adjacent commercial and institutional buildings. Residential uses are located west of the project site, starting at the intersection of Forest Avenue and Central Avenue (approximately 250 feet away). Project site views from these residences are mostly interrupted by trees and vegetation in Jewell Park. Residences to the north on Fountain Avenue (approximately 250 feet way) do not have direct views of the project site and are not located directly adjacent to the project site.

Public ocean views are available along city street view corridors. Fountain Avenue and Grand Avenue are the two streets adjacent to the project site with views of the ocean. Views of the Pacific Ocean from the project site and the surrounding historic downtown area are to the northeast and northwest. The area is developed; as such, existing buildings block views to the ocean from the project site itself.

SCENIC VISTAS

The project site is slightly over 200 feet from the Lighthouse Avenue portion of the city's historic downtown. This portion of the downtown is approximately a quarter of a mile from the ocean shore and has views of the Monterey Bay. The downtown is dominated by historic single and multistory buildings. The buildings are built at high densities and oriented toward Lighthouse Avenue, with their rear elevations facing the ocean but offering only limited public ocean views. The Holman Building blocks public views of the ocean from Lighthouse Avenue, except from the viewing corridors of Fountain Avenue and Grand Avenue.

Ocean views are not available from the existing commercial building on the project site. However, because of its higher grade and height, ocean views are available from the Holman Building, which is being renovated to be used for private residences. Such views are considered private views and as such are not considered a resource under the California Environmental Quality Act (CEQA).

SCENIC HIGHWAYS

Highway 1 traveling south from Monterey along the coast (2 miles away) and State Route 68 heading east of Monterey to the Salinas River (over 5 miles away) are designated scenic highways (Caltrans 2013a). The project site is not visible from either highway.

The Pacific Grove General Plan designates two scenic drives in the city: Ocean View Boulevard (over 500 feet away) and Sunset Drive between Ocean View Boulevard and Asilomar Avenue (over a mile away). The project site is not visible from either of these scenic drives.

PREVIOUS USES

The El Carmelo Hotel (later renamed the Pacific Grove Hotel) was previously located on the project site. Opened in 1887, the hotel was three stories high with an attic above and contained 114 rooms (Pacific Grove Heritage Society 2002). The hotel took up the entire block between Lighthouse, Grand, Fountain, and Central avenues. It was oriented toward Lighthouse Avenue but set back behind a large lawn. The hotel closed in the early 1900s and was dismantled in 1918. It was subsequently replaced by the Holman Department Store and an auto repair garage and parts store (located at the project site). An early 1900s photo of the hotel is included in **Figure 3.1-1, Historic Pacific Grove Hotel.**

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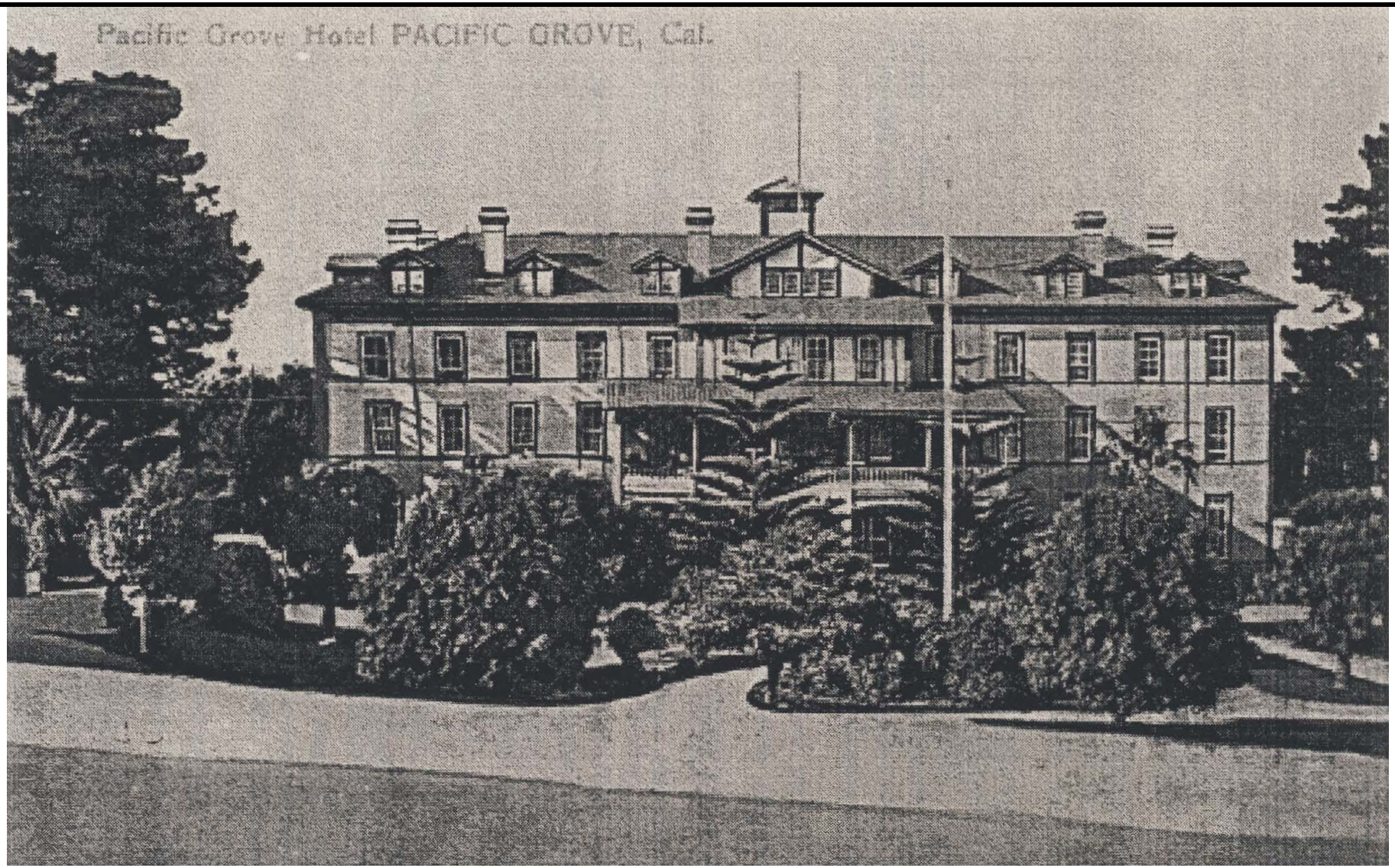
T:_CS\Work\Pacific Grove, City of\153941_Pacific Grove Hotel\Figures



Source: "The Board And Batten" Newsletter of the Pacific Grove Heritage Society, 2002

FIGURE 3.1-1
Historic Pacific Grove Hotel

Michael Baker
INTERNATIONAL

3.1.2 REGULATORY FRAMEWORK

LOCAL

City of Pacific Grove General Plan

The Urban Structure and Design chapter of the General Plan addresses the quality of the city's physical environment in both the public and private realms. This chapter establishes design policies and action statements to emphasize and promote the overall visual style of Pacific Grove. There are four overall goals:

- Goal 1: Emphasize and promote the overall visual attractiveness of Pacific Grove.
- Goal 2: Enhance the relationship between the city and the Pacific Ocean and Monterey Bay.
- Goal 3: Maintain and enhance the quality of the city's landscape and streetscape.
- Goal 4: Encourage public art in Pacific Grove.

City of Pacific Grove Municipal Code

Pacific Grove Municipal Code Section 23.70.060, in the City's Zoning Code, establishes architectural review criteria for new construction. The code section requires that parking lots be landscaped. Additionally, projects must be found to be compatible with the neighborhood, including compatibility of project lighting.

3.1.3 IMPACTS AND MITIGATION MEASURES

Based on Appendix G of the CEQA Guidelines, aesthetics impacts are considered to be significant if implementation of the project would result in any of the following:

1) Have a substantial adverse effect on a scenic vista.
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3) Substantially degrade the existing visual character or quality of the site and its surroundings.
4) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Standard of Significance 2 was analyzed in the project's Initial Study (**Appendix IS**) and was found to have no impact. This standard of significance is not discussed further in this EIR.

METHODOLOGY

The following impact analysis is based on visual simulations showing the existing site conditions and the project (**Figure 3.1-2, Visual Simulations**), architectural elevations, field review of the project area, review of topographic conditions, and aerial photographs. The conclusions are determined based on anticipated changes in the project area as the result of project implementation.

PROJECT IMPACTS AND MITIGATION MEASURES

Degrade the Quality of a Scenic Vista (Standard of Significance 1)

Impact 3.1.1 Project implementation would not have a substantial adverse effect on a scenic vista. This impact would be **less than significant**.

Goal 2 of the Pacific Grove General Plan Urban Structure and Design chapter calls for enhancement of the relationship between the city and the Pacific Ocean and Monterey Bay. To accomplish this goal, the General Plan indicates that public views of the ocean and bay should be retained. Because the project would not obstruct public views of the ocean and bay, the General Plan chapter's Goal 2 would be achieved.

Public ocean views are available adjacent to the project site from Fountain Avenue and Grand Avenue. Project operation would not obstruct these views because the project would not encroach into the existing right-of-way. Private views of the ocean are available from the top floors of the Holman Building, but the impacts on private views are not considered an impact under CEQA. While the project would block some future residents' private views of the ocean, the project would not degrade the relationship between the city and the Pacific Ocean and Monterey Bay. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

Degrade Visual Character or Quality (Standard of Significance 3)

Impact 3.1.2 Project implementation would introduce a new element in the project area, which would modify the area's visual character and quality. Construction of the project would temporarily degrade the visual character and quality of the project site during demolition and renovation activities. This impact would be **potentially significant**.

Visual character is the overall perceptible aesthetic quality of an area created by its unique combination of visual features such as form, bulk, scale, texture, color, and viewing range. Generally, the key factors in determining the potential adverse impact on visual character are (1) substantial changes to the existing physical features of the landscape that are characteristic of the region or locale; or (2) the introduction of new features to the physical landscape that are perceptibly uncharacteristic of the region or locale or that become visually dominant from common view points.

As described in the Existing Setting subsection, the site as a whole does not contain any unique architectural features or landscaping, resulting in site development that is of low visual quality. The visual character of the surrounding area has some similarities as well as some properties that

have been/are being redeveloped. The project vicinity includes the nearby historic downtown commercial area with turn of the century cottages and Victorian buildings. The El Carmelo Hotel was previously located on the project site, but it was dismantled in 1918.

The project would demolish the existing building on the project site, construct a four-story hotel building, add ground-level parking enclosed within the building footprint, and add landscaping. Site improvements would remove over 8,000 square feet of impervious surfaces and reduce the total site coverage by 25 percent.

Existing multistory structures are prevalent in the vicinity of the project site, and the project would not redefine the fabric of the existing historic downtown. The project consists of infill development on a site with no native Monterey pine or oak trees.

Project Construction

Project construction would take place approximately 12 to 18 months and would include demolition of existing structures, site preparation and grading, and construction of a new building. The project area is surrounded by facilities with a high volume of local and tourist uses. Jewell Park is located northwest of the project site, while the Pacific Gove Museum of Natural History is located immediately west of the project site, and the Pacific Grove Public Library is located directly north of the project site. The library's main entrance faces the project site. As such, construction-related impacts to the area's visual character and quality would be potentially significant. Therefore, mitigation measure **MM 3.1.2** which requires the installation of construction screening for the duration of project construction, is necessary.

Project Operation

The project would be located outside of Pacific Grove's primary downtown streets (Lighthouse Avenue and Forest Avenue), in a commercial area that separates the downtown from ocean-fronting residential. The land slopes down from Lighthouse Avenue to the project site and then to the ocean. The project would not be visible from Lighthouse Avenue because of the presence of the Holman Building, which reaches a maximum height of five stories on its downslope and is four stories at Lighthouse Avenue. Visual simulations that show before and after images of the project are included in **Figure 3.1-2, Visual Simulation**.

Located adjacent to Jewell Park, the Pacific Grove Public Library, and the Pacific Grove Museum of Natural History, the project site is in an area that is readily visible to members of the public. The surrounding area consists primarily of one- and two-story commercial buildings. The four-story Holman Building, which increases in height as is slopes down toward Central Avenue, is located to the south of the property. The project site is adjacent to one- and two-story buildings to the east and proximate to the three-story building at 562 Lighthouse Avenue to the southwest.

Both the Holman Building and the adjacent building at 562 Lighthouse Avenue have architectural details along their Lighthouse Avenue frontages that do not carry over to their side and rear elevations. The project would utilize a design approach similar to that used on the Holman Building and the building 562 Lighthouse Avenue, offering architectural features that articulate its primary frontage on Central Avenue, but having long, repetitive design features on its other elevations, as shown in **Figures 2.0-5a** through **2.0-5c, Building Elevations**. These elevations, however, would not be within the standard viewing areas for members of the public accessing Jewell Park, the Pacific Grove Public Library, and the Pacific Grove Museum of Natural History. Therefore, the project design would be compatible with the existing buildings in the area.

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Before

Before

After

After

Source: Michael Baker International, 2017

Not To Scale

FIGURE 3.1-2
Visual Simulation

Michael Baker INTERNATIONAL

Members of the public would primarily be exposed to the project's Central Avenue frontage. This elevation would be set back from the street, incorporate a central courtyard, and have a well-articulated façade. The façade would contain upper levels that are set back from the building's ground level and use columns that allow the building to step down to the street at a pedestrian scale. Decorative building and landscape features, such as ornamental siding and outdoor dining space, would further serve to achieve a pedestrian-oriented design that is in scale with the building's surroundings and inviting to the public. Therefore, the project would not substantially degrade the area's visual character from public view points.

The massing and neighborhood compatibility of the proposed building are subject to review by the City's Architectural Review Board pursuant to Pacific Grove Municipal Code Section 23.70.060. The project applicant has been with the Architectural Review Board to conceptually review the exterior architecture of the structure. The City's architectural review process involves consideration of the project's mass and detail, use of material and colors, architectural character, and harmony with adjacent structures (Pacific Grove 2015).

Zero lot line setbacks are typical on properties in downtown Pacific Grove and on properties adjacent to the project site. Multistory buildings are also common in downtown Pacific Grove, including the 64-foot tall Holman Building immediately south of the project site. Many of the multistory structures in downtown Pacific Grove are two stories and include architectural details that serve as articulation along their primary frontage, preventing structures from appearing too massive. The project would build a structure that would fit within the existing urban fabric; therefore, the project would not degrade the site's visual character or quality and its surroundings.

The City's architectural review process allows for public input and local, expert review to confirm that project massing and neighborhood compatibility would not degrade the visual character or quality of the project area. Long-term visual impacts would be **less than significant**.

Mitigation Measures

MM 3.1.2 The project applicant shall install construction screening, with a design approved by the City of Pacific Grove, during project construction to shield adjacent uses from aesthetics impacts. The construction screening shall remain in place during demolition of the existing building, site preparation activities, and new building construction. The screening shall not be necessary during the stage of construction when architectural coatings are being applied.

With implementation of mitigation measure **MM 3.1.2**, which requires construction screening to be installed for the duration of project construction, project impacts during construction would be **less than significant**.

Creation of Light or Glare (Standard of Significance 4)

Impact 3.1.3 Project implementation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This impact would be **less than significant**.

Lighting and Glare

Light and glare are currently generated from multiple sources on the project site. The site currently has parking lot lighting, a sidewalk streetlamp along Fountain Avenue, and pedestrian lighting that is mounted under the eaves along the building's retail frontages. All of the existing lighting, except the streetlamp, is down-directed, but most of it is not shielded.

The existing parking lot light posts would be removed as part of the project. The sidewalk streetlamp would remain but would need to meet City lighting requirements as part of the project architectural review. New lighting would be pedestrian-oriented, down-directed, and shielded to prevent spillover. Building materials would include metal roofing and painted horizontal siding.

Pursuant to Pacific Grove Municipal Code Section 23.70.060, the project would be subject to review by the City's Architectural Review Board, which would review the details and specifications of the project's lighting to ensure the project's consistency with the City's design objectives. Lighting impacts would be less than significant. Building materials would be reviewed to ensure that any approved materials would not create a new source of glare. Therefore, this impact would be **less than significant**.

Shade and Shadows

The project would replace an existing one-story building and construct a new four-story building. The project's proposed building would be 37 feet at its tallest point, lower than the allowed height (40') under the site's zoning. **Figures 2.0-5a** through **2.0-5c** show the difference between the project's height and the height limitation specified in the City's Zoning Code. The project has the potential to create shade and shadow in the area.

Prolonged periods of shade and shadow can adversely affect parks and other public gathering areas. The project site is surrounded by the Pacific Grove Museum of Natural History on the west, Jewell Park on the northwest, and the Pacific Grove Public Library on the north. Although the City of Pacific Grove does not consider shade and shadow impacts under CEQA, this discussion is included for informational purposes. Shade and shadow effects are limited in Pacific Grove because of building height limits enforced by the City. Under the current zoning, the project's maximum allowed height is 40 feet (Pacific Grove Municipal Code Section 23.31.040).

The length and direction of shadows cast from buildings and other structures are a function of building height and sun angle. Sun angle is, in turn, a function of latitude, season, and time of day. In Pacific Grove, because of its latitude in the northern hemisphere, the sun casts shadows only on the north side of structures. Shadows move clockwise during the day, beginning in a northwesterly direction (as the sun rises in the southeast) and rotating to a northeasterly direction (as the sun sets in the southwest). The public space that could potentially be most impacted by new shadow impacts located near the project site is Jewell Park. Users of other public facilities would not be impacted because uses of the city's library and museum are mainly indoors. Jewell Park is located approximately 348 feet from the project site. The longest shadow cast by a 37-foot building would be approximately 74 feet during the winter solstice (suncalc.org). Because of the project's location and the limited casting of shadow, the project would not adversely impact any public facilities in the project area.

Mitigation Measures

None required.

3.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The project area for cumulative aesthetics impacts is Pacific Grove as a whole. The cumulative setting for the project considers the project, in conjunction with buildout of the project area, as well as buildout of the surrounding community of Pacific Grove.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Visual Resources and Aesthetics

Impact 3.1.4 Project implementation would not result in a significant contribution to the cumulative conversion of open space. This impact would be **less than cumulatively considerable**.

The project would demolish an existing commercial building and construct a new hotel on the project site. As discussed above, the project would only impact the area's visual character during construction. Mitigation measure **MM 3.1.2** would reduce this impact to a less than significant level. The project would construct a new commercial building in an existing urbanized area and would complement existing developed conditions. Further, the project would be consistent with Pacific Grove General Plan goals and is subject to the City's architectural review process to ensure the project is visually harmonious with surrounding development. As such, the project's cumulative impact on visual resources and aesthetics would be **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.2 – CULTURAL RESOURCES

This section considers and evaluates the project's potential impacts on cultural resources. Cultural resources include historic buildings and structures, historic districts, historic resource sites, prehistoric and historic archaeological sites, and other prehistoric and historic objects and artifacts. Paleontological resources include vertebrate, invertebrate, and plant fossils.

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

- *Cultural resources* is the term used to describe several different types of properties: prehistoric and historical archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.
- *Historic properties* is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included on, or eligible for inclusion on, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such property.
- *Historical resource* is a California Environmental Quality Act (CEQA) term that includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR).
- *Paleontological resource* is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

The information in this section is based on the results of a records search conducted at the Northwest Information Center (NWIC) by Michael Baker International staff and the Phase I Report on Holman's Garage by Richard Brandi (2012), both included in **Appendix CUL**.

A summary of the impact conclusions for cultural and paleontological resources is provided below.

Impact Number	Impact Topic	Impact Significance
3.2.1	Historic resources	Less than significant
3.2.2	Archaeological resources, paleontological resources, and human remains	Less than significant with mitigation
3.2.3	Cumulative impacts on cultural resources, paleontological resources, and human remains	Less than cumulatively considerable

3.2.1 EXISTING SETTING

PREHISTORY AND ETHNOGRAPHY

The project site is located in the Monterey Bay area, which was previously occupied by three major cultural groups: Native Americans of the Central Coast region, Spanish-Mexicans, and Northern Europeans (Pacific Grove 1994). The City of Pacific Grove adopted a Historic Context Statement in 2011, which looked at the history of the city, its historical resources and historic-period resources, and the delineation of its neighborhoods. The main periods of settlement are described below.

Native American and Mission Periods (pre-1820)

Monterey Bay, an area with abundant sea life and agricultural land, was a preferred location for settlement by native peoples (Pacific Grove 2011). Anthropological studies indicate that the Monterey area represented a border area between two Native American linguistic groups: the Hokan-speaking Esselen people to the south and the Ohlone-speaking Rumsen people, whose territory included the present-day cities of Monterey, Carmel, and Salinas (Pacific Grove 2011).

Numerous small, likely seasonal archaeological sites have been recorded along the shoreline of Pacific Grove. At least one site is known to have included a human burial, and evidence of prior digging or artifact collecting—known as "pothunting"—is known at several sites. These sites could have also been associated with visiting tribes (Pacific Grove 2011). For more information regarding Native American resources, please see Section 3.5, Tribal Cultural Resources.

HISTORIC CONTEXT

Spanish Period (pre-1820s)

The first European to see Monterey Bay was likely Juan Rodrigues Cabrillo in 1542. Cabrillo reached the waters of Northern California, passing the entrance to San Francisco Bay without noticing it. A series of storms and cold weather soon forced the expedition to return south, and in mid-November, Cabrillo appears to have passed Monterey Bay, naming it Bahia de los Pinos, or "Bay of the Pines," as well as sighting "Cabo de Pinos," today's Point Pinos (Pacific Grove 2011).

Sixty years would pass before the next expedition to Monterey Bay in 1602. Sebastián Vizcaíno received a commission from the Spanish Viceroy in Mexico, the Comde de Monterrey, to investigate the California coast. Vizcaíno's fleet entered the bay on December 16, naming it Monterey in honor of their benefactor (Pacific Grove 2011).

In May 1770, a ship with Father Serra aboard landed in Monterey Bay. A year after its arrival, a mission was relocated from Monterey Bay along the Carmel River and was officially known as San Carlos Borromero. In 1795, the population living at the Carmel Mission reached a peak of approximately 900, but over the coming decades that number would fall to less than 400. The only formally documented activity in Pacific Grove during the Spanish period was the construction of a small auxiliary fortification at Point Pinos (Pacific Grove 2011).

Mexican and Early American Period (1821–1872)

Following a decade-long conflict, Mexico gained independence from Spain in 1821. Monterey was established as the capital of the new Mexican "Alta California" territory. In 1846, war broke out between the United States and Mexico, and on July 7 naval forces of the Pacific Squadron commanded by Commodore John Sloat occupied Monterey and raised the American flag. In February 1848, the Mexican-American War ended with the signing of the treaty of Guadalupe Hidalgo, which required Mexico to cede California to the United States (Pacific Grove 2011).

Around the same time, news of the discovery of gold at Sutter's Mill in the Sierra Nevada foothills reached Monterey. Anxious to consolidate its new territory, the United States government quickly embarked on a program to bring about California statehood. A constitutional convention was held in Monterey at Colton Hall In September 1849. Although Monterey had for a time been a whirlwind of activity, it was soon eclipsed by San Francisco as the most important settlement in Northern California. Besides the Point Pinos Lighthouse (1854), there are no known physical remnants from the Mexican and Early American Period in Pacific Grove. However, the themes from this era set the stage for the city's later development (Pacific Grove 2011).

Development of Pacific Grove (1873–Present)

Pacific Grove was originally established as a religious retreat. Attendees of the 1872 California Annual Conference of the Methodist Church formally started discussing establishing a West Coast campground, and in 1874, a committee was created to investigate the formation of a retreat on the West Coast. Subsequently, on June 15, 1875, the Methodist Episcopal Church filed articles of incorporation for the Pacific Grove Retreat Association. In July 1875, a survey map of the Pacific Grove Retreat was filed with the Monterey County Recorder's Office (Pacific Grove 2011).

Development continued in the area with David Jacks, the original landowner of the subdivision, continuing with land improvements such as bridges over gulches, clearing avenues, and building fences and sites. In 1874—around the same time those negotiations began for the formation of the Pacific Grove Retreat—David Jacks and Salinas landowner Carlisle S. Abbott organized the Monterey & Salinas Valley Railroad. This was an important step in the formation of the City of Pacific Grove. Development continued for the next 45 years to transform the land from a religious retreat to a summer retreat to a city (Pacific Grove 2011).

In some respects, 1889 might be considered the watershed year of the period, as it marked the incorporation of the city and the arrival of the Southern Pacific Railroad. Pacific Grove first began to develop with houses for year-round occupancy in the mid-1880s, and the city continued to grow through the turn of the century in a fairly steady arc with late Victorian architectural styles predominating. Starting in 1902, a dramatic redevelopment of the beach area at Lovers Point with expanded tourist facilities and the introduction of new architectural styles and building materials—particularly in commercial buildings—took place. The next major additions to the city were not made until 1905 and 1907, respectively (Pacific Grove 2011).

This growth period established the residential and commercial development patterns that would guide the city's development through the mid-twentieth century. The overwhelming majority of surviving buildings from this period are residential, primarily consisting of single-family residences, with only a handful of multi-family buildings. Residential architecture of the period encompasses a wide range of Victorian-era styles. Because of the city's start as a retreat, most residences are vernacular in nature and may loosely be grouped under the heading of Folk Victorian. Commercial properties, civic and public assembly properties, and cultural landscape elements associated with the significant themes of the "Early Development of Pacific Grove" period are also present. Although a handful of light industrial properties existed during this period, none appear to be extant today (Pacific Grove 2011).

KNOWN CULTURAL RESOURCES ON THE PROJECT SITE

Records Search

Michael Baker International conducted a records search at the Northwest Information Center (NWIC) at Sonoma State University on September 14, 2016 (NWIC File No. 16-0347). Previous archaeological survey coverage maps, resource location maps, survey reports, and resource records were inspected for the Monterey quadrangle. The Historic Property Directory, maintained by the California Office of Historic Preservation (OHP), was reviewed, which includes all properties listed and determined eligible for the National Register of Historic Places and those listed on the California Register of Historic Places, California Historic Landmarks, and California Points of Historical Interest.

The records search did not identify archaeological resources or built environment resources on the project site; however, there are several previously identified archaeological resources and built environment resources adjacent to the project site. The project area is highly sensitive for the occurrence of prehistoric and historic period archaeological resources (Pacific Grove 1994). These resources are described below. Locations and descriptions of archaeological resources are confidential and are not presented.

Built Environment Resources

The City of Pacific Grove (2017a) maintains a Historic Resources Inventory listing landmarks, streets, and individual structures of local importance. A number of buildings in Pacific Grove are listed in the National Register of Historic Places and are historical resources for purposes of CEQA. Because of Pacific Grove's rich history and local preservation efforts, the City's inventory contains an extensive list of individual resources located throughout the city. Many resources are located close to the project site, including but not limited to the following:

- The Holman Building, located adjacent to the project site at 542 Lighthouse Avenue. This building was constructed in 1925 with a Victorian architectural style. It was originally a full-scale department store.

- Chautauqua Hall, located approximately 500 feet to the west of the project site at 16th Street and Central Avenue. It was constructed in 1881 and is a designated California Historical Landmark. It is one of the most significant buildings in Pacific Grove, surviving from the earliest years of the retreat's development. During summer encampments, it was a venue for services and Sunday schools. The hall served as the primary meeting venue in the city until 1889.

- The J. O. Johnson Commercial Row, located at 221, 216, 213, and 211 Grand Avenue, which is across Lighthouse Avenue from the project site. This building was built in 1889 and has a vernacular architectural style.

- The Winston Hotel, located at 602 Lighthouse Avenue and opened in 1904.

- The Todd House, located at 127 Grand Avenue and built in 1883.

- The Mitchell House, located at 125 Grand Avenue and built in 1899.

- The Gosby House, located at 643 Lighthouse Avenue and built in 1887.

Other resources are located throughout Pacific Grove and can be found listed in the City's Historic Resources Inventory.

The City's (1994) General Plan identifies several areas in the city as containing historical resources and historic-period resources. The Historic Downtown is located along Lighthouse Avenue, between Cypress Avenue and 12th Street, and on Forest Avenue between Central and Pine avenues. In addition, the Historic Residential area contains structures built during the late 1800s and early 1900s. The Historic Residential area is generally bounded by Junipero Avenue, 1st Street, Ocean View Boulevard, Pacific Avenue, and Alder Street (Pacific Grove 1994).

Evaluation of Holman's Garage

A Phase I Historic Assessment (Brandi 2012; **Appendix CUL**) was completed for the project site pursuant to the Pacific Grove Guidelines for Historic Assessments. The assessment used property files maintained by the City, historic Sanborn Maps, the City of Pacific Grove Historic Context Statement, newspaper files at the Pacific Grove Library, city directories, historic photos, and a site visit to evaluate the site. The report's findings are summarized below.

Holman's Garage was constructed around 1919 or 1921 as part of the trend to capitalize on the rise of the automobile. Over the years, the building underwent several changes; it was used as a garage, a warehouse for Holman Department Store, and a Ford Department Store. In the late 1980s, the Grand Avenue side of the building was altered when it was subdivided into a series of professional offices and shops. During this alteration, the Grand Avenue façade was changed with the insertion of a new personnel entrance in the middle of the façade. The automobile door, loading dock, and existing personnel entrances were removed and replaced with new windows. The building largely maintains its form from the 1980s, with multiple commercial uses with separate entrances.

Due to the changes to the building, Holman's Garage is no longer a clear example of commercial architecture from its period of significance. As such, the report determined that Holman's Garage at 156–162 Fountain Avenue (APN 006-173-001-000) is not eligible for inclusion in the Pacific Grove Historic Resources Inventory (the City Council concurred on October 21, 2015), the California Register of Historical Resources, or the National Register of Historic Places (Brandi 2012).

3.2.2 REGULATORY FRAMEWORK

FEDERAL

Federal regulations for cultural resources are primarily governed by Section 106 of the National Historic Preservation Act of 1966, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are determined eligible for listing on the National Register of Historic Places. The criteria for determining NRHP eligibility are found in Title 36 Code of Federal Regulations (CFR) Part 60. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The council's implementing regulations, "Protection of Historic Properties," are found in Title 36 CFR Part 800.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based on visual surface and subsurface evidence (if available) at each site's location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

STATE

Under CEQA, public agencies must consider the effects of their actions on both historical resources and unique archaeological resources.

Historic Resources

Pursuant to Public Resources Code Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5[a], [b]). The term embraces any resource listed in or determined to be eligible for listing in the CRHR. The CRHR is administered through the California Office of Historic Preservation and includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise (Public Resources Code Section 5024.1 and California Code of Regulations, Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a project are listed or have been identified in a survey process (Public Resources Code Section 5024.1[g]), lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a project's impacts to historical resources (Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5[a][3]). Following CEQA Guidelines Section 15064.5(a), a historical resource is defined as any object, building, structure, site, area, place, record, or manuscript that:

- Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and
- Meets any of the following criteria:
  - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - Is associated with the lives of persons important in our past;
  - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - Has yielded, or may be likely to yield, information important in prehistory or history.

Archaeological resources may also qualify as historical resources, and Public Resources Code Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on State-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project which follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings is to mitigate impacts to a level of less than significant. Potential eligibility also rests on the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined by considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

Archaeological Resources

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources, as outlined in Public Resources Code Section 21083.2(g).

Treatment options under Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is available in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by the OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered.

CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. Section 15064.5 directs the lead agency (or the project applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources generally. Pursuant to Section 15064.5(f), these provisions should include an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the project site while historical or unique archaeological resource mitigation takes place.

Paleontological Resources

Paleontological resources are classified as nonrenewable scientific resources and are protected by state statute (Public Resources Code Chapter 1.7, Archaeological, Paleontological, and Historical Sites, Section 5097.5, and Appendix G). No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth-moving on state or private land on a project site.

LOCAL

City of Pacific Grove General Plan

Chapter 7, Historic and Archaeological Resources, of the Pacific Grove General Plan describes the city's history, the different historic sites and buildings, its architectural styles, and historic preservation goals, policies, and programs.

City of Pacific Grove Municipal Code

The City's Historic Preservation Ordinance (Municipal Code Chapter 23.76, Historic Preservation) establishes criteria for protecting, enhancing, and perpetuating the use of historic structures and neighborhoods in the city. The City has a Historic Resources Committee, which consists of seven appointed members. The committee makes determinations regarding additions and deletions to the City's historic inventory and any other duties outlined in the Municipal Code chapter. The Pacific Grove criteria for historic resources are as follows:

a) Whether the structure has significant character, interest or value as part of the development, heritage or cultural characteristics of the city of Pacific Grove, the state of California, or the United States;

b) Whether it is the site of a significant historic event;

c) Whether it is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the city of Pacific Grove;

d) Whether it is a particularly good example of a period or style;

e) Whether it is one of the few remaining examples in the city of Pacific Grove possessing distinguishing characteristics of an architectural type or specimen;

f) Whether it is a notable work of an architect or master builder whose individual work has significantly influenced the development of the city of Pacific Grove;

g) Whether it embodies elements of architectural design, detail, materials or craftsmanship that represent a significant architectural innovation;

h) Whether it has a unique location or singular physical characteristics representing an established and familiar visual feature of a neighborhood, community, or of the city of Pacific Grove;

i) Whether it retains the integrity of the original design;

j) Whether it contributes to the architectural aesthetics and continuity of the street;

k) Whether it is located within a geographically definable area possessing a concentration of historic properties which visually contribute to each other and are unified aesthetically.

Section 23.74.040 allows the City Council to call up for review any action or decision of the Planning Commission or any other review authority, including the Historical Resources Committee, to make their own decision on the matter.

3.2.3 IMPACTS AND MITIGATION MEASURES

Based on Public Resources Code Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the CEQA Guidelines, cultural resource impacts are considered to be significant if implementation of the project would result in any of the following:

1) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5.

3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4) Disturb any human remains, including those interred outside of formal cemeteries.

CEQA Guidelines Section 15064.5 defines substantial adverse change as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired. CEQA Guidelines Section 15064.5(b)(2) defines materially impaired for purposes of the definition of substantial adverse change as follows:

> The significance of an historical resource is materially impaired when a project:
>
> (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
>
> (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
>
> (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

CEQA requires that if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource or would cause significant effects on a unique archaeological resource, then alternative plans or mitigation measures must be considered. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources and unique archaeological resources.
- Evaluate the eligibility of historical resources.
- Evaluate the effects of the project on eligible historical resources.

METHODOLOGY

The following impact analysis is based on a review of the City of Pacific Grove's Historic Resources Inventory as well as a California Historical Resources Information System (CHRIS) records search conducted at the Northwest Information Center (NWIC File No. 16-0347) on September 14, 2016.

A report on the existing project site structure's historical significance was compiled by Richard Brandi, who holds a master of arts in historic preservation from Goucher College, Maryland, and a bachelor of arts from the University of California, Berkeley (**Appendix CUL**). The structure is not eligible for listing on the Pacific Grove Historic Resources Inventory (the City Council concurred on October 21, 2015), the California Register of Historical Resources, or the National Register of Historic Places.

PROJECT IMPACTS AND MITIGATION MEASURES

Historic Resources (Standard of Significance 1)

Impact 3.2.1 The project would not result in a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5. This impact would be **less than significant**.

The project would demolish an existing building on the project site, the Holman's Garage, to allow for construction of the proposed hotel. As described above, the Holman's Garage was evaluated for inclusion in the Pacific Grove Historic Resources Inventory, the California Register of Historical Resources, and the National Register of Historic Places. The Phase I historic assessment concluded that the building lacks historical integrity due to cosmetic and structural changes and would not meet the minimum eligibility standards established by the 2011 City of Pacific Grove Historic Context Statement, or integrity standards of the CRHR and the NRHP (Brandi 2012). Because the building is not recommended for inclusion in the Pacific Grove Historic Resources Inventory, the California Register of Historical Resources, or the National Register of Historic Places, it is not a historical resource for purposes of CEQA.

The project site is located adjacent to the Holman Building, which is listed on the City's Historic Resources Inventory. The project site is behind the Holman Building, and the building's historic façade is not visible from the project site. Although the project would introduce a new element in the Holman Building's visual reach, this change would not impact the Holman Building's eligibility, as it would not change the building's façade or any of its historic elements. Item (k) of the City's criteria for historic resources (listed above) protects groups of historic buildings. Buildings are eligible for listing if they are located in a geographically definable area with a concentration of historic properties which visually contribute to each other. Buildings in the area vary in age, appearance, and architectural style. The environment around the Holman Building has changed over time and does not meet this criteria.

Additionally, the Holman Building is undergoing updates and being transformed into a mixed use project with 25 condominium units , thus changing the visual character of the building itself. Because the project would not impact historical resources on or near the project site, the project would have a **less than significant** impact on historical resources.

Mitigation Measures

None required.

Archaeological Resources, Paleontological Resources, and Human Remains (Standards of Significance 2, 3, and 4)

Impacts 3.2.2 Project implementation could indirectly result in the potential disturbance of undiscovered cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features), paleontological resources ((i.e., fossils and fossil formations), and unrecorded human remains. This impact would be **potentially significant.**

Project construction would involve ground-disturbing activities that could result in unanticipated or accidental discovery of archaeological resources, paleontological resources, or human remains. As noted above, there are several previously identified archaeological resources and built environment resources adjacent to the project site. As such, the project area is highly sensitive for the occurrence of prehistoric and historic period archaeological resources (Pacific Grove 1994). Because of ground disturbance activities project impacts would be **potentially significant**, as it relates to unknown archeological resources, paleontological resources, and human remains, and implementation of mitigation measures **MM 3.2.2a** and **MM 3.2.2b** would be required.

Mitigation Measures

MM 3.2.2a **Treatment of previously unidentified archaeological or paleontological deposits**. During project construction, if any archaeological or paleontological resources (i.e., fossils) are found, the project applicant and/or its contractor shall cease all work within 25 feet of the discovery and immediately notify the City of Pacific Grove Community & Economic Development Director . The project applicant and/or its contractor shall retain a qualified archaeologist or paleontologist to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered archaeological or paleontological resources. The City and the project applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

MM 3.2.2b **Treatment of previously unidentified human remains.** During project construction, if human remains are discovered, the project applicant and/or its contractor shall cease all work within 25 feet of the find and notify the City of Pacific Grove Planning Division and the county coroner, per the requirements of California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall designate a most likely descendant who will be authorized to provide recommendations for management of the Native American human remains. (See California Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5.)

Implementation of mitigation measures **MM 3.2.2a** and **3.2.2b** would mitigate potentially significant impacts on archaeological resources, paleontological resources, and human remains to **less than significant**.

3.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The project's cumulative setting is the project site, the cities of Pacific Grove and Monterey, and the surrounding areas in Monterey County. Most cultural resources impacts as described in CEQA Appendix G are generally site-specific and not cumulative in nature, as impacts generally vary by site characteristics and site history. However, continued growth in the region would contribute to potential conflicts with cultural and paleontological resources. Cultural resources include archaeological resources associated with Native American activities and historic resources associated with settlement, farming, and economic development.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts on Cultural Resources, Paleontological Resources, and Human Remains

Impact 3.2.3 The project, in addition to existing, approved, proposed, and reasonably foreseeable development in the region, could result in cumulative impacts on cultural resources. This impact would be **less than cumulatively considerable**.

Project implementation, in combination with other development in the city, could result in a cumulative loss of known and previously undiscovered cultural resources and paleontological resources in the region.

As discussed under Impacts 3.2.1 and 3.2.2, no historical resources, archaeological resources, or paleontological resources were identified on the project site. However, project construction has the potential to disturb undiscovered cultural resources (i.e., prehistoric sites, historical resources, isolated artifacts and features), paleontological resources (i.e., fossils and fossil formations), and unrecorded human remains. With implementation of mitigation measures **MM 3.2.2a** and **MM 3.2.2b**, the project's contribution to cumulative impacts on cultural resources in the region would be **less than cumulatively considerable.**

Mitigation Measures

None required.

3.3 – Noise

This section describes the existing noise environment in the project area and the potential for the project to result in noise impacts exceeding applicable noise level criteria. A summary of the impact conclusions related to noise is provided below.

Impact Number	Impact Topic	Impact Significance
3.3.1	Exposure to noise levels in excess of standards	Less than significant
3.3.2	Exposure to groundborne vibration	Less than significant
3.3.3	Permanent increase in ambient noise levels	Less than significant
3.3.4	Temporary increase in ambient noise levels	Less than significant
3.3.5	Cumulative noise impacts	Less than cumulatively considerable
N/A	Exposure to noise from public airport operations	No impact
N/A	Exposure to noise from private airport operations	No impact

FUNDAMENTALS OF SOUND AND ENVIRONMENTAL NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations which make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound because of its potential to disrupt sleep, interfere with speech communication, and damage hearing. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

AMPLITUDE

Amplitude is the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels on a logarithmic scale. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

FREQUENCY

Frequency is the number of fluctuations of the pressure wave per second. The unit of frequency is the hertz. One hertz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. To approximate this sensitivity, environmental sound is usually measured in A-weighted decibels. On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA. Common community noise sources and associated noise levels, in dBA, are depicted in **Figure 3.3-1, Typical Community Noise Levels**.

ADDITION OF DECIBELS

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

SOUND PROPAGATION AND ATTENUATION

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (FHWA 2006b). The manner in which older homes in California were constructed generally reduces exterior-to-interior noise levels by about 20 to 25 dBA with closed windows. The exterior-to-interior reduction in newer residential units is generally 30 dBA or more.

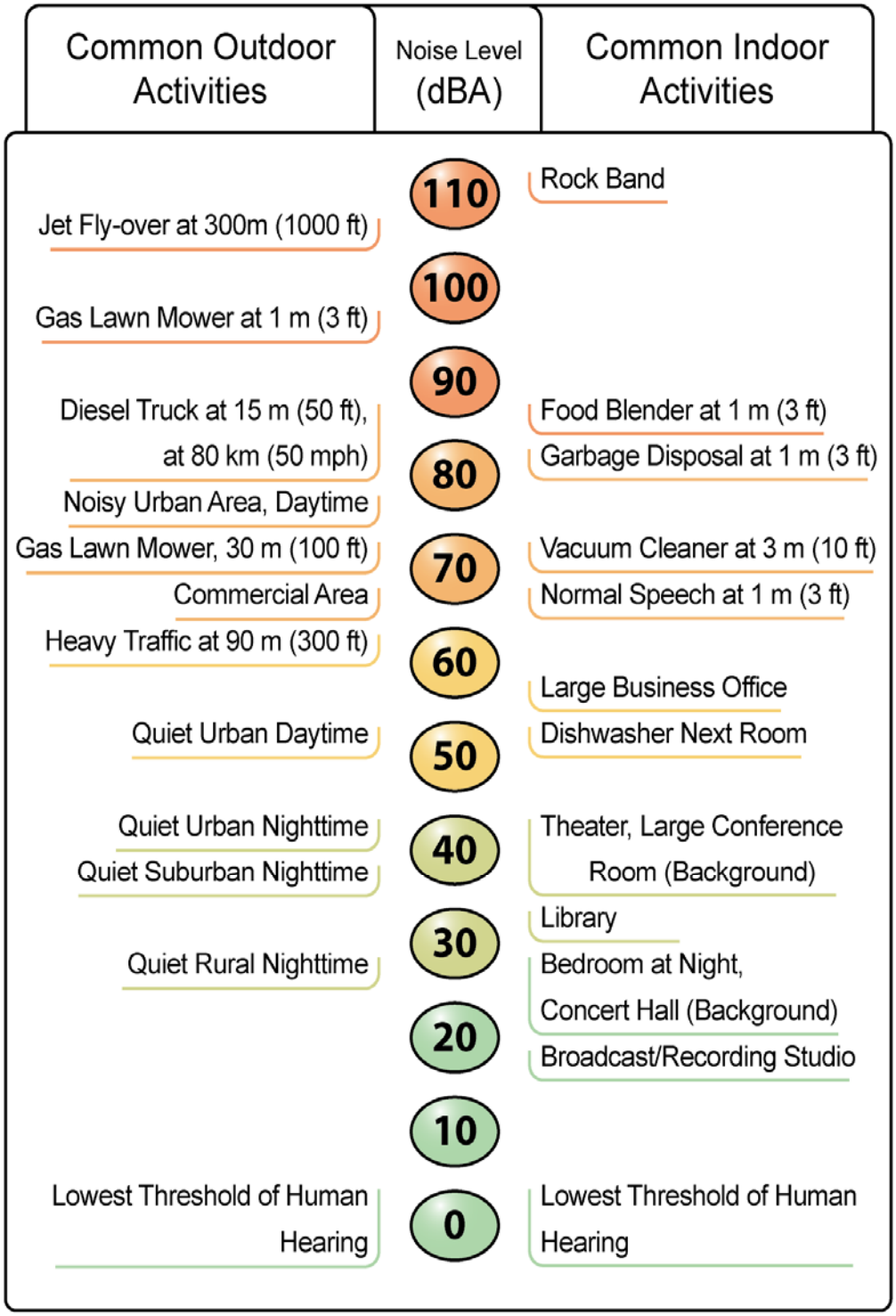
NOISE DESCRIPTORS

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined in **Table 3.3-1, Definitions of Acoustical Terms**.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. These meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

FIGURE 3.3-1
TYPICAL COMMUNITY NOISE LEVELS



Source: Caltrans 2012

TABLE 3.3-1
DEFINITIONS OF ACOUSTICAL TERMS

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the range between 60 to 70 dBA, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.
- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.
- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

EFFECTS OF NOISE ON PEOPLE

The Occupational Safety and Health Administration (OSHA) has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposure. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. For ground vehicles, a noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

FUNDAMENTALS OF ENVIRONMENTAL GROUNDBORNE VIBRATION

Sources of earthborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

For the purposes of this analysis, a PPV descriptor with units of inches per second is used to evaluate construction-generated vibration for building damage and human complaints. **Table 3.3-2, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels**, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

TABLE 3.3-2
HUMAN REACTION AND DAMAGE TO BUILDINGS FOR CONTINUOUS OR FREQUENT INTERMITTENT VIBRATION LEVELS

Peak Particle Velocity (inches per second)	Human Reaction	Effect on Buildings
0.006–0.019	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: Caltrans 2004

3.3.2 EXISTING SETTING

The major sources of noise in Pacific Grove are related to vehicular traffic, including automobile and truck traffic on major streets and State Route (SR) 68, and airport operations at the Monterey Regional Airport. Schools, construction sites, and the Mission Linen Service Plant may also generate noise during the day. A community noise survey was conducted for the Pacific Grove General Plan to document noise exposure in areas containing noise-sensitive land uses: all residential uses, schools, and long-term care medical facilities (such as hospitals and nursing homes). The community noise survey results indicate that noise levels in Pacific Grove are generally typical of a quiet suburban community with estimated L_{dn} values ranging from 39 to 61 dB. Maximum noise levels are generally caused by local traffic or intermittent aircraft overflights (Pacific Grove 1994).

NOISE-SENSITIVE RECEPTORS

In single-family residential communities, ambient noise or "background noise" is often created by vehicle traffic, airplanes, trains, and noises from human activity.

The majority of Pacific Grove's roads function as collector and scenic roads, which tend to have lower travel speeds and less vehicle noise than larger, higher volume arterial streets. There are no rail lines within the city. The project site is located 3.75 miles from the Monterey Regional Airport, which subjects Pacific Grove to intermittent aircraft overflights. Pacific Grove is almost fully built out, and the city largely consists of residences, parks, and open spaces. This mix of land uses and activities result in a quiet suburban community (Pacific Grove 1994).

The nearest sensitive receptors are the City of Pacific Grove Library and the Museum of Natural History located approximately 65 feet north of the project site, as well as users of Jewell Park located 55 feet to the northwest and residences located 230 feet to the northeast.

3.3.3 REGULATORY FRAMEWORK

LOCAL

City of Pacific Grove General Plan

Pacific Grove General Plan Chapter 10, Health and Safety, outlines criteria and guiding policies for establishing acceptable noise levels (Pacific Grove 1994). Figure 10-6 in the chapter shows acceptable noise levels for specific land uses, including an acceptable noise limit of 60 decibels over the day-night average (L_{dn}) in residential neighborhoods and in areas with transient lodging.

City of Pacific Grove Municipal Code

Municipal Code Section 11.96.040

Per Municipal Code Section 11.96.040, Construction Noise Time Limits, the City regulates construction time periods to protect neighbors and the community from excessive noise. All noise-generating construction activities, as well as delivery and removal of materials and equipment, are limited to the hours between 8:00 a.m. and 6:00 p.m. Monday through Saturday, and between 10:00 a.m. and 5:00 p.m. on Sundays.

3.3.4 IMPACTS AND MITIGATION MEASURES

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, noise impacts are considered to be significant if implementation of the project would result in any of the following:

1) Exposure of persons to or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.

2) Exposure of persons to or generation of an excessive groundborne vibration or groundborne noise level.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

5) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels.

6) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

Standards of Significance 5 and 6 were analyzed in the project's Initial Study (**Appendix IS**) and were found to have no impact. These Standards of Significance are not discussed further in this Draft EIR.

METHODOLOGY

This analysis of project-generated noise is based on information and guidance provided by the Federal Transit Administration (2006), the Federal Highway Administration (2006a, 2006b), and the California Department of Transportation (Caltrans) (2004). The analysis takes into account the increases in noise levels over pre-project noise conditions.

PROJECT IMPACTS AND MITIGATION MEASURES

Exposure of Persons to or Generation of Noise Levels in Excess of Standards (Standard of Significance 1 and 4)

Impact 3.3.1 The project would not expose people to noise levels in excess of local noise standards. Therefore, this impact would be **less than significant**.

Construction Noise

Construction noise impacts depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between noise sources and noise-sensitive receptors. Construction noise impacts primarily result when activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), when construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Major noise-generating construction activities would include demolition of the existing building; site preparation, including grading; removal of existing asphalt; and construction of new structures. The construction of the underground, one-level parking garage would require excavation and off-hauling of materials. The highest noise levels would be generated during the demolition of existing structures when impact tools are used (e.g., bulldozer, scrapers, backhoes) and during the construction of building foundations. Site grading and excavation activities would also generate high noise levels, as these phases often require the simultaneous use of multiple pieces of heavy equipment such as dozers, excavators, scrapers, and loaders. Lower noise levels would result from building construction activities, as less heavy equipment is required to complete construction tasks than demolition and grading tasks. Construction equipment anticipated for the project is listed in **Table 3.3-4, Maximum Noise Levels Generated by Construction Equipment**, along with noise levels associated with each type of equipment. Operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than 1 minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

TABLE 3.3-4
MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT

Type of Equipment	Acoustical Use Factor[1] (percent)	Maximum Noise (L_{max}) at 50 Feet (dBA)	Maximum 8-Hour Noise (L_{eq}) at 50 Feet (dBA)
Crane	16	81	72.6
Dozer	40	82	77.7
Excavator	40	81	76.7
Generator	50	81	77.6
Grader	40	85	81.0
Other Equipment (greater than 5 horsepower)	50	85	82.0
Paver	50	77	74.2
Roller	20	80	73.0
Tractor	40	84	80.0
Truck	40	75	71.0
Concrete Pump Truck	40	81	74.4
Welder	40	74	70.0

Source: FHWA 2006a

1. Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

As shown in **Table 3.3-4**, noise levels associated with individual construction equipment used for typical construction projects can reach levels of up to approximately 82 dBA L_{eq} over an 8-hour period and 85 dBA L_{max} (FHWA 2006a). This noise level is below the National Institute for Occupational Safety and Health (NIOSH) standard of 85 dBA for more than 8 hours per day.

Per Pacific Grove Municipal Code Section 11.96.040, Construction Noise Time Limits, the City regulates construction time periods to protect neighbors and the community from excessive noise. All noise-generating construction activities, as well as delivery and removal of materials and equipment, are limited to the hours are limited to the hours between 8:00 a.m. and 6:00 p.m. Monday through Saturday, and between 10:00 a.m. and 5:00 p.m. on Sundays. Additionally, according to the General Plan Health and Safety chapter, due to the temporary nature of such

activities, construction is exempt from noise requirements. Therefore, the project would not result in a substantial impact from construction noise, and impacts would be **less than significant**.

Operational Noise

The major noise sources associated with the project would be vehicle traffic and pedestrian activity. The noise level of a normal human voice from 3 feet away is 70 decibels (**Figure 3.3-1**). Sound attenuates over distance at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Additionally, sound levels are reduced by intervening structures, so pedestrian noise from the proposed use will at times be reduced by intervening structures. Because the project is buffered from surrounding sensitive receptors by adjacent 30-foot-wide roadways, human voices from the project would not result in an L_{dn} above 60.

As stated above, the acceptable noise limit in the project vicinity is 60 dBA L_{dn} and the analysis takes into account the increases in noise levels over pre-project noise conditions. Project operation would generate local traffic as a result of hotel guests and staff entering and exiting the site. The increase in traffic could increase the ambient noise levels at off-site locations (such as residential uses) in the project vicinity. However, according to the Pacific Grove Hotel Development Trip Generation and Operations Analysis memorandum (Hexagon 2017), the project would generate fewer traffic trips than generated by the existing land use. **Table 3.3-5, Summary of Modeled Traffic Noise Level Changes in the Project Vicinity,** shows the calculated roadway noise level comparison between the project and the current operations at the site.

TABLE 3.3-5
SUMMARY OF MODELED TRAFFIC NOISE LEVEL CHANGES IN THE PROJECT VICINITY

Roadway Segment	L_{dn} at 35 Feet, dBA		
	Existing Conditions	Project Conditions	Total Change
Central Avenue			
West of Grand Avenue	58.4	58.4	0.0
Between Grand Avenue and Fountain Avenue	58.4	58.4	0.0
East of Fountain Avenue	59.0	59.0	0.0
Grand Avenue			
North of Central Avenue	48.4	48.4	0.0
Between Central Avenue and Lighthouse Avenue	48.4	48.4	0.0
South of Lighthouse Avenue	52.4	52.4	0.0
Fountain Avenue			
North of Central Avenue	50.5	50.5	0.0
Between Central Avenue and Lighthouse Avenue	54.7	54.9	0.2
South of Lighthouse Avenue	53.0	53.0	0.0
Lighthouse Avenue			
West of Grand Avenue	59.8	59.8	0
Between Grand Avenue and Fountain Avenue	59.7	59.7	0
East of Fountain Avenue	58.9	58.9	0

*Source: FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108); see **Appendix NOI***

As shown, the average day-night traffic noise levels associated with project would actually only increase slightly along one road segment when compared with traffic noise levels currently generated by the existing land use on the site. Since an increase of 0.2 dBA is not perceptible by the human ear, operational impacts would be **less than significant**.

Mitigation Measures

None required.

Exposure to Groundborne Vibration (Standard of Significance 2)

Impact 3.3.2 The project would not involve the long-term use of any equipment or processes that would result in potentially significant levels of groundborne vibration. Predicted groundborne vibration levels associated with short-term construction activities would not be anticipated to exceed applicable thresholds. This impact would be **less than significant**.

This analysis of the project uses the Caltrans vibration impact threshold for sensitive buildings and residences. Increases in groundborne vibration levels attributable to the project would be primarily associated with short-term construction-related activities. Construction activities associated with the project would likely require the use of various equipment, such as tractors and haul trucks. For structural damage, Caltrans uses a vibration limit of 0.2 inches per second peak particle velocity (PPV) for older residential buildings (see **Table 3.3-2**). If this groundborne vibration level threshold is exceeded, the result may be "architectural" damage to normal dwellings.

The Holman Building, listed on the City's Historic Resources Inventory, is located approximately 120 feet from the project site. However, construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Additionally, the Holman Building is undergoing construction and renovation activities for its transformation to a mixed use condominium building (Holman Building 2016). Such construction would include retrofits and bringing the building up to California Building Code standards.

Construction activities associated with the project would require the use of off-road equipment such as tractors, jackhammers, and haul trucks. Groundborne vibration levels associated with representative construction equipment are summarized in **Table 3.3-6, Representative Vibration Source Levels for Construction Equipment**.

TABLE 3.3-6
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Peak Particle Velocity at 25 Feet (inches/second)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.059
Jackhammer	0.035
Small Bulldozer/Tractors	0.003

Source: FTA 2006; Caltrans 2004

Based on the vibration levels presented in **Table 3.3-6**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.09 inches per second PPV at 25 feet. Therefore, construction equipment would most likely not result in a groundborne vibration velocity level above 0.2 inches per second, and predicted vibration levels at the nearest off-site structures would not exceed recommended criteria. Additionally, this impact would be temporary and would cease completely when construction ends. Once operational, the project would not be a source of groundborne vibration. Impacts would be **less than significant**.

Mitigation Measures

None required.

Substantial Permanent Increase in Ambient Noise Levels (Standard of Significance 3)

Impact 3.3.3 The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would be **less than significant**.

The major noise sources associated with the project would be vehicle traffic and pedestrian activity (mostly human voices). As noted in Impact 3.3.1, the project would not increase ambient noise levels above existing conditions during operations, while any increases from construction activities would be temporary. Pacific Grove General Plan Chapter 10, Health and Safety, outlines criteria and guiding policies for establishing acceptable noise levels. General Plan Figure 10-6 recommends acceptable noise levels for specific land uses, including an acceptable noise limit of 60 decibels in residential neighborhoods and in areas with transient lodging. The project proposes transient lodging, and the project site is located near residential land uses.

The project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would be **less than significant**.

Mitigation Measures

None required.

3.3.5 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The geographic extent of the cumulative setting for noise consists of the project site and vicinity. The project does not propose any General Plan land use or zoning changes. No major stationary sources of noise have been identified in the project vicinity, and ambient noise levels in the project vicinity are primarily affected by vehicle traffic on nearby area roadways. The primary factor for cumulative noise impact analysis is the consideration of future traffic noise levels along area roadways; therefore, the cumulative analysis is based on the traffic volumes cited in the traffic impact analysis.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Noise Impacts

Impact 3.3.4 Project operation would not result in a substantial contribution to cumulative noise levels. This impact would be considered **less than cumulatively considerable.**

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the Cumulative with Project condition to Existing conditions. This comparison accounts for the traffic noise increase generated by the project combined with the traffic noise increase generated by projects in the cumulative project list.

Cumulative traffic-generated noise impacts were assessed based on the project's contribution to the future cumulative base traffic volumes in the project vicinity. The noise levels associated with cumulative base traffic volumes without the project and with the project are identified in **Table 3.3-7, Predicted Increases in Cumulative Traffic Noise Levels and Noise Contours.**

TABLE 3.3-7
PREDICTED INCREASES IN CUMULATIVE TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Roadway Segment	L_{dn} at 35 Feet, dBA		
	Existing Conditions	Cumulative With Project Conditions	Total Change
Central Avenue			
West of Grand Avenue	58.4	58.4	0.0
Between Grand Avenue and Fountain Avenue	58.4	58.4	0.0
East of Fountain Avenue	59.0	59.1	+0.1
Grand Avenue			
North of Central Avenue	48.4	48.4	0.0
Between Central Avenue and Lighthouse Avenue	48.4	48.4	0.0
South of Lighthouse Avenue	52.4	52.4	0.0
Fountain Avenue			
North of Central Avenue	50.5	50.5	0.0
Between Central Avenue and Lighthouse Avenue	54.7	55.2	+0.5
South of Lighthouse Avenue	53.0	53.1	+0.1
Lighthouse Avenue			
West of Grand Avenue	59.8	60.2	+0.4
Between Grand Avenue and Fountain Avenue	59.7	60.1	+0.4
East of Fountain Avenue	58.9	59.3	+0.4

*Notes: Traffic noise levels were calculated using the FHWA roadway noise prediction model based on data obtained from the traffic impact study prepared for the project (**Appendix TRA**).*

For purposes of this analysis, a substantial increase in noise levels is defined as an increase of 3.0 dB or greater.

As indicated in **Table 3.3-7**, the project would not result in long-term mobile noise impacts based on project-generated traffic and cumulative and incremental noise levels. The greatest increase in traffic noise occurred along the Fountain Avenue between Central Avenue and Lighthouse Avenue, and resulted in an increase of 0.5 dBA. This increase is not perceptible by the human ear; thus, none of the roadway segments would be significantly impacted. This impact would be **less than cumulatively considerable**.

Mitigation Measures

None required.

3.4 – TRANSPORTATION AND TRAFFIC

This section describes the existing transportation systems in Pacific Grove, including different modes of transportation, discusses the adopted transportation plan and policies pertinent to traffic and circulation in the area, and discusses the effects on transportation associated with the project. Mitigation measures to reduce or eliminate project impacts identified as significant are included where feasible and necessary.

This section is based on the analysis prepared by Hexagon Transportation Consultants (2016). **Appendix TRA** includes the full transportation impact assessment (TIA) and its appendices. Please see the TIA chapters, figures, tables, and appendices for more detailed discussion.

Impact Number	Impact Topic	Impact Significance
3.4.1	Conflict with an applicable plan, ordinance, or policy or with an applicable congestion management program	Less than significant with mitigation
3.4.2	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	Less than significant with mitigation
3.4.3	Cumulative traffic impacts	Less than cumulatively considerable
N/A	Change in air traffic patterns	No impact
N/A	Increase of road hazards due to a design feature or incompatible use	No impact
N/A	Result in inadequate emergency access	No impact

3.4.1 EXISTING SETTING

EXISTING ROADWAY NETWORK

Pacific Grove is located on the northern tip of the Monterey Peninsula. The three most heavily traveled corridors into Pacific Grove are the Holman Highway (State Route [SR] 68), which becomes Forest Avenue in the city, Central Avenue from Monterey, and High and Taylor streets to Prescott Lane. Typical secondary entrances are from the Del Monte Forest, from the Presidio of Monterey, or from new Monterey.

Pacific Grove has three categories of roads: local streets, collectors, and arterials. Local streets provide immediate access to properties. Collectors carry traffic between local streets and the rest of the circulation system. Arterials are fed by local streets and collectors and connect to regional roadways.

The project site is surrounded by Grand Avenue, Fountain Avenue, and Central Avenue. The Holman Building is located immediately south of the project site, which is on Lighthouse Avenue. Lighthouse Avenue and Central Avenue are classified as arterials in the Pacific Grove General Plan. Fountain Avenue is classified as an arterial in the vicinity of the project site. Grand Avenue is classified as a local street.

PEDESTRIAN FACILITIES

Pedestrian facilities in the form of sidewalks are located along the project site frontage on Lighthouse Avenue, Grand Avenue, and Fountain Avenue. Crosswalks are available at the Fountain Avenue/Lighthouse Avenue and Grand Avenue/Lighthouse Avenue intersections as shown in **Figure 3.4-1, Pedestrian and Transit Facilities**.

Everyone's Harvest runs a community farmers market every Monday on Central Avenue between Fountain and Forest avenues**.** The farmers market operates from 3:00 to 7:00 PM. Central Avenue between Fountain and Forest avenues is closed to vehicular traffic during the farmers market to ensure safety for vendors and customers.

BICYCLE FACILITIES

Bikeway planning and design in California typically rely on guidelines and design standards established by the California Department of Transportation (Caltrans) in the Highway Design Manual (2016), specifically in Chapter 1000: Bicycle Transportation Design. The manual describes three distinct types of bikeway facilities, as listed below.

- **Class I bikeways (bike paths)** provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and vehicle conflicts.
- **Class II bikeways (bike lanes)** are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are generally 5 feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.
- **Class III bikeways (bike routes)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to provide continuity to other bicycle facilities or to designate preferred routes through high-demand corridors.

The only bicycle facilities in the area are Class III bike routes. None of the roadways in the immediate vicinity of the project site provide Class II bicycle facilities. No Class I bike lanes are located in the project area.

EXISTING TRANSIT SERVICE

Existing transit service is provided by Monterey-Salinas Transit (MST). Two bus routes (1 and 2) serve the project vicinity. The bus stops closest to the project site are located near the intersection of Fountain Avenue and Lighthouse Avenue. Route 1 operates between Asilomar and Monterey via Lighthouse Avenue. Route 2 operates between Pacific Grove and Carmel via Fountain Avenue. Both bus routes operate with 1-hour headways.

EXISTING CONDITIONS TRAFFIC CIRCULATION

Level of Service

Level of service (LOS) is a qualitative term that represents the conditions a driver will experience while traveling on a particular street or at an intersection during a specific time interval. Level of service is described using a series of letter designations ranging from A to F; LOS A represents very little congestion and LOS F represents long delays and congestion. **Table 3.4-1, Unsignalized Intersection Level of Service Definitions,** describes the qualitative attributes of each level of service as well as the control delay ranges for unsignalized intersections. LOS ranges for an intersection with a stop light (signalized) are different from LOS ranges for intersections without a stop light (unsignalized). The project's impacts on traffic were analyzed by modeling the effects of project traffic on level of service. No study intersections are signalized.

T:_CS\Work\Pacific Grove, City of\153941_Pacific Grove Hotel\Figures

Source: Hexagon Transportation Consultants, Inc.

Not To Scale

FIGURE 3.4-1
Pedestrian and Transit Facilities

Michael Baker INTERNATIONAL

TABLE 3.4-1
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

LOS	Description	Average Control Delay Per Vehicle (seconds)
A	Operations with very low delays occurring with favorable progression	Up to10.0
B	Operations with low delays occurring with good progression	10.1 to 15.0
C	Operations with average delays resulting from fair progression	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression	Greater than 50.0

Source: Transportation Research Board 2010
Note: Level of service is measured as the average control delay in seconds per vehicle. Control delay is the portion of the total delay experienced by drivers at intersections that is attributable to traffic signal operation. Similarly, unsignalized intersections measure the effectiveness of an unsignalized intersection average control delay. However, the delay is reported for the worst-case approach of the intersections.

Existing Intersection Levels of Service

Based on the analysis methodology described in the TIA, the existing weekday AM and PM peak-hour traffic volumes were analyzed using Synchro software and the Highway Capacity Manual (HCM) 2010 methodology for computing level of service at intersections. **Table 3.4-2, Existing Intersection LOS,** presents the results of the existing intersection LOS analysis for the weekday AM and PM peak hours. **Figure 3.4-2, Project Location and Study Intersections,** shows the location of these intersections. The LOS calculation sheets are included in **Appendix TRA**.

TABLE 3.4-2
EXISTING INTERSECTION LOS

ID	Intersection	Existing Condition			
		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	Grand Avenue and Central Avenue	10.5	B	10.5	B
2	Fountain Avenue and Central Avenue	11.9	B	12.5	B
3	Fountain Avenue and Lighthouse Avenue	10.8	B	13.0	B
4	Grand Avenue and Lighthouse Avenue	10.6	B	11.1	B

Source: Hexagon 2016
Notes: Signalized intersections analyzed in Intersection Capacity Utilization (ICU) methodology; unsignalized and Caltrans ramp intersections analyzed in Highway Capacity Manual (HCM) methodology. ICU LOS based on volume-to-capacity (V/C) ratio, and HCM LOS based on vehicle control delay.

3.4.2 REGULATORY FRAMEWORK

FEDERAL

Americans with Disabilities Act of 1990

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in places of public accommodation (businesses and nonprofit agencies that serve the public) and commercial facilities (other businesses). The regulation includes Appendix A to Part 36 (Standards for Accessible Design) establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. ADA regulations were updated and published in 2011 and amend the 1991 Title II regulation (state and local governments), 28 Code of Federal Regulations (CFR) Part 35, and the 1991 Title III regulation (public accommodations), 28 CFR Part 36.

Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

Federal Highway Administration

The Federal Highway Administration (FHWA) is a major agency of the US Department of Transportation. In partnership with state and local agencies, the FHWA carries out federal highway programs to meet the nation's transportation needs. The FHWA administers and oversees federal highway programs to ensure federal funds are used efficiently.

STATE

California Department of Transportation

Caltrans has authority over the state highway system, including freeways, interchanges, and arterial state routes. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities. The department's requirements are described in the Caltrans (2002a) Guide for the Preparation of Traffic Impact Studies, which covers the information needed for Caltrans to review the impacts on state highway facilities, including freeway segments.

LOCAL

City of Pacific Grove General Plan

Chapter 4, Transportation, of the City's General Plan discusses Pacific Grove's transportation system and services and sets goals and policies regarding transportation in the city. As stated in the chapter, the level of service on arterial and collector streets in the city should be no worse than LOS C. However, LOS D is acceptable during weekday peak periods at intersections that are close to or at the limits of LOS D on arterial routes outside the downtown area. The chapter does not establish guidelines regarding acceptable level of service on roadways in the downtown area.

T:_CS\Work\Pacific Grove, City of\153941_Pacific Grove Hotel\Figures

Source: Hexagon Transportation Consultants, Inc.

Not To Scale

FIGURE 3.4-2
Site Location and Study Intersections

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Monterey County Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Plan identifies existing and proposed bicycle and pedestrian facilities in Monterey County (TAMC 2011). The Transportation Agency for Monterey County is the administrator for bicycle- and pedestrian-related funding and will use the plan to prioritize project funding. The plan envisions a sustainable transportation system that supports active living including bicycling and walking as a part of daily life.

3.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, transportation impacts are considered to be significant if implementation of the project would result in any of the following:

1) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

2) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Standards of Significance 3, 4, and 5 were analyzed in the project's Initial Study (**Appendix IS**), and the project was found to have no impact. These standards of significance are not discussed further in this EIR.

METHODOLOGY

Study Scenarios

The traffic study focused on traffic operations at intersections in the immediate area of the project site (**Figure 3.4-2, Project Location and Study Intersections**). The analysis includes an evaluation of peak-hour intersection level of service at the following four study intersections:

- Grand Avenue and Central Avenue

- Fountain Avenue and Central Avenue
- Fountain Avenue and Lighthouse Avenue
- Grand Avenue and Lighthouse Avenue

These study intersections were selected based on the estimated number of project trips added to each intersection and to surrounding intersections (10 or more trips per lane per hour). Any intersections outside of the selected study intersections to which the project would not add 10 or more trips per lane per hour were not studied because the addition of project traffic would not be sufficient to result in the degradation of intersection levels of service. Traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from new peak-hour turning movement counts conducted in June 2016. June was chosen to reflect traffic conditions while local schools were still in session.
- **Existing plus Project Conditions.** Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions to determine the effects the project would have on the existing roadway network.
- **Cumulative Conditions.** Cumulative conditions were represented by future traffic volumes, at the date of project occupancy, on the roadway network. Traffic volumes under cumulative conditions were estimated by adding traffic generated by the project and other approved or planned projects to existing traffic volumes at study intersections.

The study prepared by Hexagon Transportation Consultants is included as **Appendix TRA**.

Project Trip Generation

Data was collected that quantifies the amount of traffic produced by common land uses. Thus, standard trip generation rates can be applied to predict the future traffic increases resulting from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th edition, were used to estimate trips generated by the proposed land use.

Trip Distribution and Assignment

The amount of traffic added to the roadway system by the project was estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the direction of travel to and from the project site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process for the project are described in the following paragraphs.

Peak-hour project traffic was distributed to the transportation network based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The

peak-hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution pattern.

Impact Criteria

Intersections

Chapter 4, Transportation, of the Pacific Grove General Plan (1994) includes goals and policies regarding the transportation network and the acceptable level of service for city roadways. The level of service on arterial and collector streets in Pacific Grove should be no worse than LOS C. Outside of the downtown area, LOS D is acceptable on arterials during the AM and PM peak hours at intersections that are close to or at limits of LOS D (per 1994 conditions). The chapter does not establish guidelines regarding acceptable LOS on roadways in the downtown area. According to the Transportation chapter, a level of service analysis of downtown streets would not be meaningful because congestion and parking problems are expected to occur in the downtown area. The congestion and parking problems cannot be completely mitigated without destroying the elements that make downtown desirable. However, to determine impacts from the project, the LOS C limit was used as the City standard.

Pedestrian and Bicycle Impact Criteria

Pedestrian and bicycle impacts are considered significant if the project would potentially disrupt existing pedestrian and bicycle facilities, eliminate existing pedestrian and/or bicycle facilities, interfere with planned pedestrian and bicycle facilities, increase conflicts between drivers, pedestrians, and/or bicyclists, or create inconsistencies or conflicts with adopted pedestrian and bicycle system plans, guidelines, policies, or standards.

Transit Impact Criteria

Transit impacts are considered significant if the project conflicts with existing or planned transit facilities, generates potential transit trips in excess of available capacity, increases transit delay, or does not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

IMPACTS AND MITIGATION MEASURES

Conflict with an Applicable Plan, Ordinance, or Policy (Standard of Significance 1) or with an Applicable Congestion Management Program (Standard of Significance 2)

Impact 3.4.1 Based on project site circulation patterns and potential conflicts, the project would have a **less than significant** impact on applicable plans and congestion management programs due to project construction. The project's impact would be **potentially significant** due to project operation on applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system.

The existing arterial roadways that serve Pacific Grove are described in the City's General Plan Transportation chapter, including their level of service and road capacity. The City's General Plan found that most roadways in the city function at acceptable levels of service.

General Plan Chapter 4, Transportation, establishes measures of effectiveness for the performance of the circulation system and takes into account all modes of transportation,

including mass transit and non-motorized travel, and relevant components of the circulation system, including intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The project would not modify the existing transportation infrastructure and therefore would not conflict with the General Plan Transportation chapter.

Project Construction

Traffic impacts from construction activities would be short term and temporary. Construction crews would constitute approximately 10 to 25 people. If each crew member arrived in a separate vehicle, this would add a total of approximately 10 to 25 one-way employee commute trips to the local roadways, or 20 to 50 round trips. It is possible that at least some crew members may arrive together in the same vehicle and the total number of trips could be lower. The temporary addition of vehicles in the project area during construction would be negligible and would have no discernible effect on level of service on local streets and at intersections. Therefore, during construction, there would be no substantial change in the level of service on local roadways or at intersections due to the small number of construction vehicles needed. This impact would be less than significant.

Materials delivery and hauling (e.g., equipment, hauling of demolition materials) would be intermittent in terms of traffic volume. Additionally, no street closures are planned. Construction traffic would be temporary and would cease after construction is complete. Nonetheless, the project area is surrounded by residential streets and truck traffic could potentially impact traffic on residential streets. As such, this impact is potentially significant and mitigation measure **MM 3.4.1** is required.

Existing plus Project Conditions (Project Operation)

The vehicle trips generated by the project were estimated using the ITE trip generation rates for hotels. Through empirical research, data has been collected that quantifies the amount of traffic produced by common land uses. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Based on the ITE trip generation rates, it is estimated that the proposed hotel would generate 746 daily trips, with 66 trips occurring during the AM peak hour and 75 trips occurring during the PM peak hour.

Trips associated with the existing uses on the project site are subtracted from the estimated trips to be generated by the project since the site uses were occupied at the time of the collection of traffic counts. Therefore, traffic associated with the existing site uses is included in existing traffic data. The existing 17,650 square feet of retail/restaurant uses on the project site include a martial arts studio, a window and door store, a fabric store, an antique store, a treasure shop, and a restaurant. As was done for the project, traffic generated by the existing uses was calculated using ITE generation rates. Based on the ITE trip rates, the existing site uses are estimated to currently generate 786 daily trips, with 20 trips occurring during the AM peak hour and 63 trips occurring during the PM peak hour.

Based on the application of ITE trip generation rates for hotel uses and credit for existing uses on the project site, it is estimated that the proposed hotel would generate 40 fewer daily trips and a net additional 46 AM peak-hour trips and 12 PM peak-hour trips. The project trip generation estimates are presented in **Table 3.4-3, Trip Generation Estimates. Figure 3.4-3, Existing plus Project Traffic Conditions,** shows how the project-generated traffic was distributed across the transportation network.

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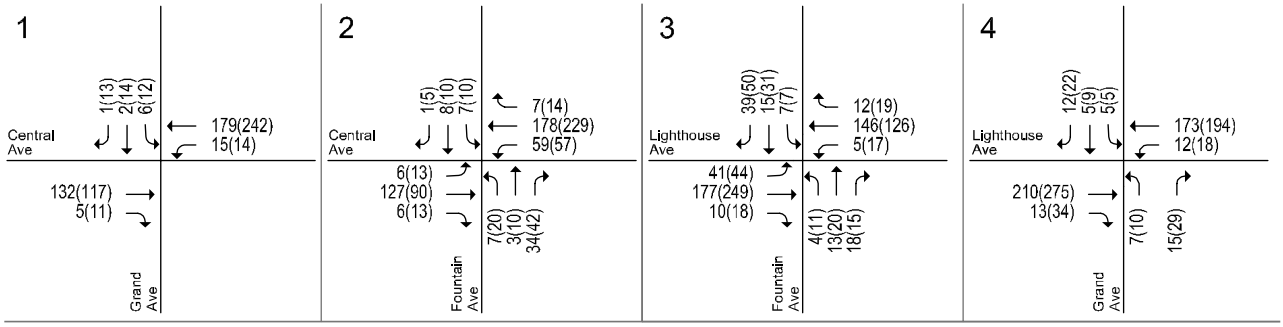

LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Source: Hexagon Transportation Consultants, Inc.;2017

Not To Scale

FIGURE 3.4-3
Existing Plus Project Traffic

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TABLE 3.4-3
TRIP GENERATION ESTIMATES

Land Use	Size	Unit	Daily		AM Peak Hour					PM Peak Hour				
			Rate	Trips	Rate	In %	In	Out	Total	Rate	In %	In	Out	Total
Proposed Development														
Hotel[1]	125	room	5.97	746	0.53	59%	39	27	66	0.60	51%	38	37	75
Existing Land Use														
Retail/ Restaurant[2]	17.50	ksf	-44.91	(786)	1.14	62%	(12)	(8)	(20)	3.60	44%	(28)	(35)	(63)
Net Project Trips				**(40)**			**27**	**19**	**46**			**10**	**2**	**12**

Source: Hexagon 2016
Notes: All rates are from Institute of Transportation Engineers, Trip Generation, 9th edition. ksf = thousand square feet
1. *Trips were calculated based on the hotel (Land Use 310) trip rates. Fitted curve equation was used for daily trips; average rates were used for AM and PM peak-hour trips because fitted curve equation is not available.*
2. *Daily and PM peak-hour trips were calculated based on the special retail center (Land Use 826) trip rates. AM peak-hour trips were calculated based on the shopping center (Land use 826) trip rate because the AM peak-hour trip rate for specialty retail center is not available. Fitted curve equations were used to calculate daily and peak-hour trips.*

Intersection level of service results show that all four study intersections are currently operating at LOS B, as shown below in **Table 3.4-4, Existing plus Project LOS Summary**. As discussed above, the net change in traffic conditions during the peak-hour travel times was a net increase of 46 AM peak-hour trips and 12 PM peak-hour trips. These additional trips would not result in the degradation of level of service or an increase in average delay on the stop-controlled approaches by more than 1.0 second during each of the peak hours analyzed. Additionally, the project trips would not meet the volumes necessary to require a stop light at the intersections. Therefore, the project would have a **less than significant** impact on intersection levels of service.

TABLE 3.4-4
EXISTING PLUS PROJECT LOS SUMMARY

ID	Intersection	Peak Hour	Existing		Existing + Project	
			Avg. Delay [1]	LOS	Avg. Delay [1]	LOS
1	Grand Avenue and Central Avenue	AM	10.5	B	10.5	B
		PM	10.5	B	10.5	B
2	Fountain Avenue and Central Avenue	AM	11.9	B	12.2	B
		PM	12.5	B	12.6	B
3	Fountain Avenue and Lighthouse Avenue	AM	10.8	B	11.1	B
		PM	13.0	B	13.1	B
4	Grand Avenue and Lighthouse Avenue	AM	10.6	B	10.6	B
		PM	11.1	B	11.1	B

Source: Hexagon 2016
Note:
1. *The stop-controlled approach with the highest delay (seconds per vehicle) is reported for minor street stop-controlled intersections.*

Mitigation Measures

MM 3.4.1 Project construction traffic for hauling materials in and out of the project area shall utilize Forest Avenue and Central Avenue. Construction traffic shall avoid residential areas in the project area.

Impacts would be minor and temporary, and implementation of mitigation measure **MM 3.4.1** would mitigate potentially significant impacts to a **less than significant** level.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities (Standard of Significance 6)

Impact 3.4.2 Although the project would result in an overall reduction in the number of trips, it would increase motor vehicle traffic and congestion during the AM and PM peak traffic times on roadways used by transit, bicyclists, and pedestrians. The project would increase pedestrian usage in the vicinity of the project site. Impacts would be **potentially significant**.

Transit Facilities

The project would generate up to two new transit riders during the AM and PM peak hours. These riders would be accommodated by the available capacity of the two local bus routes that have stops located within walking distance of the site. Pedestrian access between the site and nearby bus stops is provided by the existing sidewalks and crosswalks. Additionally, as described above in Impact 3.4.1, the project would not increase traffic delays by more than 1.0 second during peak travel times. As such, the project would not impact travel times on the transit routes in the project area. Therefore, no improvements are necessary to existing transit facilities and the project would have a **less than significant** impact on transit.

Bicycle Facilities

The roadways in the project vicinity do not provide Class II bicycle facilities (striped bike lanes). As discussed above, the project would introduce a higher number of car trips during the AM and PM peak hours, although it would generate an overall lower number of trips than the existing uses. The project would include a driveway, with the entrance located off Central Avenue and the exit onto Fountain Avenue. Cars would enter the on-site parking lot from Fountain Avenue (see **Figure 2.0-3**). The driveways would be clearly marked and would be visible to both motorists and bicyclists. Because the project would not modify any roads in the project area and would not increase the overall number of vehicle trips in the area, project impacts on bicycle facilities would be **less than significant**.

Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets in most residential and commercial areas in the project vicinity, including Central Avenue, Lighthouse Avenue, Grand Avenue, and Fountain Avenue. Crosswalks are provided on all approaches at the Fountain Avenue/Lighthouse Avenue and Grand Avenue/Lighthouse Avenue intersections. However, crosswalks do not exist across Grand Avenue at the Grand Avenue/Central Avenue intersection and across Fountain Avenue at the Fountain Avenue/Central Avenue intersection. The project would add pedestrians to the existing pedestrian system. Because there are no crosswalks currently available near the project's pedestrian ingress and egress points, potentially

unsafe conditions would be created. Additionally, the project would increase the number of pedestrians present during special events at Jewell Park.

Because the project would increase the number of pedestrians in an area with inadequate pedestrian facilities, it would conflict with adopted policies, plans, or programs regarding pedestrian safety. Therefore, this impact would be potentially significant. As such, mitigation measures **MM 3.4.2a, MM 3.4.2b,** and **MM 3.4.2c** would be required. Mitigation measure **MM 3.4.2a** would include new crosswalks as shown in **Figure 3.4-4, Project Crosswalk Mitigation.** Additionally, as part of mitigation measure **MM 3.4.2b,** the intersection of Central Avenue and Fountain Avenue would become a four-way stop, improving pedestrian safety. Mitigation measure **MM 3.4.2c** would require the widening of the sidewalk on the eastern border of Jewell Park to accommodate additional pedestrian capacity during special events.

Mitigation Measures

MM 3.4.2a The project applicant shall pay an appropriate fee (fair share), as determined by the City's Public Works Department, to provide funds for the addition of crosswalks at the Grand Avenue/Central Avenue intersection and at the Fountain Avenue/Central Avenue intersection. The crosswalks shall be speed tables (raised crosswalks) with crossing lights embedded in the pavement and a pedestrian-activated push button on each street corner.

MM 3.4.2b The project applicant shall pay an appropriate fee (fair share), as determined by the City's Public Works Department, to provide funds for the installation of stop signs at the intersection of Central Avenue and Fountain Avenue to make the intersection a four-way stop.

MM 3.4.2c The project applicant shall pay an appropriate fee (fair share), as determined by the City's Public Works Department, to provide funds to increase the width of the sidewalk along the eastern edge of Jewell Park to approximately 18 feet to accommodate increased pedestrian/vendor activity during special events such as the farmers market.

With implementation of mitigation measures **MM 3.4.2a**, **MM 3.4.2b,** and **MM 3.4.2c,** project impacts on pedestrian facilities would be **less than significant**.

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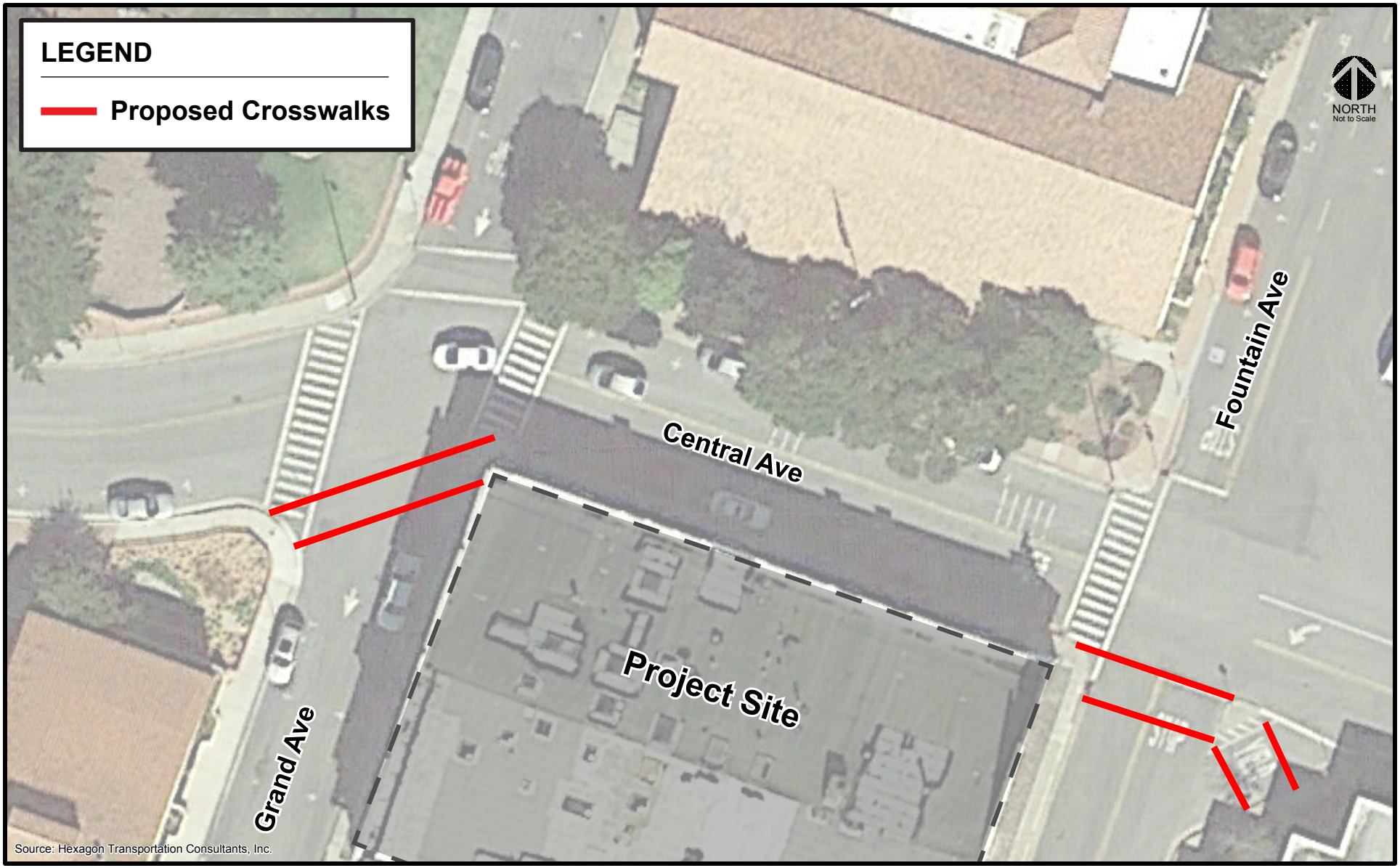

Not To Scale

FIGURE 3.4-4
Project Crosswalk Mitigation

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3.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The roadway network under cumulative conditions was assumed to be the same as described under the existing conditions above. Traffic volumes were estimated by adding approved and pending development projects in Pacific Grove to the existing plus project traffic volume trips. The cumulative conditions included two additional projects in the project vicinity: the approved Holman Building residential development project and the planned Bella Hotel development project. The Holman Building project would replace existing commercial space on the upper levels of the building with 25 condominium units and replace the basement with 33 parking spaces. The Bella Hotel project would replace the American Tin Cannery with a 225-room hotel. For pending projects where a traffic impact analysis has not been completed, traffic was estimated using ITE generation rates.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts

Impact 3.4.3 Under cumulative traffic conditions, the project would not increase traffic congestion to a significant level. Therefore, the project would have a **less than cumulatively considerable** impact on cumulative traffic conditions.

Cumulative plus Project Conditions

Traffic volumes under cumulative conditions were estimated by adding trips from approved and pending development projects to the existing plus project traffic volumes. **Figure 3.4-5, Cumulative plus Project Traffic Conditions,** shows how the trips were distributed across the study intersections. The results of the intersection level of service analysis, shown in **Table 3.4-5 Cumulative Conditions Intersection LOS**, show that the cumulative growth in traffic volumes would not result in the degradation of the level of service at any of the study intersections. Each intersection is projected to continue to operate at LOS B during the AM and PM peak hours. Additionally, the cumulative conditions would not meet the volumes necessary to require a stop light at the intersections. Because the project would not result in the degradation of level of service or an increase in average delay by more than 1.0 second, cumulative impacts would be less than significant and the project would have a **less than cumulatively considerable** contribution on cumulative traffic conditions**.**

TABLE 3.4-5
CUMULATIVE CONDITIONS INTERSECTION LOS

ID	Intersection	Peak Hour	Existing		Cumulative Conditions	
			Avg. Delay [1]	LOS	Avg. Delay [1]	LOS
1	Grand Avenue and Central Avenue	AM	10.5	B	10.5	B
		PM	10.5	B	10.5	B
2	Fountain Avenue and Central Avenue	AM	11.9	B	12.3	B
		PM	12.5	B	12.8	B
3	Fountain Avenue and Lighthouse Avenue	AM	10.8	B	11.4	B
		PM	13.0	B	13.8	B
4	Grand Avenue and Lighthouse Avenue	AM	10.6	B	10.6	B
		PM	11.1	B	11.4	B

Source: Hexagon 2016
Note:
1 The stop-controlled approach with the highest delay (seconds per vehicle) is reported for minor street stop-controlled intersections.

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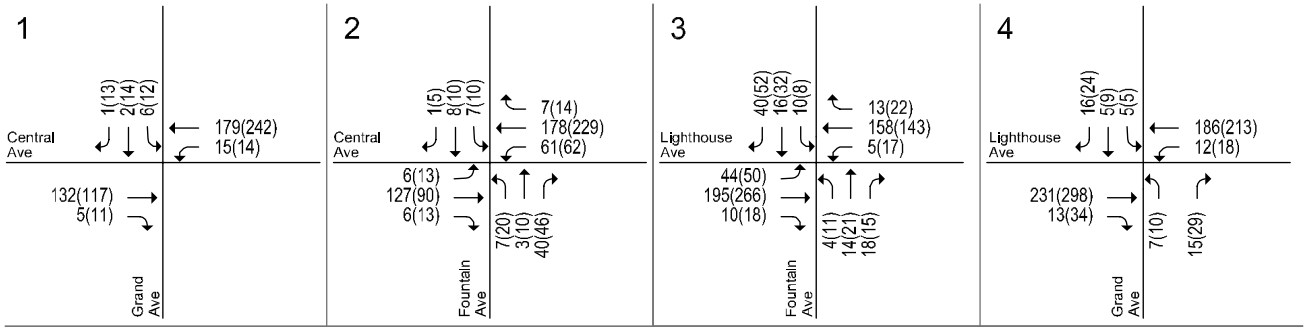

LEGEND:

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Source: Hexagon Transportation Consultants, Inc.;2017

Not To Scale

FIGURE 3.4-5
Cumulative Plus Project Traffic Conditions

Michael Baker INTERNATIONAL

3.5 – TRIBAL CULTURAL RESOURCES

This section considers and evaluates the project's potential impacts on tribal cultural resources and identifies feasible mitigation measures to lessen significant impacts, where necessary.

Tribal cultural resources is the term used to describe a site feature, place, cultural landscape, sacred place, or object which is of cultural value to a tribe and is either on or eligible for the California Register of Historical Resources or a local historic register, or which the lead agency chooses to treat as a tribal cultural resource.

The information in this section is based on the results of a records search conducted at the Northwest Information Center (NWIC) by Michael Baker International staff and the results of Assembly Bill (AB) 52 Native American consultation conducted by the City of Pacific Grove (**Appendix CUL**).

A summary of the Hotel Durell project impact conclusions related to tribal cultural resources is provided below.

Impact Number	Impact Topic	Impact Significance
3.5.1	Adverse effect on a tribal cultural resource	Less than significant with mitigation
3.5.2	Cumulative tribal cultural resources impacts	Less than cumulatively considerable

3.5.1 EXISTING SETTING

REGIONAL CONTEXT: PREHISTORY AND ETHNOGRAPHY

As discussed in Section 3.2, Cultural Resources, the project site is located in the Monterey Bay area, which was previously occupied by three major cultural groups: Native Americans of the Central Coast region, Spanish-Mexicans, and Northern Europeans (Pacific Grove 1994). The setting of Monterey Bay, in an area with abundant sea life and agricultural land, made it a preferred location for settlement by native peoples (Pacific Grove 2011). At the time of settlement, sea levels were lower; Monterey Bay would not assume its current appearance until sea levels stabilized approximately 7,000 years ago. Anthropological studies indicate that the Monterey area represented a border area between two Native American linguistic groups: the Hokan-speaking Esselen people to the south and the Ohlone-speaking Rumsen people, whose territory included the present-day cities of Monterey, Carmel, and Salinas (Pacific Grove 2011).

Their material cultures included stone or bone arrows; knives for hunting and butchering; winnowing baskets; mortars and pestles for preparing acorn flour; hemp cordage for snares; willow and rush baskets for transporting and storing goods; sea otter, duck, and rabbit skins for blankets; shells and feathers for jewelry and decoration; and tule reeds for mats, shelters, and rafts (Pacific Grove 2011).

The tribes previously present in the project site lived in semi-permanent villages, and construction at the time was of conical or spherical shelters from willow poles woven with tule reeds and rushes. The presence of fresh water and easy access to food resources influenced the location of these settlements in the Monterey Bay area. Areas of relative high ground adjacent to streams or rivers were highly prized, as were areas that abounded in shellfish. In many coastal areas of California, accumulations of piles of discarded shells known as middens, or shell mounds, are frequent markers for archaeological sites. Similarly, evidence of native occupation is also frequently noted by the presence of mortars or bedrock mortar sites used to crush acorns and other nuts (Pacific Grove 2011).

Numerous small, likely seasonal archaeological sites have been recorded along the shoreline of Pacific Grove. At least one site is known to have included a human burial, and evidence of prior digging or artifact collecting—known as "pothunting"—is known at several sites. These sites could have also been associated with visiting tribes (Pacific Grove 2011).

NATIVE AMERICAN CONSULTATION

The Ohlone/Costanoan-Esselen Nation (OCEN) requested consultation with the City in accordance with Assembly Bill 52 (**Appendix CUL**). The City's AB 52 consultation is summarized below.

AB 52 Consultation Log

On August 24, 2016, the City sent a letter to OCEN stating that the City was requesting the initiation of AB 52 consultation for the environmental documentation for the Pacific Grove Hotel Project.

On August 26, 2016, the City received a letter from OCEN requesting a consultation for this project. On October 4, 2016, Louise Ramirez of the Ohlone/Costanoan-Esselen Nation, Laurel O'Halloran, Associate Planner, and Anastazia Aziz, Senior Planner, of the City of Pacific Grove, and Florentina Craciun and Nichole Jordan Davis of Michael Baker International met to discuss the project and OCEN concerns. OCEN was not aware of tribal cultural resources or archaeological resources within the project site but described the project site as sensitive for the occurrence of prehistoric archaeological materials. Prior to the inclusion of additional mitigation measures, the City requested that the OCEN representative confirm the presence of tribal resources on the site. This request was made on October 29, 2016. Staff further consulted with OCEN representatives on May 23, 2017, June 21, 2017, and August 22, 2017.

KNOWN CULTURAL RESOURCES ON THE PROJECT SITE

Records Search

As stated in Section 3.2, Cultural Resources, Michael Baker International conducted a records search for the project at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University.

ARCHAEOLOGICAL RESOURCES

Based on information provided by the NWIC, there are no known archaeological resources within the project site; however, there are several previously identified archaeological resources adjacent to the project area and along the shoreline.

To date, the Ohlone/Costanoan-Esselen Nation has not identified tribal cultural resources (as defined in Public Resources Code Section 21074) within or adjacent to the project site. The project site is highly sensitive for the occurrence of prehistoric resources and tribal cultural resources.

3.5.2 REGULATORY FRAMEWORK

FEDERAL

The American Indian Religious Freedom Act, Title 42 United States Code Section 1996, protects Native American religious practices, ethnic heritage sites, and land uses. The act requires all governmental policies to eliminate interference with the free exercise of Native American religion, based on the First Amendment, and to accommodate access to and use of religious sites.

STATE

Tribal Resources

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is available in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by the OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to museums, historical commissions, associations, and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5(b) specifies protocol when human remains are discovered.

California Environmental Quality Act (CEQA) Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. Section 15064.5 directs the lead agency (or the project applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

Assembly Bill 52

As of July 1, 2015, AB 52 specifies that a project under CEQA that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. AB 52 requires the lead agency for a project to formally consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area in which the project is located. The NAHC is required to provide each California Native American tribe with a list of public agencies and their contact information within the tribe's geographic area for the purposes of requesting consultation.

3.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, tribal cultural resource impacts are considered to be significant if implementation of the project would result in any of the following:

1) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, features, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

   a) A listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5(k), or

   b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

CEQA Guidelines Section 15064.5 defines substantial adverse change as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired. CEQA Guidelines Section 15064.5(b)(2) defines materially impaired for purposes of the definition of substantial adverse change as follows:

> The significance of an historical resource is materially impaired when a project:
>
> (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
>
> (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
>
> (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

CEQA requires that if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource, then alternative plans or mitigation measures must be considered. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources and unique archaeological resources.
- Evaluate the eligibility of historical resources.
- Evaluate the effects of the project on eligible historical resources.

METHODOLOGY

The following impact analysis is based on a historical records search for the project at the NWIC at Sonoma State University and AB 52 consultation with local Native American tribes.

PROJECT IMPACTS AND MITIGATION MEASURES

Adverse Effect on a Tribal Cultural Resource (Standard of Significance 1)

Impacts 3.5.1 The project could indirectly result in the disturbance of undiscovered tribal cultural resources (i.e., site, feature, place, or cultural landscape with cultural value). This impact would be **potentially significant.**

As described in the Existing Setting subsection, the records search and AB 52 Native American consultation did not identify any site, feature, place, or cultural landscape with cultural value to a California Native American tribe in the project area. However, based on the information collected and reviewed for the cultural resources report and the project's location in an area with a long history of Native American habitation, there is the potential for unidentified tribal cultural resources to be encountered during project construction. Therefore, project construction has the potential to impact undiscovered tribal cultural resources. This impact is **potentially significant,** and mitigation measure **MM 3.5.1** is required.

Mitigation Measures

MM 3.5.1 **Treatment of previously unidentified tribal cultural resources**. During project construction, a Native American monitor certified by the Ohlone/Costanoan-Esselen Nation (OCEN) will be present for all ground disturbance. If any tribal cultural resources are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and immediately notify the City of Pacific Grove Planning Division. The OCEN-certified Native American monitor will contact the OCEN Tribal Chair and in consultation with the City and an archeologist evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered tribal cultural resource. The City shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include reburial of any ancestral remains, avoidance, preservation in place, excavation, documentation, or other appropriate measures.

Implementation of mitigation measure **MM 3.5.1** would reduce impacts on tribal cultural resources to **less than significant**.

3.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting associated with the project includes the project area and Pacific Grove as a whole. Most tribal cultural resources impacts are generally site-specific and not cumulative in nature, as impacts generally vary by site characteristics and site history. However, continued growth in the region would contribute to potential conflicts with tribal cultural resources. These resources include archaeological resources associated with Native American activities.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Tribal Cultural Resources Impacts

Impact 3.5.2 The project, in addition to existing, approved, proposed, and reasonably foreseeable development in the region, could result in cumulative impacts on tribal cultural resources. This impact would be **less than cumulatively considerable**.

As discussed in Impact 3.5.1, no tribal cultural resources were identified on the project site through either the records search or the cultural resources survey. However, the project has the potential to disturb undiscovered tribal cultural resources (i.e., prehistoric sites, historical resources, isolated artifacts and features) and unrecorded human remains during grading or excavation activities. With implementation of mitigation measure **MM 3.5.1**, the project's contribution to cumulative impacts on tribal cultural resources in the region would be **less than cumulatively considerable**.

Mitigation Measures

None required.

3.6 – Utilities and Service Systems

This section includes an evaluation of water supply in the project area. Each subsection includes a description of existing facilities and infrastructure, applicable service goals, and environmental impacts potentially resulting from the project.

A summary of the impact conclusions related to utilities is provided below.

Impact Number	Impact Topic	Impact Significance
3.6.1	Water supply demand	Less than significant with mitigation
3.6.2	Cumulative water supply impacts	Less than cumulatively considerable
N/A	Wastewater treatment	No impact
N/A	Construction or expansion of stormwater drainage facilities	No impact
N/A	Adequate wastewater treatment capacity	No impact
N/A	Landfill capacity	No impact
N/A	Solid waste statutes	No impact

3.6.1 EXISTING SETTING

WATER

The City of Pacific Grove receives water services from California American Water, which also supplies water to the neighboring communities of Carmel-by-the-Sea, Pebble Beach, Monterey, Seaside, and others. The Monterey Peninsula Water Management District regulates potable water on the Monterey Peninsula, along with local governments. Unlike most areas in California, the Monterey Peninsula has no access to imported water. Local communities are totally dependent on local rainfall for their water supply. The two major sources of water are the Carmel River and the Seaside Basin. The Carmel River drains a 255-square-mile watershed and runs 36 miles from its source in the Santa Lucia Mountains to the sea. The Seaside Basin is the groundwater basin underlying the area (California American Water 2017).

The State of California has limited the amount of water that can be drawn from both the Carmel River and the Seaside Basin. Withdrawals of water from the Carmel River have been limited to protect threatened species that live in the river. The Seaside Basin is under a court-ordered reduction schedule limiting groundwater withdrawals. Groundwater pumping is limited to protect the basin from overuse and to prevent saltwater intrusion into the aquifer, which would contaminate the freshwater supply (MPWSP 2017).

The Monterey Peninsula Water Management District undertakes an aquifer storage and recovery program, which diverts excess winter flows in the Carmel River into the Seaside Basin. Water is only diverted when flows are high. Water can then be pumped back to the surface for use during drier summer months (MPWMD 2017a). However, the State-imposed limitations on water withdrawals from these two sources cannot be met without a replacement source of water.

To provide a replacement source to meet water demands, California American Water has filed Application A 12-04-019 with the California Public Utilities Commission (CPUC) seeking approval to undertake the proposed Monterey Peninsula Water Supply Project (MPWSP). The main components of this proposed project are a desalination plant to create a new source of water for the Monterrey Peninsula and expansion of the aquifer storage and recovery project. The proposed desalination plant would create a new source of water for the peninsula; if approved

by the CPUC, the Monterey Peninsula Water Supply Project is scheduled to open in late 2019 or early 2020. Additional wells would be constructed to inject excess water into the aquifer, which would add an annual average capacity of 900 acre-feet (MPWSP 2017).

Because of the limited water supply in the area, Pacific Grove Municipal Code Chapter 11.68 regulates water allocation in the city. As of August 1, 1995, all remaining water allocated to the city by the Monterey Peninsula Water Management District, and all water becoming available after that date, is allocated, in amounts and percentages determined by the City Council, to four allocation categories: residential, commercial, government, and community reserve. Before obtaining a building permit from the City of Pacific Grove, projects must obtain a water permit from the Monterey Peninsula Water Management District.

Per Municipal Code Chapter 11.68, building permit applications for projects for which there is no available water will not be accepted or processed. The Municipal Code establishes a prioritized waiting list for each of the four allocation categories. Hotels and projects in the downtown commercial area are a priority use in the commercial water category. Projects are placed on a waiting list according to the order of receipt of proof of readiness to apply for a building permit.

The Monterey Peninsula area, including Pacific Grove, is currently experiencing a water shortage, and new water meter connections are currently limited by a Cease and Desist Order (CDO) issued by the State Water Resources Control Board in 2009. The CDO limits California American Water's ability to install water meters for new projects that would increase withdrawals from the Carmel River. However, there is a potential that water entitlements may be recognized which would provide a source of water notwithstanding the CDO. Such entitlements would require legislative authorization by both the City and the Monterey Peninsula Water Management District.

3.6.2 REGULATORY FRAMEWORK

FEDERAL

Safe Drinking Water Act

Congress passed the Safe Drinking Water Act in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and groundwater wells. The act applies to every public water system in the United States but does not regulate private wells that serve fewer than 25 individuals.

The act authorizes the US Environmental Protection Agency (EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. Originally, the Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments changed the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach is intended to ensure the quality of drinking water by protecting it from source to tap.

STATE

California Water Plan

The California Water Plan is the state's blueprint for integrated water management and sustainability. The California Department of Water Resources (DWR) updates the Water Plan approximately every five years. California Water Plan Update 2013 is the latest edition of the water plan. The plan provides a framework and resource management strategies promoting two major initiatives: integrated regional water management that enables regions to implement strategies appropriate for their own needs and helps them become more self-sufficient, and improved statewide water management systems that provide for upgrades to large physical facilities, such as the State Water Project, and statewide management programs essential to California's economy. California Water Plan Update 2013 also contains a first-of-its-kind finance plan (DWR 2014).

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The act describes the contents of urban water management plans as well as how urban water suppliers should adopt and implement the plans. It is the intention of the act to permit levels of water management planning commensurate with the numbers of customers served and the volume of water supplied.

Senate Bill 610

Senate Bill (SB) 610 (Water Code Section 10910(c)(2)) makes changes to the Urban Water Management Planning Act to require additional information in Urban Water Management Plans if groundwater is identified as a source available to the supplier. A key provision in SB 610 requires the preparation of a specified water supply assessment for any project subject to the California Environmental Quality Act (CEQA) supplied with water from a public water system, except as specified in the law. Water supply assessments are required under SB 610 for projects that include 500 units of residential development (would demand an amount of water equivalent to, or greater than, the amount of water required by a project with 500 dwelling units) or a project that would increase the number of the public water system's existing service connections by 10 percent.

Required information includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if nonadjudicated, whether the basin has been identified as being overdrafted or projected to be overdrafted in the most current DWR publication on that basin. If the basin is in overdraft, the plan must include current efforts to eliminate any long-term overdraft.

Assembly Bill 901

Assembly Bill (AB) 901 requires Urban Water Management Plans to include information relating to the quality of existing sources of water available to an urban water supplier over given time periods and the manner in which water quality affects water management strategies and supply.

Assembly Bill 1420

Effective January 1, 2009, AB 1420 amended the Urban Water Management Planning Act (Water Code Section 10610 et seq.) to require that water management grants or loans made to urban water suppliers and awarded or administered by the DWR, the State Water Resources Control Board, or the California Bay-Delta Authority or its successor agency be conditioned on implementation of the water demand management measures.

State Water Resources Control Board

Recycled Water Policy

To establish uniform requirements for the use of recycled water, the State Water Resources Control Board (SWRCB) adopted a statewide Recycled Water Policy on February 3, 2009. The policy's purpose is to increase the use of recycled water from municipal wastewater sources that meets the definition in Water Code Section 13050(n) in a manner that implements state and federal water quality laws. The policy describes permitting criteria that are intended to streamline the permitting of the vast majority of recycled water projects. The intent of this streamlined permit process is to expedite the implementation of recycled water projects in a manner that implements state and federal water quality laws while allowing the Regional Water Quality Control Boards to focus on projects that require substantial regulatory review because of unique site-specific conditions.

LOCAL

City of Pacific Grove Water Allocation Regulations

Chapter 11.68 of the Pacific Grove establishes rules and procedures for the allocation of water to new projects in the city. Water is allocated to the categories of residential, commercial, public, and reserve uses. As stated in the Existing Setting subsection, new project applications are placed on a waiting list and will not be issued a building permit until a water permit is issued.

Monterey County Urban Water Management Plan

California American Water (2012) prepared the 2010 Urban Water Management Plan for the Central Division – Monterey County District to help guide the area's future water management efforts. The 2010 plan builds on the 2005 UWMP to address water supply and demand in the Monterey area, water conservation programs and water shortage contingency plans, and demand management measures.

3.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, utility and service systems impacts are considered to be significant if implementation of the project would result in any of the following:

1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

4) Have insufficient water supplies available to serve the project from existing entitlements and resources, or necessitate new or expanded entitlements.

5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

6) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

7) Not be in compliance with federal, state, and local statutes and regulations related to solid waste.

Standards of Significance 1, 2, 3, 5, 6, 7, and 8 were analyzed in the project's Initial Study (**Appendix IS**) and were found to have less than significant impacts. These Standards of Significance are not discussed further in this Draft EIR.

METHODOLOGY

Water Services

Evaluation of potential water service impacts was based primarily on the City of Pacific Grove's water allocation strategy to ensure Pacific Grove would have sufficient water for the project.

IMPACTS AND MITIGATION MEASURES

Water Supply Demand (Standard of Significance 4)

Impact 3.6.1 The project would increase the demand for water in the city. This impact would be **potentially significant.**

Water use was calculated using water use rates in the Pacific Institute's Waste Not, Want Not: The Potential for Urban Water Conservation in California, Appendices D and E, which detail water use for commercial and industrial uses. The calculation is included as **Appendix UTL.** Current water usage on the site is 1.7 acre-feet per year. The project's water use would be approximately 5.78 acre-feet per year. As such, the increase in water use for the project would be approximately 4.08 acre-feet per year.

As outlined above the Existing Setting subsection, the City has a system in place to manage its water supply availability and to determine water availability prior to approval of a construction permit. All new projects in the city requiring new water supplies are placed on a water waiting list. Water credits necessary for projects are given through City Council approval. Building permits are issued only when the City has sufficient water credits to serve the project. To receive a construction permit, project applicants must show that water supplies are available and must complete the CEQA process.

Currently, the proposed project is awaiting planning permit approval in order to be placed on the City's water waiting list. The City of Pacific Grove does not currently have sufficient water supplies available at this time to serve the project. Because the City does not currently have sufficient water supplies to serve the project, this impact is **potentially significant** and mitigation measure **MM 3.6.1** would be required. The mitigation measure would prohibit the project applicant from proceeding with any project implementation activities until necessary water supplies are secured. With implementation of mitigation measure **MM 3.6.1,** project impacts on water availability would be **less than significant**.

Additionally, as discussed in the Existing Setting subsection, California American Water has undertaken the Monterey Peninsula Water Supply Project to meet water demands in the project area. The Water Supply Project was undertaken to serve the service area as a whole and not as a result of the proposed project. The Pacific Grove Local Water Project consists of the construction and operation of a new satellite recycled water treatment plant (SRWTP) to recycle a portion of Pacific Grove's municipal wastewater. Recycled water produced at the SRWTP, located at the retired Point Pinos Wastewater Treatment Plant, during the first phase, would be used primarily for landscape irrigation at the Pacific Grove Golf Links and El Carmelo Cemetery, owned by the City of Pacific Grove and located adjacent to the SRWTP. Future phases include extension of the recycled water system to other parts of the city to provide recycled water for landscaping purposes. Replacement of the irrigation demand with non-potable supplies will create a new offset of potable water for use by California American Water in meeting its obligations to find replacement supplies. As such, the project would have a **less than significant** impact.

Mitigation Measures

MM 3.6.1 Prior to the City issuing a building permit, the project applicant shall complete all steps and demonstrate compliance with the City's water allocation system, as outlined in Chapter 11.68 of the Pacific Grove Municipal Code. Additionally, no preliminary steps for project completion or initiation shall occur before water supplies are secured and deemed sufficient to serve the project.

3.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for water services, including supplies and related infrastructure, consists of the proposed project and other existing, planned, proposed, approved, and reasonably foreseeable development in the surrounding area.

Cumulative Water Supply Impacts (Standards of Significance 4)

Impact 3.6.2 The project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the city, would increase the cumulative demand for water supplies and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts would be **less than cumulatively considerable**.

Based on Pacific Grove's water allocation system, new construction projects cannot be built if water is not available for them. Additionally, because of the city's developed nature, all projects anticipated in the city would be small-scale infill developments, which would require less water than large-scale developments. The project applicant would implement mitigation measure **MM 3.6.1** to lessen any potential project impacts on water supply availability.

As discussed above, California American Water has undertaken the Monterey Peninsula Water Supply Project to meet projected water demands in its service area. The City has also implemented the Local Water Project. As such, the proposed project's contribution to water supply and new facilities to accommodate water supply needs would be **less than cumulatively considerable**.

Mitigation Measures

None required.

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4.0 – ALTERNATIVES

4.1 INTRODUCTION

California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) states that an environmental impact report (EIR) is to describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic project objectives while avoiding or substantially lessening one or more of the significant environmental impacts of the project. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives must focus on alternatives capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly (CEQA Guidelines Section 15126.6[b]). Section 15126.6(e)(2) of the CEQA Guidelines requires an EIR to include an analysis of the No Project Alternative. Evaluation of this alternative allows decision-makers to compare the impacts of approving the project with the impacts of not approving it.

According to the CEQA Guidelines, an EIR need only examine in detail those alternatives that could feasibly meet most of the project objectives. When addressing feasibility, CEQA Guidelines Section 15126.6(f)(1) states that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to alternative sites." The CEQA Guidelines also specify that the alternatives discussion should not be remote or speculative; however, the discussions need not be presented in the same level of detail as the assessment of the project.

The CEQA Guidelines indicate that several factors need to be considered in determining the range of alternatives to be analyzed and the level of analytical detail which should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the project's significant impacts; (3) the ability of the alternatives to meet the project objectives; and (4) the feasibility of the alternatives. These factors would be unique for each project.

The project's significant environmental impacts that the alternatives seek to eliminate or reduce were determined and based on the findings contained in each technical section evaluated in Sections 3.1 through 3.6 of this Draft EIR.

4.2 ALTERNATIVES UNDER CONSIDERATION

Three alternatives were identified for examination and analysis in this Draft EIR:

- Alternative 1 – No Project
- Alternative 2 – Mixed-Use Development
- Alternative 3 – Reduced Hotel Capacity

These alternatives constitute an adequate range of reasonable alternatives as required under CEQA Guidelines Section 15126.6.

ALTERNATIVES CONSIDERED BUT NOT SELECTED FOR ANALYSIS

CEQA Guidelines Section 15126.6(c) requires an EIR to identify alternatives that were considered by the lead agency but were rejected as infeasible. The project site is owned by the project applicant and the site was purchased by the applicant with the intent to construct a land use that is consistent with the zoning on the site. Per the Pacific Grove Zoning Map, the current zoning for the hotel site is Light Commercial, Hotel, Condominium District (C-1-T). The C-1-T zoning district was enacted by citizen initiative through a ballot initiative with the intent of establishing a zone district in the City's downtown area where hotel use is permitted, as are all other uses listed in the C-1 District. The C-1-T zone applies only to the project site and the adjacent Holman Building Lot. The Holman Building is currently being transformed into condominiums, with the project site as the only site available for hotel uses. As such, a hotel use is the preferred use for the project site and would meet the project objectives outlined in Section 2.0 Project Description. There are no other alternatives that were considered but not selected for analysis.

4.3 ALTERNATIVE 1 – NO PROJECT

DESCRIPTION OF ALTERNATIVE

Under the No Project Alternative, there would be no change to the project site. The existing surface parking lot and 17,650-square-foot commercial building would remain, with similar uses. The project site would not be developed with a hotel use or any ancillary uses, like a pool and spa or an underground parking lot.

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 3.1 through 3.6 of this Draft EIR.

Aesthetics

Under Alternative 1, there would be no demolition of the existing commercial building and no construction of a four-story, 125-room hotel, including, among other amenities, a restaurant, a meeting room, and on-site parking. The project site would retain its visual character with a commercial building and parking lot. Alternative 1 would not block any scenic vistas, including public views of the Pacific Ocean and other scenic resources. Therefore, there would be no impact, which would be incrementally less than the project's less than significant impact.

Similar to the project, Alternative 1 would have no impact on scenic resources within a state scenic highway because the project site is not located near a state scenic highway. As discussed in Section 3.1, Aesthetics, project construction impacts on the area's visual character and quality would be potentially significant, and mitigation measure **MM 3.1.2** would be required. With implementation of mitigation measure **MM 3.1.2,** project impacts would be less than significant**.** Because Alternative 1 would not require any construction, this impact would be less than under the project.

Under Alternative 1, there would be no changes to the existing nighttime lighting or to shade and shadow. This impact would be incrementally less than the project's less than significant impact.

Because Alternative 1 would not entail any construction and there would be no changes to the project site, the alternative would have fewer impacts related to aesthetics compared to the project. As such, Alternative 1 would not result in any changes to the area's aesthetics and visual character and would have no impact on aesthetic resources.

Draft EIR Impact Number	Impact Topic	Alternative 1 Impact Significance	Project Impact Significance
3.1.1	Degrade the quality of a scenic vista	No impact	Less than significant
3.1.2	Degrade visual character or quality	No impact	Less than significant with mitigation
3.1.3	Creation of light or glare	No impact	Less than significant
3.1.4	Cumulative impacts to visual resources and aesthetics	No impact	Less than cumulatively considerable
N/A	Damage scenic resources in a state scenic highway	No impact	No impact

Cultural Resources

Under Alternative 1, there would be no demolition of the existing commercial building and no construction of a four-story, 125-room hotel requiring excavation. Alternative 1 would have no impact on cultural resources, as there would be no excavation at the project site. The existing parking lot and commercial building would remain. There would be no soil disturbance, and no impact on historic resources, archaeological resources, paleontological resources, or human remains would occur.

As discussed in Section 3.2, Cultural Resources, the project could have a significant impact if unknown archaeological resources, paleontological resources, or human remains are discovered during construction. Mitigation measures **MM 3.2.2a** and **MM 3.2.2b** would reduce impacts to a less than significant level. The commercial building on the project site was evaluated for inclusion on the Pacific Grove Historic Resources Inventory and was found not to be eligible for listing. The project would therefore have a less than significant impact on historic resources.

Because Alternative 1 would not entail any ground disturbance, it would have fewer impacts to cultural resources compared with the project.

Draft EIR Impact Number	Impact Topic	Alternative 1 Impact Significance	Project Impact Significance
3.2.1	Historic resources	No impact	Less than significant
3.2.2	Archaeological resources, paleontological resources, and human remains	No impact	Less than significant with mitigation
3.2.3	Cumulative impacts on cultural resources, paleontological resources, and human remains	No impact	Less than cumulatively considerable

Noise

Under Alternative 1, there would be no demolition of the existing commercial building and no construction of a four-story, 125-room hotel. The existing commercial building and parking lot would remain, and therefore noise levels in the project area would not change. As such, there would be no impacts due to construction or operational noise, since Alternative 1 would not require any construction and would not increase the number of users at the project site.

As discussed in Section 3.3, Noise, the project would have a less than significant impact due to construction and operational noise. Project construction would abide by existing City regulations and therefore impacts would be less than significant. Additionally, project operation would not increase ambient noise levels over acceptable levels and project impacts would be less than significant.

Because Alternative 1 would not entail any construction and would not change current uses at the site, thus maintaining the current ambient noise levels, it would have lower impacts related to noise compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 1 Impact Significance	Project Impact Significance
3.3.1	Exposure to noise levels in excess of standards	No impact	Less than significant
3.3.2	Exposure to groundborne vibration	No impact	Less than significant
3.3.3	Permanent increase in ambient noise levels	No impact	Less than significant
3.3.4	Temporary increase in ambient noise levels	No impact	Less than significant
3.3.5	Cumulative noise impacts	No impact	Less than cumulatively considerable
N/A	Exposure to noise from airport operations	No impact	No impact
N/A	Exposure to noise from private airport operations	No impact	No impact

Transportation and Traffic

Under Alternative 1, there would be no demolition of the existing commercial building and no construction of a four-story, 125-room hotel. The existing commercial building and parking lot would remain, and therefore Alternative 1 would generate more daily traffic than the project. Nonetheless, this would not be a change from the current existing traffic; thus, Alternative 1 impacts would be less than significant.

As discussed in Section 3.4, Transportation and Traffic, the project could have a significant impact due to construction period traffic. As such, mitigation measure **MM 3.4.1** would limit materials hauling in and out of the project site to large streets and would prohibit the use of residential streets. Additionally, the project would create potentially significant pedestrian impacts due to missing crosswalks and interference with the Pacific Grove farmers market. As such, mitigation measures **MM 3.4.2a, MM 3.4.2b,** and **MM 3.4.3c** would be required.

With implementation of the mitigation measures, the project would have a less than significant impact on transportation and traffic.

Because Alternative 1 would not require construction and would not result in a change in the pedestrian environment, it would have minimally fewer impacts to transportation and traffic compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 1 Impact Significance	Project Impact Significance
3.4.1	Conflict with an applicable plan, ordinance, or policy or applicable congestion management program	No impact	Less than significant with mitigation
3.4.2	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	No impact	Less than significant with mitigation
3.4.3	Cumulative traffic impacts	No impact	Less than cumulatively considerable
N/A	Change in air traffic patterns	No impact	No impact
N/A	Increase of road hazards due to a design feature or incompatible use	No impact	No impact
N/A	Result in inadequate emergency access	No impact	No impact

Tribal Cultural Resources

Under Alternative 1, there would be no demolition of the existing commercial building and no construction of a four-story, 125-room hotel or excavation at the project site. The existing parking lot and commercial building would remain. There would be no soil disturbance, and no impact on tribal cultural resources would occur since Alternative 1 would not require any construction at the project site.

As discussed in Section 3.5, Tribal Cultural Resources, the project could have a significant impact if unknown tribal cultural resources are discovered during construction. As such, the project applicant would implement mitigation measure **MM 3.5.1**, which would reduce project impacts to a less than significant level.

Because Alternative 1 would not require any ground-disturbing activities, it would have fewer impacts to tribal cultural resources compared with the project.

Draft EIR Impact Number	Impact Topic	Alternative 1 Impact Significance	Project Impact Significance
3.5.1	Adverse effect on a tribal cultural resource	No impact	Less than significant with mitigation
3.5.2	Cumulative tribal cultural resources impacts	No impact	Less than cumulatively considerable

Utilities and Service Systems

Under Alternative 1, there would be no demolition of the existing commercial building and no construction of a four-story, 125-room hotel. As such, there would be no change to the project area's utilities and service system demands, as there would be no increase in demand for water on the project site. Therefore, Alternative 1 would have no impacts on utilities and service systems.

As discussed in Section 3.6, Utilities and Service Systems, the project could have a significant impact due to a potential lack of water to supply the project. Mitigation measure **MM 3.6.1** would reduce the impact to a less than significant level because it would not allow any construction until all necessary water supplies are secured.

Because Alternative 1 would not require additional water allocations, it would have fewer impacts to utilities and service systems compared with the project.

Draft EIR Impact Number	Impact Topic	Alternative 1 Impact Significance	Project Impact Significance
3.6.1	Water supply demand	No impact	Less than significant with mitigation
3.6.2	Cumulative water supply impacts	No impact	Less than cumulatively considerable
N/A	Wastewater treatment	No impact	No impact
N/A	Construction or expansion of stormwater drainage facilities	No impact	No impact
N/A	Adequate wastewater treatment capacity	No impact	No impact
N/A	Landfill capacity	No impact	No impact
N/A	Solid waste statutes	No impact	No impact

4.4 ALTERNATIVE 2 – MIXED-USE DEVELOPMENT

DESCRIPTION OF ALTERNATIVE

Alternative 2 would construct a new four-story mixed-use development on the project site. Alternative 2 would include commercial and office space, along with residential units, as shown in **Table 4.0-1**. Alternative 2 would include underground parking, but it would not include some of the hotel amenities, like a pool and spa, as proposed under the project. Similar to the project, Alternative 2 would be limited to 40 feet in height. The building site coverage area under this alternative would be 75 percent, which would be higher than the project's 73 percent.

Alternative 2 would entail demolition of the existing structures and excavation of the underground parking. Construction under Alternative 2 would be the same in scope and duration as the project, lasting approximately 12 to 18 months.

TABLE 4.0-1
PROJECT AND ALTERNATIVE 2 SPECIFICATIONS

Component	Alternative 2 Gross Building Area	Project Gross Building Area
Hotel	Ground Floor – Commercial: 8,500 sq. ft.	Ground Floor – Common: 1,685 sq. ft.
		Ground Floor – Main: 2,230 sq. ft.
	Second Floor: Office Space 8,400 sq. ft.	Second Floor: 15,810 sq. ft.
	Third Floor: 22,341 sq. ft.	Third Floor: 22,341 sq. ft.
	Fourth Floor: 21,709 sq. ft.	Fourth Floor: 21,709 sq. ft.
	Total: 63,775 sq. ft.	Total: 63,775 sq. ft.
Restaurant	N/A	Ground Level: 4,625 sq. ft.
Parking	Ground Level: 64 spaces (increase in sq. ft.)	Ground Level: 55 spaces (15,590 sq. ft.)
	Dedicated Off-Site Lot: 28 spaces (8,427 sq. ft.)	Dedicated Off-Site Lot: 28 spaces (8,427 sq. ft.)
Rooms/Units	Total: 50 residential units	Total: 125 rooms
Non-Permeable Surfaces	Building Footprint: 24,130 sq. ft.	Building Footprint: 24,130 sq. ft.
	N/A	Pool: 485 sq. ft.
	N/A	Spa: 142 sq. ft.
	N/A	Water Feature: 43 sq. ft.
	Landscape Wall: 417 sq. ft.	Landscape Wall: 417 sq. ft.

*Source: RRM Design Group 2015, Hotel Durell Architectural Drawings (**Appendix Plans**)*
Note: sq. ft. = square feet

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 3.1 through 3.6 of this Draft EIR.

Aesthetics

Alternative 2 would entail the construction of a structure similar in size and height to the project. Similar to the project, this alternative would comply with City of Pacific Grove General Plan and Municipal Code regulations regarding building massing, materials, and City approvals. Alternative 2 would not block any scenic vistas, including public views of the Pacific Ocean and other scenic resources. Therefore, it would have a less than significant impact, similar to the project.

Similar to the project, Alternative 2 would have no impact on scenic resources within a state scenic highway because the project site is not located near such a highway. As discussed in Section 3.1, Aesthetics, project construction impacts on the area's visual character and quality would be potentially significant, and mitigation measure **MM 3.1.2** would be required. With implementation of this mitigation measure, project impacts would be less than significant. Alternative 2 would also be required to implement mitigation measure **MM 3.1.2,** and this impact would be similar to the project.

Under Alternative 2, there would be similar changes to existing nighttime lighting or to shade and shadow as compared to the project. This alternative's impact would be similar to the project's impact in that it would be less than significant.

Because Alternative 2 would construct a structure similar in size and height to the project, the alternative impacts on aesthetic resources would be similar to the project.

Draft EIR Impact Number	Impact Topic	Alternative 2 Impact Significance	Project Impact Significance
3.1.1	Degrade the quality of a scenic vista	Less than significant	Less than significant
3.1.2	Degrade visual character or quality	Less than significant with mitigation	Less than significant with mitigation
3.1.3	Creation of light or glare	Less than significant	Less than significant impact
3.1.4	Cumulative impacts to visual resources and aesthetics	Less than cumulatively considerable	Less than cumulatively considerable
N/A	Damage scenic resources in a state scenic highway	No impact	No impact

Cultural Resources

Alternative 2 would require demolition of the existing building and construction of a similar structure on the project site, as outlined in **Table 4.0-1**. As such, construction activities like demolition, site preparation, and grading would be similar to the project. Demolition of existing structures would also take place under Alternative 2. Similar to the project, and as described in Section 3.2 of this Draft EIR, Alternative 2 would not impact any historic resources on the project site because none are present.

Similar to the project, parking garage excavation associated with Alternative 2 would have the potential to disturb unknown archaeological and paleontological resources and human remains. This alternative would require mitigation measures **MM 3.2.2a** and **MM 3.2.2b,** similar to the project. With implementation of these measures, Alternative 2 would have a less than significant impact on cultural resources, similar to the project.

Because Alternative 2 would require the same amount of excavation as the project, it would have a similar impact on cultural resources compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 2 Impact Significance	Project Impact Significance
3.2.1	Historic resources	Less than significant	Less than significant
3.2.2	Archaeological resources, paleontological resources, and human remains	Less than significant with mitigation	Less than significant with mitigation
3.2.3	Cumulative impacts on cultural resources, paleontological resources, and human remains	Less than cumulatively considerable	Less than cumulatively considerable

Noise

Alternative 2 would require demolition of the existing building and construction of a mixed-use development on the site, as outlined in **Table 4.0-1**. As such, construction activities like demolition, site preparation, and grading would be similar to the project and would last approximately 12 to 18 months. Per Pacific Grove Municipal Code Section 11.96.040, Construction Noise Time Limits, the City regulates construction time periods to protect neighbors and the community from excessive noise. All noise-generating construction activities, as well as delivery and removal of materials and equipment, are limited to the hours between 8:00 a.m. and 6:00 p.m. Monday through Saturday, and between 10:00 a.m. and 5:00 p.m. on Sundays. Additionally, according to the General Plan Health and Safety chapter, due to the temporary nature of such activities, construction is exempt from noise requirements. Therefore, Alternative 2 would not result in a substantial impact from construction noise, and impacts would be less than significant, similar to the project.

Project trips for Alternative 2 were estimated using the Institute of Transportation Engineers (ITE) publication entitled Trip Generation Manual (2012) and are based on projects of similar scope and scale. As such, it is assumed that Alternative 2 would generate approximately 342 daily vehicle trips a day for the residential component, approximately 790 daily trips for the commercial component, and approximately 30 trips during the peak hours for the office component. As such, Alternative 2 would generate 416 more trips than the daily trips (746) that the hotel project would generate.

According to the ITE Trip Generation Manual, a doubling in the number of trips would generate a potentially significant impact on ambient noise levels. As such, Alternative 2 would have the potential to increase ambient noise levels over acceptable levels on Grand Avenue and on Fountain Avenue north of Central Avenue where the number of average daily trips ranges from 390 to 620. Therefore, Alternative 2 would have a potentially significant impact on ambient noise levels in the project area.

Under Alternative 2, project construction would be similar in size and scope to the project. As outlined in Section 3.3 of this Draft EIR, there would be no impacts due to groundborne vibration. Similar to the project, Alternative 2 would therefore have a less than significant impact due to groundborne vibration.

Because Alternative 2 would increase traffic more than the project and would double traffic volumes on some arterials, it would have potentially significant impacts on ambient noise levels. As such, Alternative 2 would have a greater impact related to noise compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 2 Impact Significance	Project Impact Significance
3.3.1	Exposure to noise levels in excess of standards	Potentially significant	Less than significant
3.3.2	Exposure to groundborne vibration	Less than significant	Less than significant
3.3.3	Permanent increase in ambient noise levels	Potentially significant	Less than significant
3.3.4	Temporary increase in ambient noise levels	Less than significant	Less than significant
3.3.5	Cumulative noise impacts	Potentially significant	Less than cumulatively considerable
N/A	Exposure to noise from airport operations	No impact	No impact
N/A	Exposure to noise from private airport operations	No impact	No impact

Transportation and Traffic

Alternative 2 would require demolition of the existing building and construction of a mixed-use development on the project site, as outlined in **Table 4.0-1**. As such, construction activities like demolition, site preparation, and grading would be similar to the project and would last approximately 12 to 18 months. As described in Section 3.4 of this Draft EIR, construction crews would constitute approximately 10 to 25 people. If each crew member arrived in a separate vehicle, a total of approximately 10 to 25 one-way employee commute trips would be added to the local roadways, or 20 to 50 round trips. Materials delivery and hauling (e.g., equipment, hauling of demolition materials) would be intermittent in terms of traffic volume. Additionally, no street closures are planned. Construction traffic would be temporary and would cease after construction is complete. Nonetheless, the project area is surrounded by residential streets and truck traffic could potentially impact traffic on residential streets. Similar to the project, Alternative 2 would require mitigation measure **MM 3.4.1**. With implementation of this mitigation measure, Alternative 2 would have a less than significant impact due to construction and would be similar in scope to the project.

Project trips for Alternative 2 were estimated using the ITE Trip Generation Manual (2012) to estimate development trips and are based on projects of similar scope and scale. It is assumed that Alternative 2 would generate approximately 342 daily vehicle trips a day for the residential component, approximately 790 daily trips for the commercial component, and approximately over 30 trips during the peak hours for the office component. As such, this alternative would generate more trips than the 746 daily trips the project would generate. Because Alternative 2 would generate more trips than the proposed project, it would increase traffic on adjacent roadways and would have a greater impact to transportation and traffic than the project. This impact would be potentially significant.

Similar to the project, Alternative 2 would also increase pedestrian use of local sidewalks. As such, similar to the project, mitigation measures **MM 3.4.2a, MM 3.4.2b,** and **MM 3.4.2c** would be required for this alternative**.** With implementation of these measures, Alternative 2 would have a less than significant impact related to pedestrian use.

Due to the potentially significant traffic impacts, Alternative 2 would have greater impacts to transportation and traffic than the project.

Draft EIR Impact Number	Impact Topic	Alternative 2 Impact Significance	Project Impact Significance
3.4.1	Conflict with an applicable plan, ordinance, or policy or applicable congestion management program	Potentially significant	Less than significant with mitigation
3.4.2	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	Less than significant with mitigation	Less than significant with mitigation
3.4.3	Cumulative traffic impacts	Potentially significant	Less than cumulatively considerable
N/A	Change in air traffic patterns	No impact	No impact
N/A	Increase of road hazards due to a design feature or incompatible use	No impact	No impact
N/A	Result in inadequate emergency access	No impact	No impact

Tribal Cultural Resources

Alternative 2 would require demolition of the existing building and construction of a similar structure on the project site, as outlined in **Table 4.0-1**. As such, construction activities like demolition, site preparation, and grading would be similar to the project. Like the project, this alternative could have a significant impact if unknown tribal cultural resources are discovered during construction. Alternative 2 would therefore implement mitigation measure **MM 3.5.1**, which would reduce impacts to a less than significant level, similar to the project.

Because Alternative 2 would require similar amounts of ground disturbance as the project, it would have similar impacts to tribal cultural resources compared with the project.

Draft EIR Impact Number	Impact Topic	Alterative 2 Impact Significance	Project Impact Significance
3.5.1	Adverse effect on a tribal cultural resource	Less than significant with mitigation	Less than significant with mitigation
3.5.2	Cumulative tribal cultural resources impacts	Less than cumulatively considerable	Less than cumulatively considerable

Utilities and Service Systems

Alternative 2 would require demolition of the existing building and construction of a mixed-use development on the project site, as outlined in **Table 4.0-1**. Similar to the project, Alternative 2 would require water allocation from the City of Pacific Grove. Mitigation measure **MM 3.6.1,** which requires a water allocation from the City prior to the issuance of a building permit and commencement of any project construction activities, would also be required for this alternative. With implementation of mitigation measure **MM 3.6.1**, Alternative 2 would have a less than significant impact on utilities and water service systems.

Nonetheless, Alternative 2 would include residential uses, which have higher water usage rates than hotel uses, thereby potentially requiring more water credits. As such, Alternative 2 would have a higher incremental impact on utilities and water service systems than the proposed project.

Draft EIR Impact Number	Impact Topic	Alternative 2 Impact Significance	Project Impact Significance
3.6.1	Water supply demand	Less than significant with mitigation	Less than significant with mitigation
3.6.2	Cumulative water supply impacts	Less than cumulatively considerable	Less than cumulatively considerable
N/A	Wastewater treatment	No impact	No impact
N/A	Construction or expansion of stormwater drainage facilities	No impact	No impact
N/A	Adequate wastewater treatment capacity	No impact	No impact
N/A	Landfill capacity	No impact	No impact
N/A	Solid waste statutes	No impact	No impact

ADDITIONAL IMPACTS NOT ADDRESSED IN THE EIR

Alternative 2 could significantly impact the following resource areas, on which the proposed project would have a less than significant impact.

Air Quality

Alternative 2 would generate more vehicle trips than the project. As such, this alternative's impacts on the air quality management plan and exposure of sensitive receptors to carbon monoxide, toxic air contaminants, and odors could be a potentially significant impact that would not occur with the proposed project.

Greenhouse Gas Emissions

Alternative 2 would generate more vehicle trips than the project. Therefore, greenhouse gas emissions would be potentially significant under this alternative. This would be a potentially significant impact that would not occur with the proposed project.

4.5 ALTERNATIVE 3 – REDUCED HOTEL CAPACITY

DESCRIPTION OF ALTERNATIVE

Alternative 3 would construct a hotel that would accommodate 90 hotel rooms, which would be a 28 percent reduction from the project that proposes 125 hotel rooms. Although Alternative 3 would include fewer hotel rooms, they would be a blend of typical hotel rooms and suite-type accommodations, thus having a similar building footprint as the project. Alternative 3 would include all project site improvements as described in Section 2.0, Project Description, and would have the same dimensions as the project, as shown in **Table 4.0-2**. Construction under Alternative 3 would be the same in scope and duration as the project, lasting approximately 12 to 18 months, and would include the demolition of existing structures.

TABLE 4.0-2
PROJECT AND ALTERNATIVE 3 SPECIFICATIONS

Component	Alternative 3 Gross Building Area	Project Gross Building Area
Hotel	Ground Floor – Common: 1,685 sq. ft.	Ground Floor – Common: 1,685 sq. ft.
	Ground Floor – Main: 2,230 sq. ft.	Ground Floor – Main: 2,230 sq. ft.
	Second Floor: 15,810 sq. ft.	Second Floor: 15,810 sq. ft.
	Third Floor: 22,341 sq. ft.	Third Floor: 22,341 sq. ft.
	Fourth Floor: 21,709 sq. ft.	Fourth Floor: 21,709 sq. ft.
	Total: 63,775 sq. ft.	Total: 63,775 sq. ft.
Restaurant	Ground Level: 4,625 sq. ft.	Ground Level: 4,625 sq. ft.
Parking	Required: 23 Proposed: Ground Level: 55 spaces (15,590 sq. ft.)	Required: 31 Proposed: Ground Level: 55 spaces (15,590 sq. ft.)
	Dedicated Off-Site Lot: 28 spaces (8,427 sq. ft.)	Dedicated Off-Site Lot: 28 spaces (8,427 sq. ft.)
Hotel Rooms	Total: 90 rooms	Total: 125 rooms
Permeable Surfaces	Pavers: 3,270 sq. ft.	Pavers: 3,270 sq. ft.
	Landscaping: 4,803 sq. ft.	Landscaping: 4,803 sq. ft.
	Deck: 585 sq. ft.	Deck: 585 sq. ft.
	Total: 8,658 sq. ft.	Total: 8,658 sq. ft.
Non-Permeable Surfaces	Building Footprint: 24,130 sq. ft.	Building Footprint: 24,130 sq. ft.
	Pool: 485 sq. ft.	Pool: 485 sq. ft.
	Spa: 142 sq. ft.	Spa: 142 sq. ft.
	Water Feature: 43 sq. ft.	Water Feature: 43 sq. ft.
	Landscape Wall: 417 sq. ft.	Landscape Wall: 417 sq. ft.
	Total: 25,217 sq. ft.	Total: 25,217 sq. ft.
Total Lot Size	Total: 33,875 sq. ft.	Total: 33,875 sq. ft.

*Source: RRM Design Group 2015, Hotel Durell Architectural Drawings (**Appendix Plans**)*
Note: sq. ft. = square feet

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 3.1 through 3.6 of this Draft EIR.

Aesthetics

Alternative 3 would entail the construction of a structure similar in size and height to the project. Similar to the project, this alternative would comply with City of Pacific Grove General Plan and Municipal Code regulations regarding building massing, materials, and City approvals. Alternative 3 would not block any scenic vistas, including public views of the Pacific Ocean and other scenic resources. Therefore, it would have a less than significant impact, similar to the project.

Similar to the project, Alternative 3 would have no impact on scenic resources within a state scenic highway because the project site is not located near such a highway. As discussed in Section 3.1, Aesthetics, project construction impacts on the area's visual character and quality would be potentially significant, and mitigation measure **MM 3.1.2** would be required. With implementation of this mitigation measure, project impacts would be less than significant. Alternative 3 would also be required to implement mitigation measure **MM 3.1.2,** and this impact would be similar to the project.

Under Alternative 3, there would be similar changes to existing nighttime lighting or to shade and shadow as compared to the project. This alternative's impact would be similar to the project's impact because it would have a less than significant impact.

Because Alternative 3 would construct a structure similar in size and height to the project, this alternative's impacts on aesthetic resources would be similar to the project.

Draft EIR Impact Number	Impact Topic	Alternative 3 Impact Significance	Project Impact Significance
3.1.1	Degrade the quality of a scenic vista	Less than significant impact	Less than significant impact
3.1.2	Degrade visual character or quality	Less than significant with mitigation	Less than significant with mitigation
3.1.3	Creation of light or glare	Less than significant	Less than significant
3.1.4	Cumulative impacts to visual resources and aesthetics	Less than cumulatively considerable	Less than cumulatively considerable
N/A	Damage scenic resources in a state scenic highway	No impact	No impact

Cultural Resources

Alternative 3 would require demolition of the existing building and construction of a similar structure on the project site, as outlined in **Table 4.0-2**. As such, construction activities like demolition, site preparation, and grading would be similar to the project. Demolition of existing structures would take place under Alternative 3. Similar to the project, and as described in Section 3.2 of this Draft EIR, Alternative 3 would not impact any historic resources on the project site because none are present.

Similar to the project, parking garage excavation associated with Alternative 3 would have the potential to disturb unknown archaeological and paleontological resources and human remains. This alternative would require mitigation measures **MM 3.2.2a** and **MM 3.2.2b**, similar to the project. With implementation of these measures, Alternative 3 would have a less than significant impact on cultural resources, similar to the project.

Because Alternative 3 would require the same amount of excavation as the project, it would have a similar impact on cultural resources compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 3 Impact Significance	Project Impact Significance
3.2.1	Historic resources	Less than significant	Less than significant
3.2.2	Archaeological resources, paleontological resources, or human remains	Less than significant with mitigation	Less than significant with mitigation
3.2.3	Cumulative impacts on cultural resources, paleontological resources, and human remains	Less than cumulatively considerable	Less than cumulatively considerable

Noise

Alternative 3 would require demolition of the existing building and construction of a 90-room hotel on the site, as outlined in **Table 4.0-2**. As such, construction activities like demolition, site preparation, and grading would be similar to the project and would last approximately 12 to 18 months. Per Pacific Grove Municipal Code Section 11.96.040, Construction Noise Time Limits, the City regulates construction time periods to protect neighbors and the community from excessive noise. All noise-generating construction activities, as well as delivery and removal of materials and equipment, are limited to the hours are limited to the hours between 8:00 a.m. and 6:00 p.m. Monday through Saturday, and between 10:00 a.m. and 5:00 p.m. on Sundays. Additionally, according to the General Plan Health and Safety chapter, due to the temporary nature of such activities, construction is exempt from noise requirements. Therefore, Alternative 3 would not result in a substantial impact from construction noise, and impacts would be less than significant, similar to the project.

Daily trips for Alternative 3 were estimated by reducing total project trips by the corresponding reduction in hotel units (28 percent). As such, Alternative 3 would generate 208 fewer daily trips, for a total of 538 daily trips. According to the ITE Trip Generation Manual (2012), a doubling in the number of trips would generate a potentially significant impact on ambient noise levels. Because Alternative 3 would not double the number of trips on any of the adjacent streets and would generate less traffic than the project, it would have a lesser impact on ambient noise levels as compared to the project.

Under Alternative 3, project construction would be similar in size and scope to the project. As outlined in Section 3.3 of this Draft EIR, there would be no impacts due to groundborne vibration. Similar to the project, Alternative 3 would therefore have a less than significant impact due to groundborne vibration.

Because of the reduction in the number of hotel rooms, Alternative 3 would have a lesser impact on noise compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 3 Impact Significance	Project Impact Significance
3.3.1	Exposure to noise levels in excess of standards	Less than significant	Less than significant
3.3.2	Exposure to groundborne vibration	Less than significant	Less than significant
3.3.3	Permanent increase in ambient noise levels	Potentially significant	Less than significant
3.3.4	Temporary increase in ambient noise levels	Less than significant	Less than significant
3.3.5	Cumulative noise impacts	Less than cumulatively considerable	Less than cumulatively considerable
N/A	Exposure to noise from airport operations	No impact	No impact
N/A	Exposure to noise from private airport operations	No impact	No Impact

Transportation and Traffic

Alternative 3 would require demolition of the existing building and construction of a 90-room hotel on the project site, as outlined in **Table 4.0-2**. As such, construction activities like demolition, site preparation, and grading would be similar to the project and would last approximately 12 to 18 months. As described in Section 3.4 of this Draft EIR, construction crews would constitute approximately 10 to 25 people. If each crew member arrived in a separate vehicle, a total of approximately 10 to 25 one-way employee commute trips would be added to the local roadways, or 20 to 50 round trips. Materials delivery and hauling (e.g., equipment, hauling of demolition materials) would be intermittent in terms of traffic volume. Additionally, no street closures are planned. Construction traffic would be temporary and would cease after construction is complete. Nonetheless, the project area is surrounded by residential streets and truck traffic could potentially impact traffic on residential streets. Similar to the project, Alternative 2 would require mitigation measure **MM 3.4.1**. With implementation of this mitigation measure, Alternative 3 would have a less than significant impact due to construction and would be similar in scope to the project.

Daily trips for Alternative 3 were estimated by reducing project trips by the corresponding reduction in hotel units (28 percent). As such, Alternative 3 would generate 208 fewer daily trips for a total of 538 daily trips. Alternative 3 would generate less daily trips than the proposed project and would have less impact on the existing roadway network than the project.

Similar to the project, Alternative 3 would also increase pedestrian use of local sidewalks. As such, similar to the project, mitigation measures **MM 3.4.2a, MM 3.4.2b,** and **MM 3.4.2c** would be required for this alternative**.** With implementation of these measures, Alternative 3 would have a less than significant impact related to pedestrian use.

Overall, Alternative 3 would lower impacts on transportation and traffic compared with the proposed project. However, both would have a less than significant impact and both would require similar mitigation.

Draft EIR Impact Number	Impact Topic	Alternative 3 Impact Significance	Project Impact Significance
3.4.1	Conflict with an applicable plan, ordinance, or policy or applicable congestion management program	Less than significant with mitigation	Less than significant with mitigation
3.4.2	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities	Less than significant with mitigation	Less than significant with mitigation
3.4.3	Cumulative traffic impacts	Less than cumulatively considerable	Less than cumulatively considerable
N/A	Change in air traffic patterns	No impact	No impact
N/A	Increase of road hazards due to a design feature or incompatible use	No impact	No impact
N/A	Result in inadequate emergency access	No impact	No impact

Tribal Cultural Resources

Alternative 3 would require demolition of the existing building and construction of a similar structure on the project site, as outlined in **Table 4.0-2**. As such, construction activities like demolition, site preparation, and grading would be similar to the project. Like the project, this alternative could have a significant impact if unknown tribal cultural resources are discovered during construction. Alternative 3 would therefore implement mitigation measure **MM 3.5.1**, which would reduce impacts to a less than significant level, similar to the project

Because Alternative 3 would require similar amounts of ground disturbance as the project, it would have similar impacts to tribal cultural resources compared with the project.

Draft EIR Impact Number	Impact Topic	Alternative 3 Impact Significance	Project Impact Significance
3.5.1	Adverse effect on a tribal cultural resource	Less than significant with mitigation	Less than significant with mitigation
3.5.2	Cumulative tribal cultural resources impacts	Less than cumulatively considerable	Less than cumulatively considerable

Utilities and Service Systems

Under Alternative 3, a similar hotel use would be developed, with 90 hotel rooms as compared to the project's 125. Similar to the project, Alternative 3 would require water allocation from the City of Pacific Grove. Based on a 28 percent reduction in the number of rooms, Alternative 3 would require 2.46 (deducting 1.7 acre feet) acre-feet per year of potable water, which is less than the 4.08 (deducting 1.7 acre feet) acre-feet the project would require.

Similar to the project, Alternative 3 would undergo the same water approval process as the project and would implement mitigation measure **MM 3.6.1**, which requires water allocation from the City prior to the issuance of a building permit. With implementation of mitigation measure **MM 3.6.1**, Alternative 3 would have a less than significant impact on utilities and water service systems.

Because it would require less water than the project, Alternative 3 would have lower impacts on water availability compared to the project.

Draft EIR Impact Number	Impact Topic	Alternative 3 Impact Significance	Project Impact Significance
3.6.1	Water supply demand	Less than significant with mitigation	Less than significant with mitigation
3.6.2	Cumulative water supply impacts	Less than cumulatively considerable	Less than cumulatively considerable
N/A	Wastewater treatment	No impact	No impact
N/A	Construction or expansion of stormwater drainage facilities	No impact	No impact
N/A	Adequate wastewater treatment capacity	No impact	No impact
N/A	Landfill capacity	No impact	No impact
N/A	Solid waste statutes	No impact	No impact

4.6 COMPARISON OF ALTERNATIVES

Table 4.0-3 summarizes the potential impacts of the alternatives evaluated in this section, as compared with the project's impacts. Pursuant to CEQA Guidelines Section 15126.6(e)(2), an environmentally superior alternative must be identified from among the other alternatives if the "no project" alternative would otherwise be the environmentally superior alternative. The environmentally superior alternative is the alternative that would result in the fewest or least significant environmental impacts. As described above, under the no Project Alternative (Alternative 1), there would be no impact, as conditions would not change from the existing baseline. Therefore, the project's less than significant impacts with mitigation would be avoided under the No Project Alternative and this would be the environmentally superior alternative.

Among the build alternatives, Alternative 3, Reduced Hotel Capacity, would be the environmentally superior alternative. Alternative 3 would result in fewer environmental impacts due to a reduction in the number of hotel rooms. Alternative 3 would reduce project impacts by approximately 28 percent and thus would result in fewer overall environmental impacts. However, since the proposed project would not cause any significant and unavoidable impacts, Alternative 3 would not avoid or substantially lessen any such impacts. Likewise, Alternative 3 would not avoid or substantially lessen any significant but mitigable environmental impacts, and all mitigation measures required for the project to reduce potentially significant impacts to a less than significant level would be required for Alternative 3. Alternative 2, Mixed-Use Development, would potentially result in more environmental impacts as they relate to air quality, greenhouse gas emissions, noise, traffic, and utilities. Further, Alternative 2 would generate more daily AM peak-hour and PM peak-hour vehicle trips than the project and thus would have significant impacts on circulation systems and congestion management policies.

TABLE 4.0-3
SUMMARY COMPARISON OF ALTERNATIVES

Resource Category	Project	Alternative 1 No Project	Alternative 2 Mixed-Use Development	Alternative 3 Reduced Hotel Capacity
Aesthetics	LTSM	NI	LTSM	LTSM
Cultural Resources	LTSM	NI	LTSM	LTSM
Noise	LTS	NI	PS	LTS
Transportation and Traffic	LTSM	NI	PS	LTSM
Tribal Cultural Resources	LTSM	NI	LTSM	LTSM
Utilities and Service Systems	LTSM	NI	LTSM	LTSM

Notes:
PS: Potentially Significant
LTSM: Less Than Significant with Mitigation
LTS: Less Than Significant
NI: NO IMPACT

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5.0 – Other CEQA Analysis

This section discusses significant unavoidable impacts and growth-inducing effects associated with the Hotel Durell project (project).

5.1 SIGNIFICANT UNAVOIDABLE IMPACTS

California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b) requires an environmental impact report (EIR) to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, CEQA Guidelines Section 15093(a) allows the decision-making agency to determine whether the benefits of a project outweigh the unavoidable adverse environmental impacts of implementing the project. The City of Pacific Grove can approve a project with unavoidable adverse impacts if it prepares a Statement of Overriding Considerations setting forth the specific reasons for making such a judgment.

No significant and unavoidable impacts were identified in the EIR; therefore, no Statement of Overriding Conditions is necessary.

5.2 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

> The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth.

A project can have direct and/or indirect growth inducement potential. For example, direct growth inducement potential would result if a project involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities or if it involved a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand (*Napa Citizens for Honest Government v. Napa County Board of Supervisors*). Similarly, a project would indirectly induce growth if it removed an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the project. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with, or accommodated by, the land use plans and growth management plans and policies for the area affected. Local land use plans define land use development patterns and growth policies that allow the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

GROWTH EFFECTS OF THE PROJECT

Direct Growth Effects

The project would demolish an existing commercial building and develop the lot with a new hotel. The project would not include any housing and would have no direct growth effects.

Indirect Growth Effects

Project construction is expected to last approximately 12 to 18 months with no long-term employment opportunities. The construction crew would vary in size and would be approximately 10 to 25 people. The crew would not require the construction of additional housing or facilities. Construction traffic would be temporary and short in duration.

During operation, the project would employ approximately 8 hotel staff and 11 restaurant staff for a total of 19 employees. This total constitutes a minimal increase over the existing conditions on the project site. The project would not add a substantial number of residents who would require additional housing. The project does not involve any other growth-inducing effects, such as a road extension. As such, the project would have no indirect growth effects during construction or operation.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes in the following manner:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Development of the project would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Renewable, nonrenewable, and limited resources that would likely be consumed as part of the development of the project would include but are not limited to oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. However, development of the project would not result in significantly increased demand on public services and utilities (see Section 3.6, Utilities and Service Systems).

Development in the project area would be required by law to comply with California Code of Regulations Title 24 and would not be expected to use energy or any other resources in a wasteful manner.

5.4 ENERGY CONSUMPTION

Energy consumption is analyzed in this Draft EIR due to the potential direct and indirect environmental impacts associated with the project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) and emissions of pollutants during both the construction and long-term operational phases.

A summary of the impact conclusions related to energy is provided below.

Impact Number	Impact Topic	Impact Significance
5.4.1	Wasteful, inefficient, and unnecessary consumption of energy	Less than significant
5.4.2	Cumulative wasteful, inefficient, and unnecessary consumption of energy	Less than cumulatively considerable

ELECTRICITY/NATURAL GAS SERVICES

The Pacific Gas and Electric Company (PG&E) provides electrical and natural gas services to the Pacific Grove area through state-regulated public utility contracts. PG&E's ability to provide its services concurrently for each project is evaluated during the development review process. The utility company is bound by contract to update its systems to meet any additional demand. PG&E's Electric and Gas Rules 15 and 16 establish guidelines for the extension of distribution lines necessary to furnish permanent services to customers. PG&E also outlines responsibilities for installation and extension allowances, as well as financial contributions by project applicants.

ENERGY USAGE

Energy usage is typically quantified using the British thermal unit (BTU). Total energy usage in California was 7,620 trillion BTUs in 2014 (the most recent year for which this specific data is available), which equates to an average of 196 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 39 percent transportation, 24 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use (EIA 2017). In 2014, taxable gasoline sales (including aviation gasoline) in California accounted for about 14.6 billion gallons of gasoline (BOE 2016).

The electricity consumption attributable to nonresidential land uses in Monterey County from 2012 to 2015 is shown in **Table 5.0-1, Nonresidential Electricity Consumption in Monterey County 2012–2015.** As indicated, demand has been increasing since 2012.

TABLE 5.0-1
NONRESIDENTIAL ELECTRICITY CONSUMPTION IN MONTEREY COUNTY 2012–2015

Year	Nonresidential Electricity Consumption (in millions of kilowatt-hours)
2015	1,964.16
2014	1,929.55
2013	1,911.39
2012	1,877.22

Source: ECDMS 2017

The natural gas consumption attributable to nonresidential land uses in Monterey County from 2012 to 2015 is shown in **Table 5.0-2, Nonresidential Natural Gas Consumption in Monterey County 2012–2015**. The nonresidential demand has steadily decreased since 2012.

TABLE 5.0-2
NONRESIDENTIAL NATURAL GAS CONSUMPTION IN MONTEREY COUNTY 2012–2015

Year	Nonresidential Natural Gas Consumption (in millions of therms)
2015	55.64
2014	53.35
2013	54.02
2012	52.86

Source: ECDMS 2017

Daily automotive fuel consumption in the county from 2012 to 2017 is shown in **Table 5.0-3, Annual Automotive Fuel Consumption in Monterey County 2012–2017.**

TABLE 5.0-3
ANNUAL AUTOMOTIVE FUEL CONSUMPTION IN MONTEREY COUNTY 2012–2017

	Fuel Consumption (gallons)	
Year	On-Road Automotive	Off-Road Automotive (construction equipment)
2017 (projected)	180,020,437	24,082,314
2016	181,992,700	23,892,915
2015	182,729,408	23,434,941
2014	183,341,102	22,991,912
2013	183,069,418	22,955,815
2012	182,541,246	22,892,735

Source: California Air Resources Board, EMFAC2014

REGULATORY FRAMEWORK

State

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

Title 24, California's energy efficiency standards for residential and nonresidential buildings, was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. In 2013, the CEC updated Title 24 standards with more stringent requirements. The 2013 standards are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the standards to building alterations. For example, requirements for cool roofs, lighting, and air distribution ducts are expected to save additional electricity. These savings are cumulative, doubling as years go by. The 2016 standards were approved and went into effect on January 1, 2017. California's energy efficiency standards are updated on an approximate three-year cycle.

California Green Building Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new commercial and residential buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also has voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was adopted in 2013 and went into effect July 1, 2014.

Recent CEQA Litigation

In *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, the court observed that CEQA Guidelines Appendix F lists environmental impacts and mitigation measures that an EIR may include. Potential impacts requiring EIR discussion include:

1) The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

2) The effects of the project on local and regional energy supplies and on requirements for additional capacity.

3) The effects of the project on peak and base period demands for electricity and other forms of energy.

4) The degree to which the project complies with existing energy standards.

5) The effects of the project on energy resources.

6) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

STANDARDS OF SIGNIFICANCE

Significance Criteria

Based on Appendix F of the CEQA Guidelines, energy impacts are considered to be significant if the project would result in any of the following:

1) Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

The impact analysis focuses on the three sources of energy that are relevant to the project: electricity, natural gas, and the fuel necessary for project construction.

The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) modeling, which quantifies energy use for occupancy**.** The results of the CalEEMod modeling are included in **Appendix GHG** of this Draft EIR. Modeling was based primarily on the default settings in the computer program for Monterey County, as well as on the traffic impact analysis prepared for the project (**Appendix TRA**). The amount of operational automotive fuel use was estimated using the California Air Resources Board's EMFAC2014 computer program, which provides projections for typical daily fuel usage in Monterey County. The amount of total construction-related fuel use was estimated using ratios provided in the Climate Registry (2016) General Reporting Protocol for the Voluntary Reporting Program, Version 2.1.

IMPACTS AND MITIGATION MEASURES

Wasteful, Inefficient, and Unnecessary Consumption of Energy

Impact 5.4.1 The project would not use energy in a wasteful manner. The impact would be **less than significant**.

Energy consumption associated with the project is summarized in **Table 5.0-4, Project Energy Consumption**.

Energy consumption associated with the project is summarized in **Table 5.0-4, Project Energy Consumption**.

TABLE 5.0-4
PROJECT ENERGY CONSUMPTION

Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Electricity Consumption[1]	509,733 kilowatt-hours	0.03%
Natural Gas Consumption[1]	28,377 therms	0.05%
Automotive Fuel Consumption[2]		
Project Construction	9,415 gallons	0.04 %
Project Operations	115,224 gallons	0.06%

Sources:
1. California Emissions Estimator Model (CalEEMod v. 2016.3.1)
2. California Air Resources Board, EMFAC2014

The project would consume energy for interior and exterior lighting, heating, ventilation, and air conditioning (HVAC), refrigeration, electronics systems, appliances, and security systems, among other things. The project would be required to comply with Title 24 building energy efficiency standards, which establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage. As depicted in **Table 5.0-4**, the project-related building energy would represent a 0.03 percent increase in electricity consumption and a 0.05 percent increase in natural gas consumption over the current countywide usage. The project would adhere to all federal, state, and local requirements for energy efficiency, including the Title 24 standards. The project would not result in the inefficient, wasteful, or unnecessary consumption of building energy.

As indicated, the project's fuel consumption during construction is estimated to be 9,415 gallons, which would increase fuel use in the county by 0.4 percent. No unusual project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or the state. Therefore, it is expected that construction fuel consumption associated with the project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

As indicated in **Table 5.0-4**, project operation is estimated to consume approximately 115,224 gallons of fuel per year, which would increase countywide automotive fuel consumption by 0.0 6 percent. The amount of operational fuel use was estimated using the California Air Resources Board's EMFAC2014 computer program, which provides projections for typical daily fuel usage in Monterey County. The project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

The project would not cause a substantial increase in demand or transmission service that would result in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. This impact would continue to be **less than significant**.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

Cumulative Wasteful, Inefficient, and Unnecessary Consumption of Energy

Impact 5.4.2 The project, combined with other related cumulative projects, would not develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation. The impact would be **less than cumulatively considerable**.

Subsequent Project Impacts

Quantifying and/or analyzing energy consumption by cumulative projects in the area would be speculative in nature, as the proposed land use types, intensities, and sizes of all projects are unknown at this time. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential energy consumption impacts and identify necessary mitigation measures, where appropriate.

As noted in Impact 5.4.1, the project would not result in significant energy consumption impacts and would not be considered inefficient, wasteful, or unnecessary with regard to energy. Thus, the project's contribution would continue to be **less than cumulatively considerable.**

Mitigation Measures

None required.

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7.0 – REFERENCES

7.1 DOCUMENTS REFERENCED IN EIR AND/OR INCORPORATED BY REFERENCE

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