APPENDIX A.2 – PUBLIC DRAFT EIR APPENDICES

Appendix 1 – IS

CITY OF PACIFIC GROVE

HOTEL DURELL PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:
CITY OF PACIFIC GROVE
300 FOREST AVENUE
PACIFIC GROVE, CA 93950

Prepared by:

MICHAEL BAKER INTERNATIONAL
60 GARDEN COURT, SUITE 230
MONTEREY, CA 93940

JANUARY 2017

CITY OF PACIFIC GROVE

HOTEL DURELL PROJECT

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JANUARY 2017

1.0 Introduction

1.0 INTRODUCTION

1.1 Introduction and Regulatory Guidance 1.0-1
1.2 Lead Agency 1.0-1
1.3 Purpose and Document Organization 1.0-1
1.4 Evaluation of Environmental Impacts 1.0-2

2.0 PROJECT INFORMATION

3.0 PROJECT DESCRIPTION

3.1 Project Location 3.0-1
3.2 Existing Setting 3.0-1
3.3 Proposed Project 3.0-2
3.4 Project Approvals 3.0-8
3.5 Relationship of Project to Other Plans 3.0-9

4.0 ENVIRONMENTAL CHECKLIST

4.1 Aesthetics 4.0-1
4.2 Agriculture and Forestry Resources 4.0-5
4.3 Air Quality 4.0-7
4.4 Biological Resources 4.0-11
4.5 Cultural Resources 4.0-14
4.6 Geology and Soils 4.0-19
4.7 Greenhouse Gases 4.0-23
4.8 Hazards and Hazardous Materials 4.0-27
4.9 Hydrology and Water Quality 4.0-32
4.10 Land Use and Planning 4.0-37
4.11 Mineral Resources 4.0-39
4.12 Noise 4.0-40
4.13 Population and Housing 4.0-44
4.14 Public Services 4.0-45
4.15 Recreation. 4.0-47
4.16 Transportation/Traffic 4.0-49
4.17 Utilities and Service Systems 4.0-58
4.18 Mandatory Findings of Significance. 4.0-62

5.0 REFERENCES

5.1 Documents Referenced in Initial Study and/ or Incorporated by Reference 5.0-1

TABLES

Table 3.0-1 Hotel Durell Building Specifications 3.0-2
Table 4.3-1 Long-Term Operational Emissions – Unmitigated Pounds per Day 4.0-9
Table 4.7-1 Unmitigated Project Greenhouse Gas Emissions – Project Operation (Metric Tons per Year) 4.0-25
Table 4.8-1 Hazardous Materials Sites Located within a Half Mile of the Project Site 4.0-28
Table 4.12-1 Summary of Modeled Traffic Noise Level Changes in the Project Vicinity 4.0-42
Table 4.12-2 Typical Construction Equipment Vibration Levels 4.0-43
Table 4.16-1 Trip Generation Estimates 4.0-56
Table 4.16-2 Level of Service Summary 4.0-56

FIGURES

Figure 3.0-1 Regional Location 3.0-3
Figure 3.0-2 Project Location 3.0-5
Figure 3.0-3 Site Plan 3.0-11
Figure 3.0-4 Central Avenue Frontage 3.0-13
Figure 3.0-5a Building Elevations 3.0-15
Figure 3.0-5B Building Elevations 3.0-17
Figure 3.0-5C Building Elevations 3.0-19
Figure 3.0-6 Architectural Details 3.0-21
Figure 3.0-7 Project Off Site Parking 3.0-23
Figure 4.16-1 Site Location and Study Intersections 4.0-51
Figures 4.16-2 Site Location and Study Intersections 4.0-53

APPENDICES

Appendix A Site Plans
Appendix B Air Quality and Greenhouse Gas Emissions
Appendix C Cultural Resources
Appendix D Noise
Appendix E Traffic and Transportation

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document contains an initial study, with supporting environmental studies, which concludes that a mitigated negative declaration is the appropriate California Environmental Quality Act (CEQA) document for the Hotel Durell Project (proposed project). This Mitigated Negative Declaration has been prepared in accordance with Public Resources Code Section 21000 et seq. and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency also prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and, therefore, why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

b) The initial study identifies potentially significant effects, but:

    1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

    2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are adopted in the proposed project in accordance with CEQA Guidelines Section 15070(b), including the adoption of mitigation measures included in this document, a mitigated negative declaration can be prepared.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the City of Pacific Grove (City) is the lead agency for the proposed project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed project. This document is divided into the following sections:

1.0 Introduction – This section provides an introduction and describes the purpose and organization of the document.

2.0 Project Information – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, General Plan land use designation, and zoning district, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required. Also listed in this section is a checklist of the environmental factors that are potentially affected by the project.

3.0 Project Description – This section describes the proposed project in detail.

4.0 Environmental Checklist – This section describes the environmental setting and overview for each of the environmental subject areas. It evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," and "potentially significant impact" in response to the environmental checklist.

5.0 References – This section lists documents, websites, people, and other sources consulted during the preparation of this Initial Study.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Environmental Checklist, is the analysis portion of this Initial Study. The section evaluates the potential environmental impacts of the project. Section 4.0 includes 18 environmental issue subsections, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 18, consist of the following:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gases
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation/Traffic
17. Utilities and Service Systems
18. Mandatory Findings of Significance

Each environmental issue subsection is organized in the following manner:

The **Setting** summarizes the existing conditions at the regional, subregional, and local levels, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Discussion of Impacts** provides a detailed discussion of each environmental issue checklist question. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

No Impact: No project-related impact on the environment would occur with project development.

Less Than Significant Impact: The impact would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

Less Than Significant Impact With Mitigation Incorporated: An impact that may have a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (CEQA Guidelines Section 15382). However, the incorporation of mitigation measures that are specified after analysis would reduce the project-related impact to a less than significant level.

Potentially Significant Impact: An impact that is potentially significant but for which mitigation measures cannot be immediately suggested or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth analysis of the issue and potential impact is needed. In such cases, an EIR is required.

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2.0 PROJECT INFORMATION

1. **Project title:** Hotel Durell

2. **Lead agency name and address:** City of Pacific Grove
300 Forest Avenue, 2nd Floor
Pacific Grove, CA 94806

3. **Contact person and phone number:** Laurel O'Halloran, Associate Planner
Community & Economic Development Department
(831) 648-3189

4. **Project location:** The project site is located at 157 Grand Avenue on the northeast side of Pacific Grove, three blocks south of the Monterey Bay coastline. The project site is located at the intersection of Central Avenue, Fountain Avenue, and Grand Avenue, one block north of Lighthouse Avenue.

5. **Project sponsor's name and address:** Randy Russom
RRM Design Group
157 Grand Avenue
Pacific Grove, CA 93950

6. **General Plan designation:** Commercial-Downtown (D)

7. **Zoning:** Light Commercial, Hotel, Condominium District (C-1-T), Downtown Commercial (C-D)

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

9. **Surrounding land uses and setting:** The project site is separated from the Holman block by the existing parking lot. Other landmarks in the project vicinity include the Pacific Grove Museum of Natural History on the west side, Jewell Park to the northwest, and the Pacific Grove Public Library directly north. Commercial buildings are located on the south and east sides of the project site. North of the site are multiple-family residences.

10. Environmental factors potentially affected:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gases	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities and Service Systems	☐ Mandatory Findings of Significance

11. Determination: (To be completed by the lead agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Mark Brodeur Printed Name	City of Pacific Grove Lead Agency
Director, Community & Economic Development Title	

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3.0 Project Description

3.1 PROJECT LOCATION

The project site is located in the City of Pacific Grove, California (**Figure 3.0-1**). 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 15,674, with a median household income of $50,254 (Census 2015). 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 mainly built out with little open space for future development. Most development in the city takes place on infill lots and in the form of redevelopment.

The project site is located at 157 Grand Avenue, bounded by Central Avenue, Grand Avenue, and Fountain Avenue, as shown in **Figure 3.0-2**. The site is located on the northwest side of Pacific Grove, three blocks south of the Monterey Bay coast.

3.2 EXISTING SETTING

The project site is approximately 34,000 square feet and is currently occupied by a surface parking lot (APN 006-174-003) and a 17,650-square-foot commercial building (APN 006-173-001). The commercial building is occupied by retail and restaurant uses: a fabric store, an antique shop, and a Mexican restaurant.

The existing parking lot provides 26 parking spaces. The main vehicle entrances are on Grand Avenue and Fountain Avenue. Parallel street parking is available on all sides of the project site. Pedestrian access is provided by two crosswalks, both stretching from the Pacific Grove Public Library to the project site across Central Avenue at Grand Avenue and Forest Avenue. The project site is flat and contains no natural vegetation or landscaping.

The entire project area is designated as Commercial-Downtown (D) in the City of Pacific Grove General Plan (Pacific Grove 1994). The current zoning for the commercial lot is Light Commercial, Hotel, Condominium District (C-1-T) and for the parking lot is Downtown Commercial (C-D) (Pacific Grove 2015).

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.

3.3 PROPOSED PROJECT

PROJECT CHARACTERISTICS

The project would construct a four-story, 125-room hotel adjacent. The ground floor would accommodate the onsite parking, the hotel lobby, a restaurant, kitchen, laundry and meeting room. The remaining three floors would accommodate hotel rooms, which would range in size from 320 to 400 square feet. The hotel would include a variety of amenities: swimming pool, soaking spa, landscaped courtyard area, meeting rooms, restaurant, central vending area on each floor of guest rooms, valet parking, lobby/reception/check-in and reservation desk, guest luggage storage, and exercise room/gym. The project would employ a total of 19 staff.

The proposed project would be approximately 84,000 square feet, which would include hotel facilities, as well as parking, and outdoor common space. The building would cover approximately 73 percent of the total site, which is below the allowable 75 percent. The project would decrease the amount of impermeable surface on the project site by approximately 27 percent. **Table 3.0-1** outlines the proposed project's building specifications.

TABLE 3.0-1
HOTEL DURELL BUILDING SPECIFICATIONS

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

Note: SF = square feet
Source: Hotel Durell Architectural Drawings, 2015 (Appendix A)

T:_GIS\Monterey_County\MXDs\Pacific_Grove\Pacific_Grove_Hotel\Figure 3.0-1 Regional Location.mxd (8/17/2016)



FIGURE 3.0-1
Regional Location

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FIGURE 3.0-2
Project Location

Michael Baker INTERNATIONAL

Project Site Layout and Architectural Design

The hotel's proposed main entrance would be located off Central Avenue, with an entry and exit driveway as shown in **Figure 3.0-3**. The hotel would be divided into two wings, with hotel buildings located along Fountain Avenue and Grand Avenue, separated by hotel amenities such as the lap pool, the spa, and the fire pit. Most of the proposed buildings' footprint would be the same as the existing buildings, which would be demolished.

As shown in **Figure 3.0-4,** the hotel's entrance would have landscaping and pedestrian facilities. The proposed building elevations are shown in **Figures 3.0-5a, b,** and **c**. Along Grand Avenue, the buildings would stand at approximately 37 feet, with similar elevations along Central Avenue. . These elevations would be mirrored throughout the project site.

The project would use architectural materials matching the surrounding buildings in color and style, as shown in **Figure 3.0-6**.

Project Site Circulation

The vehicle entrance would be located off Central Avenue, with the exit onto Fountain Avenue, as shown in **Figure 3.0-3**. Short-term arrival, departure, and luggage loading vehicle parking would accommodate up to six arriving/departing vehicles. The entrance driveway would be paved using pervious pavers.

Project Site Parking

The project would provide 97 parking spaces. Parking would only be available via valet operations, and there would be no self-parking available. The parking would include 55 parking spaces on the same parcel as the proposed hotel and 28 spaces off site, across Fountain Avenue. As shown in **Figures 3.0-5a, b**, and **c** the parking lot entrance for the on-site parking would be located on Fountain Avenue and would be gated. The parking along the alleyway would be located above ground and would also accommodate Holman Building users. The rest of the parking located on the project site would be constructed below the current grade.

The location of the off-site parking, where cars would be parked by hotel valet services, is shown in **Figure 3.0-7**. The project would exceed the number of parking spaces required by the City, which would be 32 spaces (or one space per four rooms). The on-site parking spaces would be shared with the Holman Building, which will have 14 dedicated parking spaces.

Project Emergency Access

The proposed buildings would be separated from the existing Holman Building by an access driveway and parking area. The driveway would provide 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.

Project Utilities

The City of Pacific Grove would provide sewer collection, distribution, and treatment services via existing systems and facilities. Water services would be provided by California American Water (Cal Am).

Emergency Services

Emergency services would be provided by the Pacific Grove Police Department and the Monterey City Fire Department.

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 non-combustible material.

The project would remove 21,025 square feet of existing asphalt and would require extensive 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 be 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 provide space for occasional social events. The hotel would not provide space for conferences as it does not include meeting rooms or other gathering spaces. As mentioned above, parking would be valet only and there would be no self-parking available.

3.4 PROJECT 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:

- Adoption of the Initial Study/Mitigated Negative Declaration
- Approval of the final Architectural Designs and landscape plans
- Approval from the Planning Commission for a Use Permit
- Grading and Building Permits

3.5 RELATIONSHIP OF PROJECT TO OTHER PLANS

CITY OF PACIFIC GROVE GENERAL PLAN

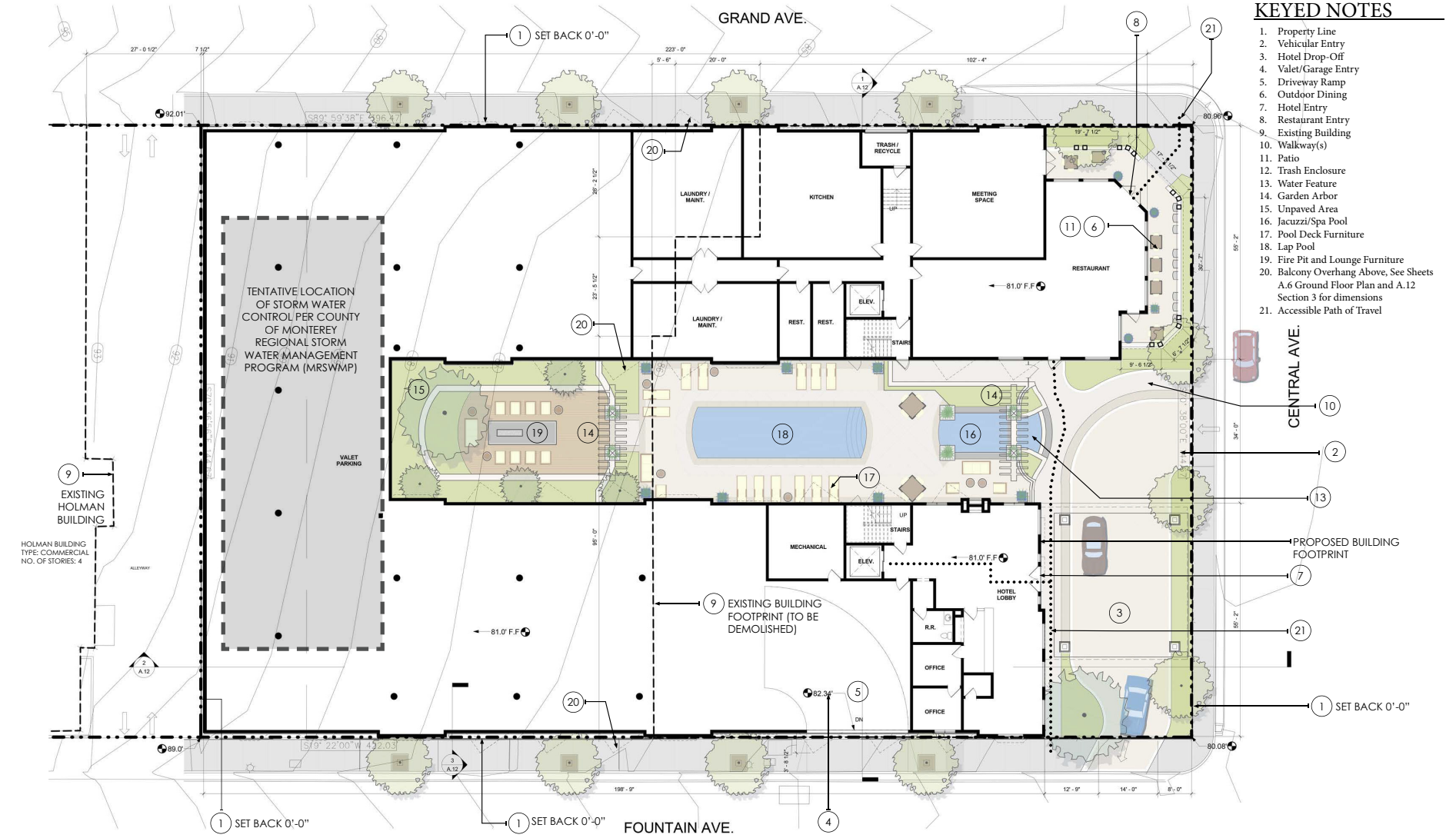
The City's General Plan was adopted in 1994 and represents the City's vision for guiding future conservation and development in Pacific Grove. The General Plan is organized in the following chapters: Land Use, Housing, Transportation, Parks and Recreation, Natural Resources, Historic and Archaeological Resources, Urban Structure and Design, Public Facilities, and Health and Safety. The project would be in compliance with General Plan goals of supporting growth in an organized manner. The site is not located within the City's Coastal Zone and the proposed 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 in compliance with the Municipal Code, including the Zoning Code. The project would be in compliance with existing regulations regarding site coverage, setbacks, height limitations, parking, and design.

Both the General Plan and the Zoning Code have been incorporated by reference in this Initial Study/Mitigated Negative Declaration.

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Source: RRM Design Group

0 15 30
FEET

FIGURE 3.0-3
Site Plan

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Source: RRM Design Group

Not To Scale

FIGURE 3.0-4
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 3.0-5A
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 3.0-5B
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 3.0-5C
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

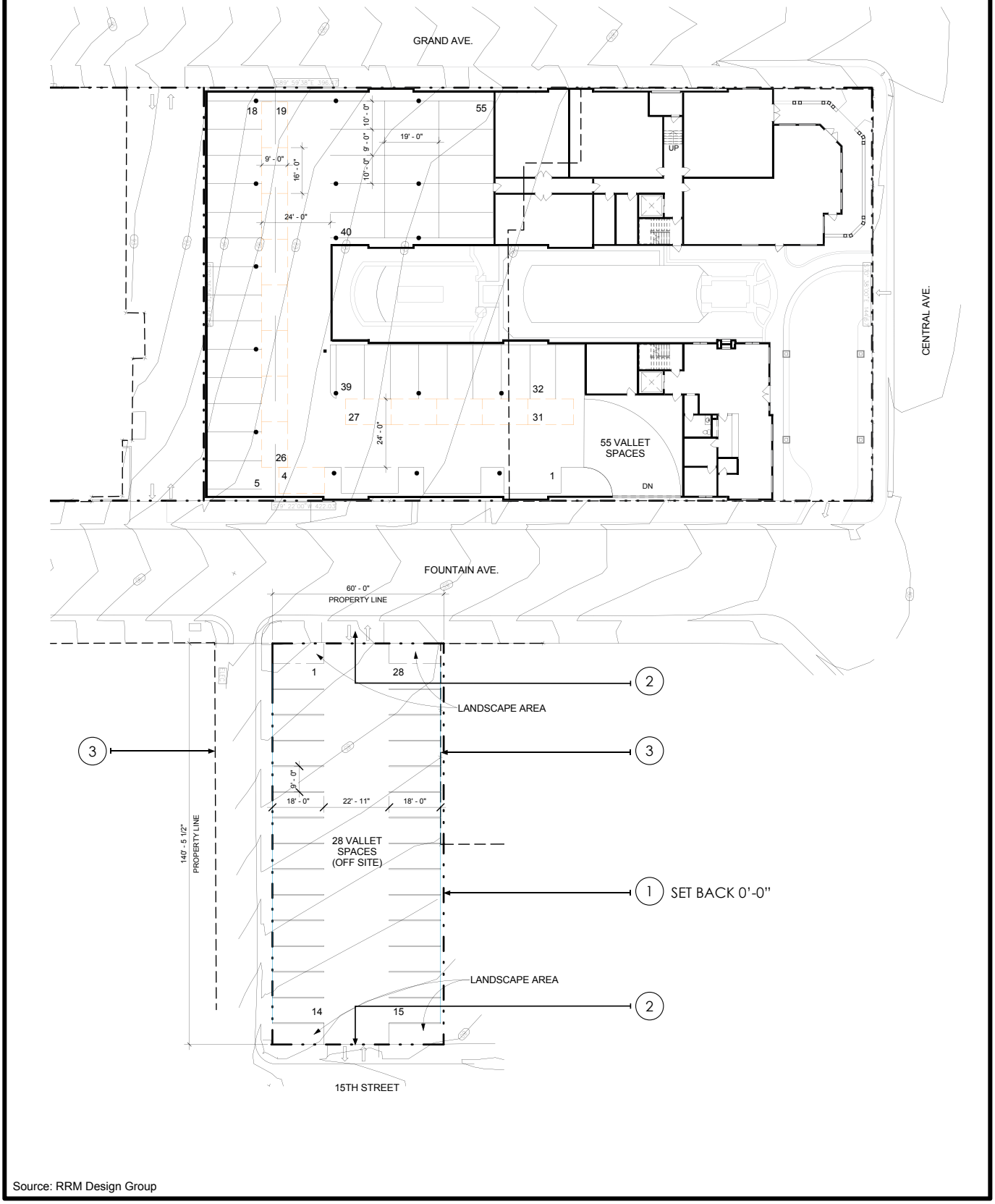
Source: RRM Design Group

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FIGURE 3.0-6
Architectural Details

Michael Baker INTERNATIONAL

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Source: RRM Design Group

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FEET

FIGURE 3.0-7
Project Off Site Parking

Michael Baker INTERNATIONAL

4.0 ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.1	**AESTHETICS.** Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

SETTING

Pacific Grove is a small coastal community located on the Monterey Peninsula, bordered by Pebble Beach to the southwest, the City of 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: 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:

- The Coastal Corridor: Approximately 4 linear miles of the coastal corridor extend west along Ocean View Boulevard from the city boundary near David Avenue to Point Pinos and continue 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.

The project site is located in the Historic Downtown area. It is currently developed with restaurant/retail use and parking. The Holman Building is located in the same block, just south of the project site. The Holman Building is currently undergoing construction and will be renovated into 25 luxury condo units and retail space by 2017 (Holman Building 2016). The Holman Building is located on the City of Pacific Grove Historic Resources Inventory and would maintain its status on the historic resources inventory post construction. Construction is currently ongoing on the Holman Building with a 2017 expected date of completion.

The project site does not currently include any landscaping or trees. Casual views of the site are available to motorists on surrounding streets, while more permanent views are available to users of adjacent commercials and institutional buildings. The project site is surrounded by the Pacific Grove Museum of Natural History on the west side, Jewell Park on the northwest, and the Pacific Grove Public Library on north. Commercial buildings are located on the south and east sides of the site. Residential uses are located at the intersection of Forest Avenue and Central Avenue. Project site views from residential users are mostly interrupted by trees and vegetation located in Jewell Park. Residences located along Fountain Avenue do not have direct views of the project site, and are not located directly adjacent to the project area.

The project site provides opportunities for ocean views from adjacent streets, with well-defined view corridors. Ocean views are not available from the existing commercial building located on the project site. However, because of its higher grade and height, ocean views are available from the Holman Building. Such views are considered private views and as such are not considered a resource under CEQA.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. While not specifically defined by CEQA scenic vistas are typically defined as areas of natural beauty with features such as topography, watercourses, rock outcrops, and natural vegetation that contribute to the quality of the landscape. There are no clearly identifiable scenic vistas on the project site itself. Direct public ocean views are available from the streets adjacent to the project site. Private views of the ocean are available from the Holman Building. Such views would be protected to the greatest extent possible, and the impact on private views is not considered an impact under CEQA. The project would maintain existing view corridors along Grand and Fountain Avenues as it does not proposed any uses within the public right of way. Because the project would not impact public views of the ocean available from adjacent streets this impact would be less than significant.

b) *No Impact*. According to the California Department of Transportation (2013a), Highway 1 traveling south from Monterey along the coast and State Route (SR) 68 heading east of Monterey to the Salinas River are designated scenic highways. However, the two highways are not visible from the project site, as they begin at the interchange of Highway 1 and SR 68 in the city of Monterey and are located approximately 4.5 miles southeast of the project site. Because there are no scenic highways in the project area, the project would have no impact.

c) *Less Than Significant with Mitigation Incorporated Impact*. The project site's current visual character is that of a commercial parcel developed with retail, restaurant, and parking

lot use. The site layout is of low visual quality, and the site does not contain any unique architectural features or landscaping. The visual character of the surrounding project area is that of a well-maintained, built-up historic seaside downtown with turn of the century cottages and Victorian buildings. Although the project site is occupied by the Holman Garage, according to cultural resources evaluation, the garage does not maintain its historic integrity and thus is not considered a historic resources. As such, the existing structures on the project site do not add to the current visual character of the project area, as a built up area with historic structures.

The project would demolish the existing buildings on the project site, construct a four-story hotel building, renovate the parking, and add landscaping. Project construction would take place over a period of 12 months and would include demolition of existing structures, site preparation and grading and construction of new building. Because of the density in the project area and the sensitive uses located adjacent to it, like the Pacific Grove Library and Museum of Natural History, the project would have a potentially significant impact on the project area's visual character during construction. As such, Mitigation Measure MM AES-1 shall be required. With implementation of MM AES-1, which requires construction fencing be installed for the duration of project construction, project impacts during construction would be less than significant with mitigation incorporated.

Site improvements would remove over 8,000 square feet of impervious surfaces and reduce the total site coverage by 25 percent. The project would be consistent with the City's General Plan goals and is subject to the architectural review process, as outlined in Pacific Grove Municipal Code Section 23.70.060. The architectural review process involves consideration of the project's location and design, including color schemes and building materials, to ensure the project is visually harmonious with surrounding development, landforms, and vegetation (Pacific Grove 2015).

The design of the new building would be consistent with the existing surrounding buildings. The materials and colors chosen for the project would be consistent with surrounding buildings (**Appendix A,** Sheet A.16)**.** Because the project would undergo the City review process for congruency with the City's design vision it would be consistent with the City's development standards and aesthetic guidelines. By complying with said guidelines the project would incorporate into the current visual character of the area. The project would match in style the existing City of Pacific Grove Library and Museum of Natural History. Additionally, the project would provide coverage for the back of the Holman Building, thus adding to the aesthetic cohesiveness of the project area by masking an element that does not fit in with the overall aesthetic. As such, the project would not damage the project area's surrounding visual character and quality during operation and would have a less than significant impact.

d) *Less Than Significant Impact*. The project site does not currently generate any significant source of nighttime light or glare. The light on the site is currently typical of small commercial development and parking lot–type lighting. As previously stated, the project would be subject to the City's architectural review process, which would ensure the project's consistency with the City's design guidelines, as established in the City's Municipal Code. Compliance with existing lighting standards would minimize lighting impacts on adjacent properties and would reduce potential effects on the night sky. Additionally, although the project would add new lighting in the project area it would be similar to current lighting on the site. Light emitted from the proposed project would blend in with the light emitted from the surrounding residences and street traffic from the four local streets surrounding the project site.

The project would introduce a new four story building to the project area and replace the existing one story building. This has the potential to introduce a new element of shadow in the project area. Prolonged periods of shade and shadow during the middle of the day can adversely affect parks and other public gathering areas, which would be considered a significant impact under CEQA. Shade and shadow effects are limited in the City of Pacific Grove because of building height limits enforced by the City. Under the current zoning the project's maximum allowed height is 40 feet. The project's proposed building would be 37 feet at its tallest point, therefore lower than the allowed height.

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 would be most impacted by new shadow impacts located near the project area is Jewell Park. Users of other public facilities would not be impacts because uses of the city's library and museum are mainly indoor. Jewell Park is located approximately 348 feet from the project site. The longest shadow a 37 foot building would cast would be approximately 74 feet during the Winter Solstice (suncalc.org). Because of the project's location and the casting of shadow being limited the project would not impact public facilities located in the project area.

Therefore, this impact would be less than significant.

Mitigation Measures

AES -1 The project applicant shall install construction fencing during the project construction to provide an aesthetic shield to the adjacent uses. The fencing shall remain in place during demolition of existing building, site preparation activities and new building construction. The fencing shall not be necessary during the application of architectural coating stage of construction. The fencing shall be enhanced with public art as directed by the City.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	☐	☐	☐	☒
d) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Public Resources Code Section 51104(g))?	☐	☐	☐	☒
e) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒

SETTING

According to the 2012 Important Farmland map for Monterey County (DOC 2014), the project site and all adjacent properties are designated as Urban and Built-Up Land. The project site does not contain any agricultural or forest land.

DISCUSSION OF IMPACTS

a–e) *No Impact*. 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) due to its location in an urbanized and developed area, which would preclude the management of forest resources. Therefore, the project would not conflict with existing zoning or convert forestland to non-forest use and would have no impact on agricultural resources.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) 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 that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

SETTING

The project site is located in the North Central Coast Air Basin (NCCAB). The NCCAB comprises a single air district, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), which encompasses Santa Cruz, San Benito, and Monterey counties.

DISCUSSION OF IMPACTS

a) *No Impact*. The MBUAPCD prepared the 2008 Air Quality Management Plan (AQMP) and continues to prepare triennial updates (Triennial Plan Revision 2009–2011) to the AQMP to attain state and federal ambient air quality standards in the air basin. The AQMP and updates accommodate growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by the Association of Monterey Bay Area Governments (AMBAG) are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Projects that are not consistent with the AQMP have not been accommodated in the plan and would have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBUAPCD developed a consistency determination process for local jurisdictions to identify whether proposed residential land uses are consistent with the AQMP (the air district considers new residential units to be the closest indicator to predicting population growth). Specifically, the MBUAPCD consistency determination process demonstrates whether the population associated with growth is considered in the AQMP, since AMBAG's regional forecasts for population and dwelling units are embedded

in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG's regional forecasts have been accommodated in the AQMP and therefore are consistent with the plan.

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, which could affect population in the city 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 proposed project would have no impact on the AQMP.

b) *Less Than Significant Impact*. 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 proposed project were quantified using the California Emissions Estimator Model (CalEEMod) land use emissions model (see **Appendix B** for model data outputs). These quantified emissions projections were then compared with the significance thresholds established in the MBUAPCD's (2008b) CEQA Air Quality Guidelines.

Short-Term Construction Emissions

Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. Project construction would result in temporary emissions from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces, worker trips, etc. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The MBUAPCD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM_{10}); the district's threshold for PM_{10} is 82 pounds per day. The MBUAPCD establishes screening thresholds to determine whether construction activities could exceed this threshold. According to the air district, construction activities that involve minimal earth moving over an area of 8.1 acres or more could result in potentially significant temporary air quality impacts if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) may result in significant unmitigated impacts if the area of disturbance exceeds 2.2 acres per day.

The project would remove 21,025 square feet of existing asphalt and therefore would require extensive site preparation. The site is 0.97 acre including the dedicated parking lot (42,302 square feet). Thus, project construction would require earth moving and ground disturbance over an area that is smaller than the 2.2-acre screening threshold.

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 PM_{10}. Therefore, construction emissions would be less than significant.

Long-Term Operational Emissions

Project-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural-gas-fired appliances and architectural coatings, would also contribute to overall increases in emissions. The project's long-term operational emissions are summarized in **Table 4.3-1**. Projected operational emissions are compared to the existing baseline, which includes the current operation of 17,650 square feet of commercial uses.

TABLE 4.3-1
LONG-TERM OPERATIONAL EMISSIONS – UNMITIGATED POUNDS PER DAY

Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Proposed Project – Summer Emissions						
Proposed Project	5.35	6.77	28.44	0.05	3.14	0.94
Existing Baseline	*3.74*	*5.24*	*25.20*	*0.04*	*2.62*	*0.74*
Difference	**+1.61**	**+1.53**	**+3.24**	**+0.01**	**+0.52**	**+0.20**
Proposed Project – Winter Emissions						
Proposed Project	5.62	7.56	34.16	0.05	3.14	0.94
Existing Baseline	*4.03*	*5.94*	*31.46*	*0.03*	*2.62*	*0.74*
Difference	**+1.59**	**+1.62**	**+2.70**	**+0.02**	**+0.52**	**+0.20**
MBUAPCD Potentially Significant Impact Threshold	*137*	*137*	*550*	*150*	*82*	*None*
Exceed MBUAPCD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2013.2.2. Refer to **Appendix B** for model data outputs.*

As shown in the table, the project's net emissions would not exceed MBUAPCD thresholds. Therefore, the long-term operational air quality impacts would be less than significant.

c) *Less Than Significant Impact*. In accordance with the MBUAPCD's (2008b) CEQA Air Quality Guidelines, project emissions that are not consistent with the AQMP would have a cumulative regional air quality impact. As identified under Issue a) above, the project would be consistent with the regional air pollutant forecasts in the AQMP. In addition, as noted in Issue b) above, neither the project's construction-related emissions nor its long-term operational emissions (as mitigated) would exceed MBUAPCD significance thresholds. For these reasons, this impact would be less than significant.

d) *Less Than Significant Impact*. 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).

Construction 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 (diesel PM) 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. Additionally, construction activities would occur in an area of less than 1 acre. Construction projects contained in a site of such size are generally considered by the California Air Resources Board to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites. Additionally, construction would be subject to and would comply with California regulations limiting the idling of vehicles to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions.

For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics.

Operational TACs

The project would not result in the development of any sources of TACs. Furthermore, no major existing sources of TACs would affect sensitive receptors identified in the project vicinity (CHAPIS 2015).

Carbon Monoxide Hot Spots

Typically, substantial pollutant concentrations of carbon monoxide (CO) are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents). Surrounding the project site are sensitive receptors consisting of existing residential uses and an existing network of roadways with vehicle traffic controlled by stop signs. As stated in subsection 4.16, Transportation/Traffic, the project would not create any significant impacts at any of the study intersections under existing plus project conditions. Therefore, project operation would not result in CO hot-spot impacts on sensitive receptors, and impacts would be less than significant.

e) *Less Than Significant Impact*. Project construction would use a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While 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 within increasing distance from the source. In terms of operational odor impacts, the proposed project is not considered to be an emissions source that would result in objectionable odors. Therefore, odor impacts would be less than significant.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.4 BIOLOGICAL RESOURCES. Would the project:				
a) 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 or US Fish and Wildlife Service?	☐	☒	☐	☐
b) 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 California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

SETTING

Pacific Grove is located in the Central California Coast ecological section of the California Coastal Chaparral Forest and Shrub ecological province (USFS 2007). The climate is modified greatly by marine influences. The regional landscape around the city consists of parallel ranges and valleys associated with the southern Coast Ranges of California with elevations ranging from sea level to 3,800 feet (1,160 meters) above mean sea level (USFS 2007). Rock formations are derived from a mix of marine and nonmarine sedimentary rocks and alluvial deposits as well as granitic and ultramafic rocks. Common natural communities in the region include oak woodland, grassland, chaparral, and coniferous forest (USFS 2007). Saltwater marshes occur along the coast, and numerous slow- and fast-moving streams are found in the region. The Central California Coast

section is subdivided into 12 subsections, including the North Coastal Santa Lucia Range subsection.

Pacific Grove is located in the North Coastal Santa Lucia Range ecological subsection, comprising the northern part of the Santa Lucia Range, specifically on the coastal side of the range between the Salinas Valley and the Pacific Ocean. Soils are predominantly well drained. Natural vegetation communities include a mix of coniferous forest, oak woodland, chaparral, and grassland. The climate is hot to temperate and subhumid to humid, characterized by mean annual temperatures between 50° and 58° Fahrenheit and 16–60 inches of precipitation annually that falls as rain. Runoff is rapid, and many streams are generally dry during summer.

As described in the Chapter 6, Natural Resources, of the Pacific Grove General Plan, the city contains numerous endangered, special-status, and protected species. The General Plan contains several policies to protect endangered species as well as goals to protect the city's biological resources and diversity. Additionally, the City's (2016) Local Coastal Program Land Use Plan includes an area designated Environmentally Sensitive Habitat (ESHA).

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated.* 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. Given the site's heavily disturbed and developed nature, no special-status plants or other special-status animals have 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. In addition, indirect impacts such as loss/modification of suitable roosting and foraging habitat may occur as a result of project construction. Therefore, mitigation measure **MM BIO-1** would be required. Its implementation would reduce impacts on special-status bats to a less than significant level.

b, c) *No Impact*. Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the California Department of Fish and Wildlife (CDFW); (d) areas outlined in Section 1600 of the California Fish and Game Code; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies.

No sensitive natural communities, wetlands, or other jurisdictional waters occur on-site. The project site is in a developed commercial area. Thus, no sensitive natural communities or federally protected waters occur within the site, and no impact would occur as a result of the project.

d) *No Impact.* Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. No wildlife corridors occur on or near the project site; thus, the project would have no impact.

e) *No Impact.* The proposed project would not conflict with City of Pacific Grove Municipal Code Section 11.48 and Chapter 12. These provisions of the code require permits, seasonal restrictions, and mitigation for protected trees, and include additional measures for trees within 100 yards of a designated monarch butterfly sanctuary. The project site is not located within 100 yards of a monarch butterfly sanctuary and would not remove any trees. Therefore, the project would have no impact.

f) *No Impact.* No adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans are applicable to the proposed project. Therefore, the project would have no impact.

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 May 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.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.5 CULTURAL AND TRIBAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074?	☐	☒	☐	☐

This section provides definitions for Cultural Resources and Tribal Cultural Resources.

Cultural resources include archaeological and built environment resources. Definitions provided in the National Register of Historic Places (National Register) and adopted by the California Office of Historic Preservation (OHP) are provided below.

Archaeological resources are defined as sites in the National Register and by OHP. These resources are subsurface human cultural remains that are over 50 years old. Archaeological resources in the region are generally divided into two temporal categories: prehistoric (12,000 years ago – 1541) and historic-period (1542 – 50 years ago).

Site: A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure.

Built Environment resources are defined as buildings, structures, objects, and districts in the National Register and by OHP.

Buildings: A building, such as a house, barn, church, hotel, or similar construction, is created principally to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.

Structures: "Structure" means a functional construction made for purposes other than creating human shelter. Examples include bridges, tunnels, roadways, windmills, and railroad grades.

Objects: The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.

Districts: A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Historical resource: As described in CEQA, historical resources include buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and are eligible for listing or are listed in the California Register of Historical Resources (California Register) or a local register of historical resources. The California Register includes resources listed in, or formally determined eligible for listing in, the National Register, as well as some California State Landmarks and Points of Historical Interest. If a project would impact a historical resource, the project would impact the environment.

Tribal Cultural Resources are defined within CEQA as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, which may include non-unique archeological resources. If a project would impact a Tribal Cultural Resource, the project would impact the environment.

CULTURAL RESOURCES

Michael Baker International conducted a records search at the Northwest Information Center (NWIC). No previously identified cultural resources are within the project area; however, there are several previously identified archaeological resources adjacent to the project area and there are built environment resources within and adjacent to the project area. While a built environment resource is present within the project area, it has been evaluated for inclusion in the Pacific Grove Historic Resources Inventory, the California Register of Historical Resources, or the National Register of Historic Places and was not recommended eligible for inclusion. The project area is highly sensitive for the occurrence of prehistoric and historic period archaeological resources and Tribal Cultural Resources. These resources are described below and the locations and descriptions of archaeological resources are confidential and are not presented here.

BUILT ENVIRONMENT RESOURCES

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).

The City of Pacific Grove 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 preservation efforts, the City's inventory contains an extensive list of individual resources.

The City's 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).

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 document describes the city in terms of four periods of development:

- Development of the Retreat (1873–1902)
- PG Comes of Age (1903–1926)
- City of Homes (1927–1945)
- Expanding into the Hills (1946–1966)

Built Environment Evaluation and Built Environment History of the Project Site

Brandi 2012, recommends the building on site (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 (City concurred on October 21, 2015), the California Register of Historical Resources, or the National Register of Historic Places (**Appendix C**).

The building on site was constructed around 1919 or 1921, as part of the trend to capitalize on the rise of the automobile. Throughout the years the building underwent several changes and it was used as a garage, a warehouse for Holman Department Store as well as 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 1980s, with multiple commercial uses with separate entrances.

ARCHAEOLOGICAL RESOURCES

Based on information provided by the NWIC, there are no known archaeological resources within the project area; however, there are several previously identified archaeological resources adjacent to the project area and along the shoreline. The archaeological sensitivity of the project area is high for the occurrence of prehistoric and historic-period archaeological resources.

TRIBAL CULTURAL RESOURCES

To date, the OCEN have not identified Tribal Cultural Resources (as defined in Public Resources Code Section 21074) within or adjacent to the project area. The Tribal Cultural Resource sensitivity of the project area is high for the occurrence of Tribal Cultural Resources.

NATIVE AMERICAN CONSULTATION

The Ohlone/Costanoan-Esselen Nation (OCEN) requested consultation with the City in accordance with Assembly Bill 52 (**Appendix C**). A summary of AB 52 consultation is provided below:

AB 52 CONSULTATION LOG

On August 24, 2016 the City sent a letter OCEN stating that the City is requesting the initiation of AB 52 consultation on 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 proposed project. On October 4, 2016, Louise Ramirez of the OCEN, Laurel O'Halloran, Associate Planner and Anastzia Aziz, Senior Planner of the City, Florentina Craciun and Nichole Jordan Davis of Michael Baker International met to discuss the project and OCEN concerns. OCEN did not identify Tribal Cultural Resources or archaeological resources within the project area but described the project area as sensitive for the occurrence of prehistoric archaeological materials. They City requested that prior to including additional mitigation measures the OCEN representative confirm the presence of tribal resources on the site. This request was made on September 39, 2016. A response was not received within 30 days and the City considers Tribal consultation concluded.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. The architectural resource on the project site 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 report (**Appendix C**) concluded that the building lacks historical integrity, due to cosmetic and structural changes, to meet the minimum eligibility standards established by the 2011 Historic Context Statement for Pacific Grove, and integrity standards of the California Register and National Register. 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 Holman'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. The environment around the Holman building has changed over time as buildings have been updated

Additionally, the Holman Building is undergoing updates and being transformed into a condo building, thus changing the visual character of the building itself. Because the project would not impact historical resources in the project area, the project would have a less than significant impact on historical resources.

b, c) *Less Than Significant Impact With Mitigation Incorporated*. Project construction would involve ground-disturbing activities that could result in unanticipated or accidental discovery of archaeological resources, Tribal Cultural Resources. This would be a significant impact, and implementation of mitigation measures **MM CUL-1** and **MM CUL-2** would be required. With implementation of these mitigation measures, project impacts would be less than significant.

d) *Less Than Significant Impact With Mitigation Incorporated*. There are no known Tribal Cultural Resources (as defined in Public Resources Code Section 21074) within the project area. However, should Tribal Cultural Resources be identified within the project area during construction monitoring, mitigation measures **MM CUL-1, MM CUL-2** and **MM CUL-3** would reduce impacts to a less than significant level.

Mitigation Measures

MM CUL-1 **Treatment of previously unidentified archaeological 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 Planning Division. 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 CUL-2 **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 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 within 24 hours.

MM CUL-3 **Treatment of previously unidentified Tribal Cultural Resources**. If any Tribal Cultural Resources 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 Planning Division. An OCEN certified Native American monitor will 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 avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.6 GEOLOGY AND SOILS. Would the project:				
a) 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 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?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒

SETTING

REGIONAL AND SITE GEOLOGY

With the notable exception of rock outcrops, soils in Pacific Grove are all sand or sandy loam. The permeability of the soil varies, as does the runoff rate. Erosion hazard is high along the coastline's rock outcroppings. Beach and sand dune areas are particularly susceptible to disturbance. The trampling of dune vegetation causes blowouts, in which the destabilized sand is carried away by the wind. Soil hazards to development are discussed in General Plan Chapter 10, Health and Safety, Sections 10.1 and 10.2 (Pacific Grove 1994).

SITE TOPOGRAPHY

The project site has an elevation of approximately 150 feet above mean sea level, and it slopes towards the ocean, with the highest point being the Holman building on the project site's north end.

SEISMICITY

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. In addition, permanent ground displacement, liquefaction, land sliding, lurching, and other types of ground movement can occur as a result of an earthquake.

The San Andreas Fault runs approximately 28 miles east of Pacific Grove and is the predominant fault system in California, responsible for generating some of the largest and most destructive earthquakes in history. There are two other active fault zones affecting Pacific Grove: the Monterey Bay and the Palo Colorado-San Gregorio. The Monterey Bay Fault Zone is situated offshore in the northern and southern areas of Monterey Bay, while the Palo Colorado-San Gregorio Fault Zone is a northwest-trending zone located 6 miles west and south of the city (Pacific Grove 1994).

The San Andreas, Monterey Bay, and Palo Colorado-San Gregorio faults have been determined by the US Geological Survey to be capable of producing earthquake magnitudes between 6.5 and 8.5 on the Richter Scale, with the Monterey Bay Fault the weakest of the three and the San Andreas Fault the most threatening. In addition to these three active fault zones, there are another 15 potentially active faults in Monterey County. Because of the city's proximity to active fault zones such as the San Andreas Fault, the City adopted a Seismic Hazards Identification Program as part of its building and construction standards, outlined in Chapter 18.40 of the Municipal Code. The program's purpose is to identify buildings in the city that exhibit structural deficiencies and to evaluate their potential threat to public safety in the event of a strong ground-shaking event. Enforcement of this program minimizes the risks related to earthquakes and seismic activity.

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). Additionally, the project would comply with General Plan Chapter 10, Section 10.2, Goal 1 and its associated policies and programs.

SOILS AND SOIL EROSION

Project Site Soils

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.

Expansive Soils

Expansive soils possess a "shrink-swell" characteristic. Project site soils have a low shrink-swell potential with a linear extensibility percent of 1.5 percent (NRCS 2016).

Soil Erosion

Soil erosion is a process whereby soil materials are worn away and transported to another area by either wind or water. Rates of erosion can vary depending on the soil material and structure, placement, and human activity.

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 or 0.02 (NRCS 2016).

DISCUSSION OF IMPACTS

a) The project would not result in an increased risk of landslides, earthquakes, erosion, or liquefaction.

i. *Less Than Significant Impact*. As mentioned above, the project is not within an earthquake fault zone and therefore would not be subject to fault rupture. The project is also not in an Alquist-Priolo Earthquake Fault Zone (CGS 2015). The project would be consistent with the City's building, zoning, and safety codes and with the California Building Code (CBC) seismic design force standards. Therefore, this impact would be less than significant.

ii. *Less Than Significant Impact*. As mentioned above, the project is located in a seismically active zone. The project would be subject to the 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 impact would be less than significant.

iii. *Less Than Significant Impact*. See Issue a.ii).

iv. *Less Than Significant Impact*. 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 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.

b) *Less Than Significant Impact*. The proposed project would demolish the existing building and construct a four-story building, replace parking areas, and add landscaping. All construction activities would be subject to the standards of California Building Code Chapter 70, which include implementation of appropriate measures during any grading activities to reduce soil erosion. The project would not include significant earthwork or soil disturbance. In addition, project site soils have low erosion potential (NRCS 2016). The project would comply with all conditions outlined in the City of Pacific Grove's General Plan regarding grading and any City permits required, which would minimize soil loss. 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 would be less than significant.

c) *Less Than Significant Impact*. Based on regional soils data from the NRCS (2016), project site soils are classified as Baywood sand. According to the City's General Plan, the potential for liquefaction exists primarily in beach and sand dune areas and infill areas close to the shoreline. This potential is greatest in the Spanish Bay and Asilomar areas, approximately 1.5 miles west of the project site (Pacific Grove 1994). Project site soils have a low shrink-swell potential (Pacific Grove 1994). Thus, risks associated with landslide, lateral spreading, subsidence, liquefaction, and collapse are low. Project impacts would be less than significant.

d) *Less Than Significant Impact*. Based on NRCS (2016) regional soils data, project site soils are classified as Baywood sand. These soils are not expansive and have a low shrink-swell potential. Thus, risks associated with expansive soils are low. Impacts would be less than significant.

e) *No Impact*. The project does not include any septic tanks or alternative wastewater disposal systems. The project would be connected to the City's existing sewer system. Therefore, the project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.7 GREENHOUSE GASES. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	☒	☐

SETTING

Greenhouse gases (GHG) are released as byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface preventing its escape into space. CO_2, CH_4, and N_2O are described below:

- CO_2 is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned.
- CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, and the raising of livestock.
- N_2O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps over 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weight each gas by its global warming potential (GWP). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The adoption of legislation such as Assembly Bill 32 (AB 32), the State's Global Warming Solutions Act, Senate Bill 97, Senate Bill 350, and CEQA guidelines for analysis of GHG has provided a clear mandate that climate change must be included in an environmental review for a project subject to CEQA.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. 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.

Thresholds of significance illustrate the extent of an impact and are a basis from which to determine the appropriate definition of "negligible" GHG emissions. 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 (SLOAPCD) 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.

In accordance with the SLOAPCD threshold determination, projected GHGs from site preparation (i.e., vegetation removal, grubbing) and construction activities have been quantified and amortized over the life of the project (30 years). The amortized site preparation and construction emissions are added to the annual average operational emissions. The project operational GHG emissions resulting from the proposed project are identified in **Table 4.7-1**. Projected operational emissions are 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.

TABLE 4.7-1
UNMITIGATED PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION (METRIC TONS PER YEAR)

Emissions Source	CO_2e
Proposed Project	
Construction & Vegetation Removal Amortized over 30 Years	14
Area Source (landscaping, hearth)	0
Energy	383
Mobile	643
Waste	34
Water	12
Total	**1,086**
Existing Baseline	
Area Source (landscaping, hearth)	0
Energy	68
Mobile	554
Waste	8
Water	5
Total	**635**
Difference	
Construction & Vegetation Removal Amortized over 30 Years	+14
Area Source (landscaping, hearth)	--
Energy	+315
Mobile	+89
Waste	+26
Water	+7
Total	**+451**
Potentially Significant Impact Threshold	1,150
Exceed Threshold?	**No**

*Source: CalEEMod version 2013.2.2. Refer to **Appendix B** for model data outputs.*

b) *Less Than Significant Impact*. California has adopted several policies and regulations for the purpose of reducing GHG emissions. On December 11, 2008, the California Air Resources Board adopted the AB 32 Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The project is subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. As identified above, the project-generated GHG 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 GHG emissions and therefore represents a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.8 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) 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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) 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, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) 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, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) 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?	☐	☐	☐	☒

SETTING

Both the US Environmental Protection Agency (EPA) and the US Department of Transportation (DOT) regulate the transport of hazardous waste and materials, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The DOT regulates the transportation of hazardous materials through implementation of the Hazardous Materials Transportation Act. This act administers container design and labeling, and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous

materials and waste. Additionally, state and local agencies enforce the application of these acts and provide coordination of safety and mitigation responses in the case that accidents involving hazardous materials occur.

HAZARDOUS SITES

A search of the EnviroStor database, maintained by the California Department of Toxic Substances Control, and the GeoTracker database, maintained by the State Water Resources Control Board, revealed eight sites, including one active site within half a mile of the project site, as shown in **Table 4.8-1.**

TABLE 4.8-1
HAZARDOUS MATERIALS SITES LOCATED WITHIN A HALF MILE OF THE PROJECT SITE

Site Name	Global ID	Type	Status	Address
Cypress Cleaners	T0605300093	LUST	Completed – Case Closed	230 Grand Ave
Grove Laundry	T0605300309	Cleanup Program	Open – Remediation	472 Lighthouse Ave
Pacific Grove Apts.	T0605358497	Cleanup Program	Completed – Case Closed	1012 Pacific Grove Lane
Pacific Grove Fire Department	T0605300358	LUST	Completed – Case Closed	600 Pine Ave
Pacific Grove Naval Reserve Center	T0605349361	Military Site	Completed – Case Closed	98 Asilomar Ave
Shell	T0605399981	LUST	Completed – Case Closed	687 Lighthouse Ave
The General Store	T0605300025	LUST	Completed – Case Closed	617 Lighthouse Ave
Unocal Service Station #3342	T0605300296	LUST	Completed – Case Closed	650 Lighthouse Ave

Source: SWRCB 2016; DTSC 2016

Grove Laundry

The Grove Laundry hazardous materials site is located 0.2 mile southeast of the project site. Grove Laundry has been re-opened for remediation since July 2007. In 1989, ten cubic yards of contaminated soil were removed from the site, but more removal work was required. Heating oil, fuel oil, and petroleum are contaminants of concern. Indoor air, groundwater, soil, and surface water are potential concerns. Contamination to the Salinas Monterey Peninsula Watershed is still being investigated by the Central Coast Regional Water Quality Control Board (SWRCB 2016). The site is currently an open remediation site.

AIRPORTS

There are no public or private airports or airstrips within 2 miles of the project site.

EMERGENCY RESPONSE

The City of Pacific Grove currently participates in the Monterey County Multi-Jurisdictional Hazard Mitigation Plan. The plan sets forth mitigation measures as well as plan maintenance procedures. The process underlines by the plan includes measures for coordination in case of an emergency.

The Monterey City Fire Department and the Pacific Grove Police Department are responsible for emergency response in the city.

WILDLAND FIRE

According to the California Department of Forestry and Fire Protection's (Cal Fire) (2007) Fire Hazard Severity Zones in Local Responsibility Areas map, the project site is identified as a Local Responsibility Area Non-VHFHSZ (Non-Very High Fire Hazard Severity Zone). The city's downtown is at greatest risk for fire due to its wood-frame commercial buildings and masonry buildings without firewall suppressants between properties. These types of buildings are located approximately half a mile from the project site.

ASBESTOS-CONTAINING MATERIALS

The EPA defines asbestos-containing materials as those containing more than 1 percent asbestos as determined by a Polarized Light Microscopy test. The California Division of Occupational Safety and Health (Cal/OSHA) classifies any materials as having greater than 0.1 percent asbestos as asbestos-containing materials. These materials can be considered friable or non-friable. Friability refers to the likelihood of the material to release airborne fibers when disturbed. Materials found to contain trace level of asbestos, below 1 percent, must either be assumed to be asbestos-containing materials or be further analyzed by a more precise method to confirm asbestos traces.

LEAD-BASED PAINTS

Lead-based paints are of concern both as a source of direct exposure through ingestion of paint chips and as a contributor to lead interior dust and exterior soil. Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to the 1950s. Today for purposes of lead paint inspection, the EPA defines lead-based paints as paint containing greater than 0.5 percent lead by weight or greater than 1.0 milligrams per square centimeter by surface area.

In 2010, the EPA enacted the Renovation, Repair, and Painting Rule, which states that unless testing has proven otherwise, paints must be considered lead-based paints in pre-1978 housing, childcare facilities, schools, or other locations frequented by children. For employee protection, the federal Occupational Safety and Health Administration (OSHA) does not define a lower "safe" lead content in a material; rather, it implies that any level of lead has the potential to negatively impact a worker's health, depending on the task being performed and the work's duration.

POLYCHLORINATED BIPHENYLS

Polychlorinated biphenyls (PCBs) are a group of chlorinated, aromatic hydrocarbons that are toxic to the liver and are linked to cancer. PCBs were manufactured in the United States from 1929 to 1979 for use in electrical products. Principal uses were oil-insulated transformers, capacitors, and fluorescent light ballasts. The use of PCBs in transformers and ballasts was banned after July 1, 1979, but it is not always clear as to the production date and/or content of the oil in those products that have been withdrawn from use.

HOUSEHOLD HAZARDOUS WASTE

The Monterey Regional Waste Management District (MRWMD) provides a Household Hazardous Waste (HHW) Collection Program from 9 a.m. to 4 p.m. Tuesday through Saturday in Marina, 15 miles north of the project site. Small businesses or operations can drop off 220 pounds of hazardous materials per month (MRWMD 2016).

DISCUSSION OF IMPACTS

a, b) *Less Than Significant Impact With Mitigation Incorporated*.

Construction

Project construction could lead to accidental leaking or spills of hazardous materials. Project construction would include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including Cal/OSHA requirements. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a stormwater pollution prevention plan (SWPPP), which would be reviewed and approved by the Central Coast Regional Water Quality Control Board. With compliance with existing regulations, project construction would have a less than significant impact.

The project would demolish structures that could have asbestos-containing materials, lead-based paints, and PCBs, such as PCB-containing fluorescent light tubes. 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. Those activities would continue to be regulated under existing law to protect public health. However, this impact could be significant because of the project's proximity to residences. Mitigation measures **MM HAZ-1** through **MM HAZ-4** would prevent release of hazardous materials within the project area, so as to not pose a safety hazard.

Implementation of mitigation measures **MM HAZ-1** through **MM HAZ-4** and compliance with other applicable hazardous materials regulations would reduce project impacts to less than significant.

Operation

Project operation would involve the routine transport, use, or disposal of hazardous materials in small quantities as they relate to hotel/commercial use. All hazardous materials on the site would be handled in accordance with city and state regulations.

Any hazardous materials used for operations would be in small quantities, long-term impacts associated with handling, storing, and disposing of hazardous materials from project operation would be less than significant.

c) *No Impact*. The project site is not located within 0.25 mile of a public school. The closest school to the project site is Robert Down Elementary School, located 0.4 mile to the south. Therefore, the project would have no impact on schools due to the release of hazardous materials.

d) *No Impact*. The project site is not listed as a hazardous materials storage or release site ((SWRCB 2016)). According to a GeoTracker search, there are no federal superfund sites in Pacific Grove (SWRCB 2016). Therefore, the project would have no impact.

e, f) *No Impact*. The project site is more than 2 miles from a public or private airport. The project would have no impact.

g) *No Impact*. The project would not require any road closures. As discussed in subsection 4.16, Transportation/Traffic, the addition of project traffic would not clog roads or intersections in a way that impairs an emergency response plan (Hexagon 2016). Therefore, the proposed project would not impair implementation of or physically interfere with the City's adopted emergency response plan. The project would have no impact.

h) *No Impact*. The project site is not in an area identified as having a high potential for wildland fire (Cal Fire 2014). The project site is located in an urbanized area and would have no impact related to wildfires.

Mitigation Measures

MM HAZ-1 The project applicant shall employ a Cal/OSHA-registered asbestos contractor to remove any asbestos-contaminated 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 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 (Department of Toxic Substances Control, Central Coast Regional Water Quality Control Board, or EPA).
- Conduct the necessary investigation and remediation activities to resolve the situation before continuing construction work.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.9 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) 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)?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) 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 that would result in flooding on- or off-site?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) 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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) 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?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

SETTING

SURFACE WATER RESOURCES AND QUALITY

Pacific Grove obtains its water supply from surface water in Carmel Valley and from groundwater resources in the Carmel Valley and Seaside Coastal aquifers. Withdrawals from this system are governed by the Monterey Peninsula Water Management District (MPWMD). The California American Water Company supplies water to the residents and businesses of Pacific Grove. The water is obtained from the San Clemente and Los Padres reservoirs on the Carmel River and from a number of wells in Carmel Valley and Seaside.

The Monterey Regional Water Pollution Control Agency treats Pacific Grove's wastewater at the regional treatment plant in Marina. The treated water meets and exceeds all state discharge requirements.

GROUNDWATER RESOURCES AND QUALITY

The Carmel River Basin, which provides about 70 percent of domestic water, supplies surface water and groundwater are provided to the Monterey Peninsula, Carmel Bay, and South Monterey region. To meet municipal demand above the level that can be supplied from the Carmel River Basin, water is pumped from a well in the Seaside Groundwater Basin. However, groundwater in the Seaside Basin is limited in order to prevent over-pumping in the basin (MPWMD 2007).

Depth to groundwater measurements are performed in coastal wells each August to determine the location and extent of groundwater pumping depressions or "troughs." These troughs are caused by withdrawal of groundwater at rates in excess of the rate of aquifer recharge. The August troughs are formed when the water levels in wells decline steeply during summer pumping and are significantly below sea level. Annual groundwater elevation measurements and contour maps are available on the Monterey County Water Resources Agency's (2016) website. The troughs are indicated by the lowest elevation contours. The greater the negative value, the farther below sea level the surface water is located (MCWRA 2016).

Trough occurrence is more serious near the coast where replenishment occurs both from the inland sources and from the ocean to fill the trough. The flow from the ocean is evidenced by seawater intrusion into the groundwater aquifer, contaminating the aquifer and making it unusable for most purposes. For this reason, the location and depth of the troughs are an indication of the potential for the inland advance of seawater intrusion. Changes in pumping stress and recharge conditions cause the troughs to vary in location and depth from year to year (MCWRA 2016). Because of the conditions at the project site and its vicinity to the ocean, there is potential for a high groundwater table to be located in the project area.

DRAINAGE

Pacific Grove has two major drainage basins, each of which drains approximately half of the city. The northeasterly basin drains northerly into Monterey Bay. The southwesterly basin drains westerly into the Pacific Ocean. The drainage flows on the surface on private properties and public streets and in underground culverts. Although no rivers or major streams flow through the city, there are underground springs and subsurface drainage flows.

The project site is currently developed and covered with 100 percent impermeable surfaces. All project site runoff currently drains to existing city drainage facilities. The project site is on a slight slope with the lower elevations toward Central Avenue and thus drains in a westerly direction.

FLOODING

According to the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) No. 06053C0170G, the project site is located in Zone X, indicating that there is minimal risk of flooding (FEMA 2009).

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*.

Construction

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. In addition, refueling and parking of construction equipment and other vehicles on-site could result in oil, grease, and other related pollutant leaks and spills that could enter runoff. However, the project applicant would be required to implement construction best management practices (BMPs) as outlined in the City's National Pollutant Discharge Elimination Permit issued by the State Water Resources Control Board (NPDES Resolution No. R3-2013-0032 Requirements).

Examples of typical construction BMPs include but are not limited to storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters. BMPs are recognized as effective methods to prevent or minimize the potential releases of pollutants into drainages, surface water, or groundwater. 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.

If high groundwater is encountered during project excavation, dewatering may be necessary. Project dewatering would be considered a Small Temporary Dewatering Project. Per Order No 2003-003-DWQ from the State Water Resources Control Board, Attachment 1: "Small Temporary Dewatering Projects are projects that discharge groundwater to land from small construction projects, excavation projects, or dewatering of underground utility vaults." The excavation contractor would need to file a Notice of Intent per Order No 2003-003-DWQ and comply with any monitoring requirements. Therefore, the project would have a less than significant impact on water quality or wastewater discharge requirements during construction.

Operation

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.

b) *Less Than Significant Impact*. The project site is located in a developed urban area. The project area primarily consists of impervious surfaces such as roadways. Because the site is currently 100 percent impervious surfaces, recharge opportunities are not available on the site. The project proposes to replace approximately 73 percent of the impermeable surface. Therefore, the project would improve groundwater recharge opportunities at the project site. Further, project construction would not require the use of groundwater. However, dewatering may be required during excavation. Because the project area is smaller than 1 acre, it is unlikely that the amount of groundwater removed from the aquifer as a result of dewatering activities would adversely impact neighboring wells. Water would be supplied to the project site by California American Water for project operations. Therefore, the project would not use groundwater resources or substantially deplete groundwater supplies. The impact would be less than significant.

c) *Less Than Significant Impact*. Runoff from the project site currently drains to the city's stormwater system. Because the project site is currently developed with pavement and 100 percent of the site is covered with impermeable surfaces, erosion from runoff flowing over the site is minimal. The proposed project would demolish existing structures and existing paved areas and would increase the amount of permeable surface on the project site. The project would also include a stormwater treatment area planned on the north side of the project site, shown in **Appendix A** (Sheet A.2).

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, as discussed in subsection, 4.17 Utilities. Post-construction BMPs could include posting signs at drainage inlets to discourage dumping; posting signs at trash enclosures to discourage disposal of hazardous materials; secondary containment rooftop equipment which may produce pollutants; and regular cleaning and maintenance of sidewalks, driveways, and parking lots to prevent accumulation of litter and debris. Therefore, the proposed 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.

d) *Less Than Significant Impact*. See Issue b). The project site is currently developed and drains to the city's stormwater system. The project would not substantially alter this existing drainage pattern, nor would it substantially increase runoff. The project would increase the amount of permeable surface on the project area and thus decrease the rate and amount of surface runoff by allowing opportunities for water filtration and absorption. Therefore, the proposed project would not result in on- or off-site flooding, and this impact would be less than significant.

e) *Less Than Significant Impact*. See Issues a) and b). 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 National Pollutant Discharge Elimination System permit, including the management of any increases in runoff volume and flows. The project's storm drainage system would be designed to comply with Section E.12.e(ii)(d) of the NPDES General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (Order No. 2013-0001-DWQ). This permit requires the project site design to achieve an 85 percent capture rate. Although a portion of the project's stormwater would

flow into the city's existing storm drainage system, because of requirements and project features intended to capture runoff, this would not be a significant amount. Therefore, the project would not substantially increase drainage flows entering the city's drainage system. This impact would be less than significant.

f) *Less Than Significant Impact*. See Issue a).

g) *No Impact*. As described previously, the project site is designated by FEMA 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.

h) *No Impact*. See Issue f). The proposed project would not place any structures within a 100-year flood hazard area and would have no impact.

i) *No Impact*. There are no levees in the project vicinity, and the project is not located in a dam inundation area. Therefore, the project would have no impact.

j) *No Impact*. The project is located 0.2 miles 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.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.10 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

SETTING

The basis for land use and planning in the city is the Pacific Grove General Plan, adopted in 1994. Chapter 2, Land Use, provides the primary guidance on issues related to land use, land use intensity, and design. In concert with the General Plan, Title 23, Zoning, of the Pacific Grove Municipal Code establishes zoning districts in the city and specifies allowable uses and development standards for each district.

The City most recently updated its Zoning Code in August 2015. As shown on the General Plan Map, the project site is designated as Commercial-Downtown. Under the current Zoning Code, the site is zoned Light Commercial, Hotel, Condominium District (C-1-T), Commercial Downtown (C-D). Pursuant to Pacific Grove Municipal Code Section 23.52, structures with a density of at least 1 unit to 1.5 acres are permitted on site, with common examples including residential, industrial, commercial, institutional, and open space uses. Hotels are permitted uses in C-1-T and C-D zones.

DISCUSSION OF IMPACTS

a) *No Impact*. 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.

b) *No Impact*. The proposed project would not conflict with any local regulations, land use plans, or any plans adopted for the purpose of avoiding or mitigating environmental effects. As stated in General Plan Chapter 2, Land Use, in 1994 the City Council placed a measure on the ballot to allow condominiums and hotel use in the Holman block, which includes the project site. The measure was passed by city voters. The proposed project would comply with zoning regulations and the General Plan regarding building on the Holman Block, as outlined in Section 3.0, Project Description. The proposed project would be consistent with local land use plans, policies, and regulations stated in the Zoning Code and General Plan. The project would have no impact on land use plans.

c) *No Impact.* The proposed project is located in an established urban area. No habitat or natural community conservation area has been designated for the project area; thus, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. There would be no impact on habitat conservation plans or natural community plans.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.11 MINERAL RESOURCES. Would the project:				
a) 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?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒

SETTING

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 the city or on the project site.

DISCUSSION OF IMPACTS

a) *No Impact*. 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 and would have no impact.

b) *No Impact*. 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.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.12 NOISE. Would the project result in:				
a) 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?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

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 Peninsula Airport. Schools, construction sites, and the Mission Linen Service Plant may also generate noise during the day.

NOISE FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear (A-weighted decibels or dBA).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and

flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (EPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

Criteria for Acceptable Noise Exposure

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. The project proposes transient lodging, and the project site is located near residential land uses. The analysis takes into account the increases in noise levels over pre-project noise conditions.

Traffic Noise Prediction Methodology

The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.*

Short Term

Short-term noise levels related to project construction would temporarily increase noise levels in the project vicinity. The nearest sensitive receptors entail City of Pacific Grove Library and the Museum of Natural History patrons located approximately 65 feet north of the project site, as well users of Jewell Park 55 feet northwest and residences located 230 feet to the northeast. Site preparation activities, which include demolition, excavation, and grading, tend to generate the highest noise levels because earth-moving equipment is the noisiest construction equipment. Earth-moving equipment includes excavating machinery such as backhoes, bulldozers, front loaders, and earth-moving and compacting equipment, which includes compactors, scrapers, and graders. Typical 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.

During project construction, noise levels could affect the nearest existing sensitive receivers in the project vicinity. However, this would be a temporary impact and would cease

completely when construction is complete. Proposed grading and construction activities would increase ambient noise levels in the project area for approximately 12 months. According to the General Plan Health and Safety General Plan chapter, due to the temporary nature of such activities, construction is exempt from noise requirements. Therefore, project construction noise would have a less than significant impact.

Long Term

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 traffic trip generation and operations analysis (Hexagon 2016), the proposed project would generate fewer traffic trips than generated by the existing land use. **Table 4.12-1** shows the calculated roadway noise level comparison between the proposed project and the current operations at the site.

TABLE 4.12-1
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	45.7	45.5	-0.2
East of Fountain Avenue	45.7	45.5	-0.2
Forest Avenue			
South of Central Avenue	45.7	45.5	-0.2
Lighthouse Avenue			
West of Grand Avenue	43.9	43.7	-0.2
East of Fountain Avenue	43.9	43.7	-0.2

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

As shown, the average day-night traffic noise levels associated with the proposed project would actually be slightly lower than the traffic noise levels currently generated by the existing land use on the site. Since noise levels would be reduced with project implementation, operational impacts would be less than significant.

b) *Less Than Significant Impact*. Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. This impact discussion uses Caltrans's (2002) recommended standard of 0.2 inches per second (in/sec) peak particle velocity (PPV) with respect to the prevention of structural damage for normal buildings. **Table 4.12-2** displays vibration levels for typical construction equipment.

TABLE 4.12-2
TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

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

The nearest structure to the project site is on the property line, located approximately 120 feet away. 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 would undergo construction and renovation activities for its transformation to a high-end condominium building (Holman Building 2016). Such construction would include retrofits and bringing the building up to California Building Code requirements.

Based on the vibration levels presented in **Table 4.12-2**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.09 in/sec PPV at 25 feet. Therefore, construction equipment would most likely not result in a groundborne vibration velocity level above 0.2 in/sec 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.

c) *Less Than Significant Impact*. See Issue a).

d) *Less Than Significant Impact*. The nearest noise-sensitive land uses in the project area are residential dwellings. Project construction would result in temporary noise impacts on adjacent land uses. Nonetheless, project construction would be of short duration and therefore the impacts would be temporary and short term. For this reason, City General Plan Program PP exempts construction activity from noise requirements. This impact would be less than significant.

e) *No Impact*. The project site is not located within an airport land use plan area because it is more than 2 miles from a public or private airport. The project would have no impact.

f) *No Impact*. The project site is not located near a private airstrip. The project would have no impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.13 POPULATION AND HOUSING. Would the project:				
a) 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SETTING

Pacific Grove has experienced minimal population change over the past 30 years. According to the California Department of Finance (2015), the population of the city was 15,504 in 1985 and 15,527 in 2000. The population was 15,674 as of the last recorded date of July 1, 2015(Census 2015). The city is mostly built out, and most development consists of urban infill.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. The project does not include the construction of any new homes. Employment opportunities would be limited to construction workers during the construction period and hotel/restaurant employees. As stated in Section 3.0, the project would employ approximately 8 hotel staff and 11 restaurant staff, for a total of 19 employees total. 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 or the extension of roads or infrastructure. The project would not result in significant population growth and this impact would be less than significant.

b) *No Impact*. The project site is currently developed for commercial use and does not contain residences. Therefore, the project would not displace any housing or people and would have no impact.

c) *No Impact*. See Issue b).

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.14 PUBLIC SERVICES. Would the project 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:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

SETTING

FIRE PROTECTION

In December 2008, the Pacific Grove Fire Department merged with the Monterey City Fire Department, creating a 67-person, four-station department with enhanced operational capability and depth of resources to better provide a broad spectrum of services to both communities at a lower overall cost than maintaining two separate departments. Pacific Grove Station #4 protects a geographical area of 2.5 square miles with a full-time population of 15,500 residents. Station #4 responds to an average of 1,450 calls a year.

POLICE PROTECTION

Pacific Grove is served by the Pacific Grove Police Department with 21 officers and 9 support professionals. The department is located at 580 Pine Avenue in Pacific Grove, 1.2 miles south of the project site.

SCHOOLS

The Pacific Grove Unified School District serves the population of the city. The district serves a population of approximately 2,050 students in five schools: two elementary schools, one middle school, one high school, and one continuation school.

RECREATION

See subsection 4.15, Recreation.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact.* Project development could increase the number of visitors to Pacific Grove. The project area is currently served by sufficient fire protection services. The increase in visitors would be minimal and would not substantially increase the need for fire

services in the project area. Therefore, the project would have a less than significant impact.

b) *Less Than Significant Impact*. Project development could incrementally increase the number of visitors to Pacific Grove. The project area is currently served by sufficient police protection services. The increase in visitors would be minimal and nonpermanent and would not substantially increase the need for police protection services in the project area. Therefore, the project would have a less than significant impact on police services.

c) *No Impact*. The project does not include any permanent housing. The project would increase the number of hotel units in Pacific Grove. The hotel would not house any school-age children who would enroll in schools. Therefore, the project would have no impact on schools.

d) *Less Than Significant Impact*. Please see subsection 4.15, Recreation.

e) *Less Than Significant Impact*. The project would not increase the need for fire, police, schools, or recreation services. Further, the project would not accommodate permanent residents. Therefore, the project would not increase the need for any other public facilities and would have a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.15 RECREATION.				
a) Would the project 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?	☐	☐	☒	☐
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

SETTING

ON-SITE AMENITIES

The project would include landscaped areas, outdoor seating with a fire pit and lounge furniture, and recreational facilities such as a pool and spa that hotel guests would use without leaving the project site.

LOCAL PARKS AND FACILITIES

The Pacific Grove Recreation Board currently maintains 28 community and neighborhood parks and eight recreational facilities (Pacific Grove 1994). The Public Works Department is responsible for maintenance of parks and grounds of all City properties, including structure repairs, lawn and tree maintenance, and amenities repair (Pacific Grove 1994). General Plan Chapter 5, Parks and Recreation, outlines the existing parks and recreation facilities as well as goals and policies for preservation of green space in the city.

There are five parks less than a half-mile walk from the project site. The closest park is Jewell Park, located 0.1 mile northwest of the project site. Caledonia Park is 0.2 mile west, Chase Park is 0.3 mile northwest, Greenwood Park is located 0.1 mile east, Berwick Park is 0.3 miles northwest, and Andy Jacobsen Park is 0.4 mile northwest of the project site. Andy Jacobsen Park contains the Monterey Peninsula Recreational Trail, which winds along the coastline of Pacific Grove. George Washington Park is the largest of Pacific Grove's city parks at 20 acres and is approximately 0.8 mile from the project site. In total, the city has 450 acres of parks and recreational facilities, comprising nearly 20 percent of the land in Pacific Grove.

Other significant tourist attractions in Pacific Grove are Pebble Beach, the Monterey Bay Aquarium, Fisherman's Wharf, and the Del Monte Forest. The most popular attraction in Pacific Grove is the Monterey Bay Aquarium, with approximately 2 million tourists per year (Monterey County Convention & Visitors Bureau 2016)

REGIONAL PARKS

Regional parks within 25 miles of the project site include Laguna Grande Regional Park, Monterey Peninsula Regional Park, Palo Corona Regional Park, Jack's Peak Park, Point Lobos State Natural Reserve, and Pfeiffer Big Sur State Park. The latter receives the most tourists, with 3 million visitors per year. There are over 12,000 total hotel rooms in Monterey County. Monterey County has 8.4 million visitors per year (Monterey County Convention & Visitors Bureau 2016).

DISCUSSION OF IMPACTS

a, b) *Less Than Significant Impact*. Although the project would attract more visitors to project vicinity, it would only incrementally 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 visitors to existing parks.

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. Tourists would visit the larger parks in Pacific Grove such as George Washington Park and Andy Jacobsen Park, and regional parks such as Pfeiffer Big Sur State Park. The project would incrementally add to the millions of tourists that visit Monterey County each year. The project would not permanently increase the resident population in Pacific Grove, and many visitors would use hotel recreational facilities and travel out of the city to regional attractions. Therefore, no new or expanded facilities would be required. The project would have a less than significant impact.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.16 TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) 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?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐

SETTING

The traffic study focused on traffic operations at intersections in the immediate area of the project site (**Figure 4.16-1**). The analysis includes an evaluation of peak-hour intersection level of service analysis 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

Traffic conditions were evaluated for the following scenarios:

Existing Conditions. Existing conditions were represented by 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.

Existing Plus Project Conditions. Existing plus project peak-hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions to determine the effects the project would have on the existing roadway network.

The study prepared by Hexagon Transportation Consultants, Inc., is included as **Appendix E**.

TRIP GENERATION ESTIMATES

Parking for the existing buildings is provided in the on-site surface parking lot and an off-site surface parking lot across Fountain Avenue. Trip generation counts were conducted at each of the four driveways of the on-site surface parking lot on June 1, 2016, for the purpose of estimating the trips generated by the existing uses. Based on the counts, 15 AM peak-hour trips and 32 PM peak-hour trips are generated at the on-site parking lot driveways. However, site observations indicated that the on-site surface parking lot and an off-site surface parking lot are shared by the project site uses, the Holman Building to the south of the project on Lighthouse Avenue, and the Monterey Credit Union on Fountain Avenue next to the off-site parking lot.

Site observations also indicated that a portion of the on-site parking lot is currently used as the staging area for the construction of the Holman Building, and some customers of the project site parked on the streets instead of in the parking lots. Because of the shared parking, construction staging, and use of on-street parking, the driveway counts at the on-site parking lot do not accurately reflect the vehicle trips generated by existing uses on the project site. Therefore, the vehicle trips generated by the existing uses on-site were estimated using the Institute of Transportation Engineers (ITE) trip generation rates for specialty retail centers. Based on the ITE trip rates, the existing uses are estimated to generate 20 AM peak-hour trips and 63 PM peak-hour trips.

TRANSIT SERVICES

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.

PEDESTRIAN ACCESS

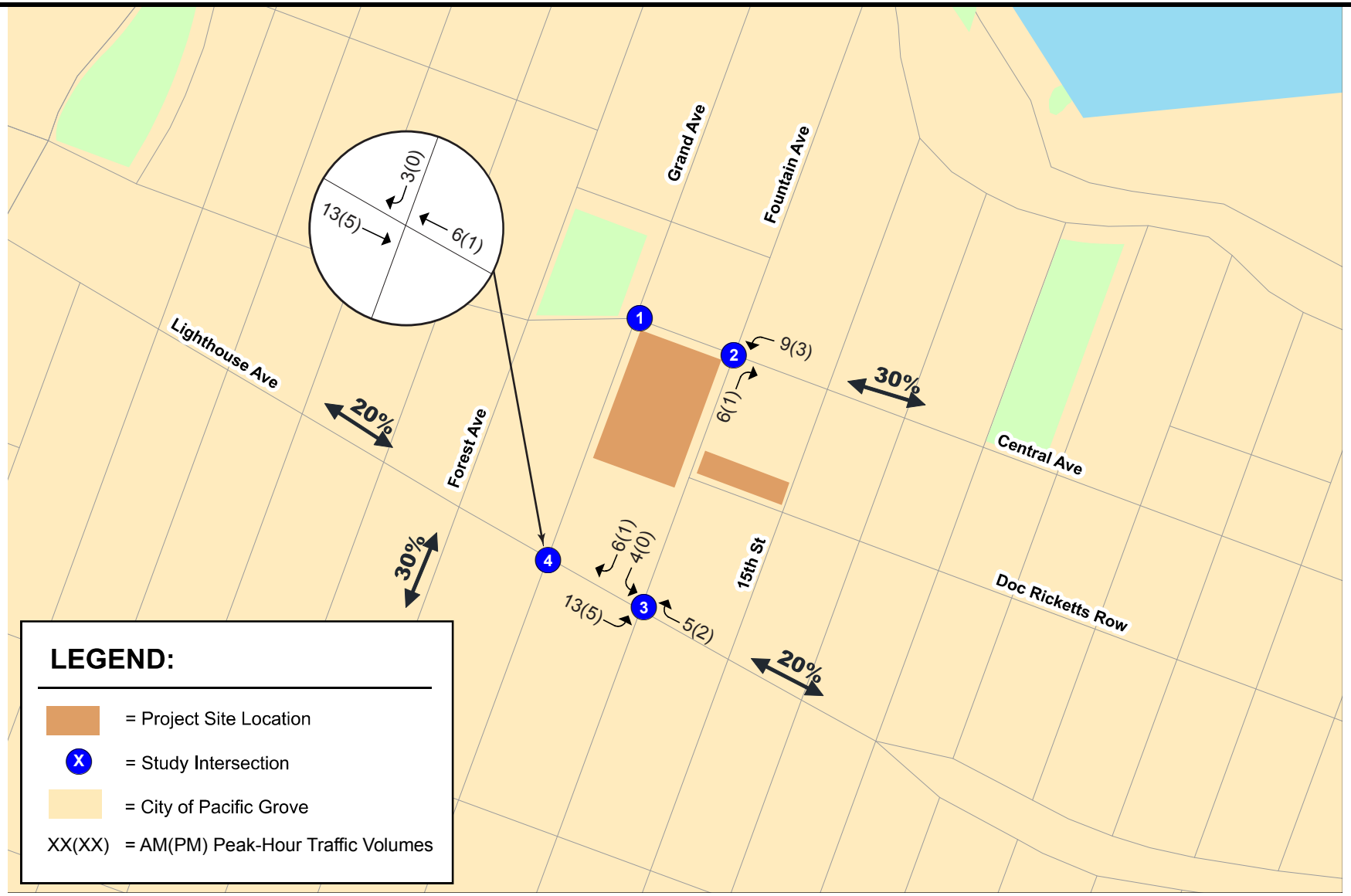
Pedestrian access between the project site and the nearby bus stops is available on the existing sidewalks on Lighthouse Avenue, Grand Avenue, and Fountain Avenue and crosswalks at the Fountain Avenue/Lighthouse Avenue and Grand Avenue/Lighthouse Avenue intersections, as shown in **Figure 4.16-2**.

INTERSECTION LEVEL OF SERVICE

Level of service (LOS) is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The intersections were analyzed using Synchro software and the Highway Capacity Manual (HCM) 2010 methodology for computing the level of service at intersections. All of the study intersections are side-street stop-controlled intersections. For two-way stops or T-intersections, operations are determined by the average control delay for vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets during the peak hour. LOS is reported based on the average control delay for the worst approach (i.e., the stop-controlled approach with the highest delay).

Traffic conditions were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Existing traffic volumes were obtained from new peak-hour intersection turning movement counts completed on June 1, 2016. Intersection lane configurations were verified in the field by Hexagon Transportation Consultants.

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



Source: Hexagon Transportation Consultants, Inc.

Not To Scale

FIGURE 4.16-1
Site Location and Study Intersections

Michael Baker INTERNATIONAL

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



Source: Hexagon Transportation Consultants, Inc.

Not To Scale

FIGURE 4.16-2
Site Location and Study Intersections

Michael Baker INTERNATIONAL

DISCUSSION OF IMPACTS

a, b) *Less Than Significant with Mitigation Incorporated Impact*. The existing arterial roads that serve Pacific Grove are described in the City's General Plan Transportation Element, including respective 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.

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 intersections.

Materials delivery and hauling (e.g., equipment, hauling of demolition materials) would be intermittent in terms of traffic volume. 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 smaller streets. As such, this impact is potentially significant and mitigation measure **MM TRA-1** shall be required. Limiting traffic to Forest and Central avenue would mitigated this impact to less than significant.

During construction, there would be no substantial change in level of service on local roadways or at intersections, due to the small number of construction vehicles needed. Impacts would be minor and temporary and would be less than significant.

Operation

The vehicle trips generated by the proposed hotel were estimated using the ITE trip generation rates for hotels. Trips associated with the existing uses were subtracted from the project-generated traffic to derive the net project-generated trips. After applying the existing trip credits, the proposed 125-room hotel would generate an additional 46 AM peak-hour trips and 12 PM peak-hour trips, shown in **Table 4.16-1**.

TABLE 4.16-1
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

Notes:

All rates are from: Institute of Transportation Engineers, Trip Generation, 9th Edition

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.*

Source: Hexagon 2016

Intersection level of service results show that all four study intersections are currently operating at LOS B conditions, as shown below in **Table 4.16-2**.

TABLE 4.16-2
LEVEL OF SERVICE SUMMARY

ID	Intersection	Peak Hour	Count Date	Existing		Existing + Project	
				Avg. Delay [1]	LOS	Avg. Delay [1]	LOS
1	Grand Avenue and Central Avenue	AM	6/1/16	10.5	B	10.5	B
		PM	6/1/16	10.5	B	10.5	B
2	Fountain Avenue and Central Avenue	AM	6/1/16	11.9	B	12.2	B
		PM	6/1/16	12.5	B	12.6	B
3	Fountain Avenue and Lighthouse Avenue	AM	6/1/16	10.8	B	11.1	B
		PM	6/1/16	13.0	B	13.1	B
4	Grand Avenue and Lighthouse Avenue	AM	6/1/16	10.6	B	10.6	B
		PM	6/1/16	11.1	B	11.1	B

Note:

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

Source: Hexagon 2016

As shown, the addition of project traffic would not result in the degradation of level of service or increase in average delay on the stop-controlled approaches by more than 1.0 second during each of the peak hours analyzed. Therefore, the project would have a less than significant impact on intersection levels of service.

c) *No Impact*. The proposed project would not change air traffic patterns and would therefore have no impact.

d) *No Impact*. The project would not modify the existing site circulation plan. It would maintain the same ingress and egress points with appropriate signage. The project would not result in any new design features or incompatible uses. Although work crews would use existing public roads to transport equipment and haul out demolition materials, the work crews would follow traffic laws, would not require special permission from local governments, and would not require the use of warning or chase vehicles. The project would not require the permanent alteration of any roadways or generate vehicle uses incompatible with the existing roadways. Therefore, it would have no impact on road hazards.

e) *No Impact*. Emergency access would not be impacted by the proposed project. No streets or intersections would be closed. Access to and from the project site would be maintained throughout the project, and the project would not modify the existing site's circulation system. Thus, the project would have no impact.

f) *Less Than Significant Impact With Mitigation Incorporated*. None of the roadways in the project vicinity provide Class II bicycle facilities (striped bike lanes). Further, transit access would be maintained and the project would not modify the existing site's circulation system.

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 are not provided 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. Thus, the project would conflict with adopted policies, plans, or programs regarding pedestrian facilities and this impact would be potentially significant. As such, mitigation measure **MM TRA-2** is required. With implementation of the mitigation measure, project impacts would be less than significant.

Mitigation Measures

MM TRA-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.

MM TRA-2 The project applicant shall pay an appropriate fee, as determined by the City's Department of Public Works, to provide funds for the addition of crosswalks at the Grand Avenue/Central Avenue intersection and at the Fountain Avenue/Central Avenue intersection to ensure pedestrian safety in the project area.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.17 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) 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?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

SETTING

WASTEWATER

The City of Pacific Grove provides sewer services for residences and commercial businesses. The City owns and operates the sewer collection system consisting of approximately 58 miles of pipeline (with pipes varying in size from 4 to 18 inches in diameter), 900 manholes, and 7 pump stations. Wastewater collected in the city is conveyed to the Monterey Regional Water Pollution Control Agency (MRWPCA) Regional Treatment Plant in Marina via an interceptor pipeline located along the coast through the cities of Monterey, Seaside, and Marina. The regional treatment plant treats and recycles approximately 60 percent of wastewater collected in the MRWPCA service area for reuse by the agricultural industry in northern Monterey County. The remaining 40 percent of treated wastewater is discharged into the Monterey Bay.

WATER

The City of Pacific Grove receives water services from the California American Water Company. The Monterey Peninsula Water Management District regulates potable water on the Monterey

Peninsula along with local governments. Effective 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. Building permit applications for projects for which there is no available water will not be accepted or processed. However, the Municipal Code establishes a prioritized waiting list for each allocation category. Projects are placed on a waiting list according to order of receipt of proof of readiness to apply for a building permit. The City is currently experiencing a water shortage, and new water meter connections are given out based on the City Water list and project application completion.

DRAINAGE

Rainwater in the city is generally directed to storm drains located along major roadways in Pacific Grove. The project site drains to the city's stormwater system.

SOLID WASTE

The Monterey Regional Waste Management District manages solid waste in the Monterey Peninsula region. The district's role includes the recovery of recyclable materials, including cardboard, glass, wood, yard waste, plastics, metal, sheetrock, concrete, asphalt, reusable building materials, and resale items.

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact*. Wastewater generated by the proposed project would be conveyed to the MRWPCA's Regional Treatment Plant. The plant currently meets all applicable water quality standards and waste discharge requirements. The plant has a current capacity of 29.6 million gallons per day and receives 18.5 million gallons per day. The regional treatment plant would be able to accommodate an incremental increase in the number of visitors to the city. Therefore, the proposed project would not result in an exceedance of any wastewater treatment requirements and would have a less than significant impact on wastewater.

b) *Less Than Significant Impact*.

Water

The project would increase the number of visitors to the city. The project would only be occupied at full capacity during peak tourist season, which is approximately three months a year. The project also includes the construction of a lap pool and spa. As discussed in subsection 4.9, Hydrology and Water Quality, the project would be subject to the NPDES permit and required to comply with water management requirements outlined under the State Water Resources Control Board's Construction General Permit. As shown in **Appendix A** (Sheet A.2), the site plan includes a tentative location of stormwater control for the Monterey Regional Storm Water Management Program.

Wastewater

The regional treatment plant has a current capacity of 29.6 million gallons per day and receives 18.5 million gallons per day. The regional treatment plant would be able to accommodate an incremental increase in the number of visitors to the city. The project

would result in an incremental increase in wastewater, and no new or expanded treatment facilities would be required.

c) *Less Than Significant Impact*. See Issue e) in subsection 4.9, Hydrology and Water Quality. The project would increase the amount of permeable surface and decrease site coverage, thus facilitating more groundwater infiltration and reducing runoff from the project site. The project would not increase the need for stormwater facilities. As such, the project would have a less than significant impact.

d) *Less Than Significant Impact with Mitigation Incorporated*. The projected water use for the project would be approximately 5.47 acre-feet per year. Current water usage on the site is 1.7 acre-feet per year. As such, the net new water use about be approximately 4.09 acre-feet per year. The water deficit would be addressed either by Cal Am Water resources or through the development of a dual well system that would include potable and non-potable water use.

Nonetheless, the City of Pacific Grove does not currently have sufficient water supplies available at this time to serve the project. To manage its water supply availability the City of Pacific Grove has a process in place to help it determine water availability prior to approving a construction permit. All new projects in the City, requiring new water supplied, are placed on a water wait list. Building permits are issued only when the City has sufficient water credits to serve the projects. Water credits are given through City Council approval. To receive a construction permit, all project applicant must show that water supplies are available and must complete the CEQA process.

Currently, the applicant is on the City's water wait list for the proposed hotel. Because there are not currently sufficient water supplies to serve the project this impact is potentially significant and Mitigation Measure **MM UTL-1** shall be required. With implementation of MM UTL-1 project impacts would be less than significant with mitigation incorporated.

e) *Less Than Significant Impact*. See Issue b).

f) *Less Than Significant Impact*. The project would demolish existing structures on the project site and construct a new hotel. During project construction, materials would be hauled off-site and would be handled in accordance with state and local regulations as they relate to building material waste. Any fill material would be used on-site as possible to minimize waste.

Solid waste generated by project operations would be hauled to the WM Material Recovery Facility in Castroville. The project would result in the development of 125 hotel units and hotel facilities for a total of 84,000 square feet. Based on a standard rate of 2 lbs/per day/per room the project would generate approximately 91,250 lbs/per room/per year or 45 tons per year (CalRecycle, 2016).

All waste would be diverted to the Monterey Regional Waste Management District facility, Monterey Peninsula Landfill, which has a program in place to reduce waste from commercial businesses. The program includes diverting organic waste, recycling and diversion of construction and demolition debris. The Solid Waste Facility Permit for the District operation states that the peak traffic volume for incoming waste materials shall not exceed 2,000 trips per day, and the peak tonnage of incoming waste shall not exceed 3,500 tons per day. The MPL currently receives approximately 300,000 tons per year (less than 1,000 tons per day) of municipal solid waste for disposal. Additionally, MPL has a design airspace (volume of available airspace for placement of waste and

daily/intermediate/final cover soil) of approximately 84 million cubic yards (CY). The remaining landfill waste capacity is approximately 71 million CY, or 48 million tons (assuming an Airspace Utilization Factor of 0.676 tons per CY). The MPL is projected to reach its full capacity in the year 2161 (MRWMD 2016). Therefore, the facility would have sufficient space to accommodate the project's solid waste.

The City of Pacific Grove also implements recycling programs that would apply to the project. With the implementation of existing recycling programs in the city and due to existing capacity at MPL, the project would have a less than significant impact.

g) *No Impact*. The project would comply with all applicable solid waste regulations including standards for the location and screening of waste container enclosures in Pacific Grove. Therefore, there would be no impact.

Mitigation Measures

MM UTL-1 Prior to obtaining a building permit, the project applicant shall complete all steps and demonstrate compliance with the City's water allocation system. Additionally, no preliminary steps for project completion or initiation, like demolition of current structures, site clearance and grading shall occur before water supplies are secure and deemed sufficient to serve the project.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.18 MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION OF IMPACTS

a) *Less Than Significant Impact With Mitigation Incorporated*. None of the project's impacts identified have the potential to degrade habitat or wetlands. Mitigation measures **MM BIO-1** would reduce impacts on special-status species to less than significant levels. Compliance with General Plan policies related to cultural resources would minimize impacts on California history or prehistory. Additionally, implementation of mitigation measures **MM CUL-1** and **MM CUL-2** would reduce potential cultural resource impacts to less than significant.

b) *Less Than Significant Impact*. The proposed project would not result in any potentially significant impacts; therefore, the potential for project cumulative effects in combination with other planned or anticipated improvements is low. In general, individual greenhouse gas emissions do not have a large impact on climate change. However, once added with all other GHG emissions in the past and present, they combine to create a perceptible change to climate. Because of the extended amount of time that GHGs remain in the atmosphere, any amount of GHG emissions can be reasonably expected to contribute to future climate change impacts. The amount of CO_2 emissions from the project, although measurable, would be minor. On a global scale, the project would contribute a negligible amount to global cumulative effects to climate change due to its small increase in guest (hotel) units and its urban location. Therefore, the project's contribution to GHG emissions would not be cumulatively considerable, and this would be a less than significant impact.

A new hotel is currently being planned for the City of Pacific Grove and is currently undergoing CEQA analysis. The hotel would accommodate a larger number of visitors compared with the Hotel Durell. Both projects would comply with existing applicable

regulations intended to reduce environmental impacts. As shown in this Initial Study, the project's impacts would be less than significant; therefore, the project would have a less than cumulatively significant impact on the environment.

c) *Less Than Significant Impact*. Based on the findings of this Initial Study, the project would not have a substantial impact on human beings.

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5.0 REFERENCES

5.1 DOCUMENTS REFERENCED IN INITIAL STUDY AND/OR INCORPORATED BY REFERENCE

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Appendix 2 – NOP

Notice of Preparation of an Environmental Impact Report

Date: March 16, 2017

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

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

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

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

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

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

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

- Aesthetics – This section will analyze post construction conditions and would emphasize whether the project would impact aesthetic resources or neighborhood character.

- Cultural Resources – Although the structures located on the project site are not located on the City's historic register, the EIR will determine the structure's eligibility for listing on the California Register of Historic Resources, assess internal and external features, and propose mitigation measures as needed.

- Transportation/Traffic – This section will discuss impacts from project traffic based on technical studies prepared for the project. Mitigation measures will be developed as needed.

- Tribal Cultural Resources – This section will discuss impacts from project implementation to tribal resources. It will outline the Assembly Bill 52 consultation process and will require mitigation measures as needed.

- Utilities/Service Systems – This section will discuss the project's water needs and water availability in the City of Pacific Grove.

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

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

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

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

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

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

Or via e-mail to lohalloran@cityofpacificgrove.org

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

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

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

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

_____ Date: _____

Laurel O'Halloran
Associate Planner

Figure 1 Regional and Project Site Location

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Hotel Durrell

Nancy Parsons <nancyparsons29@gmail.com> Tue, Jan 31, 2017 at 9:02 PM
To: lohalloran@cityofpacificgrove.org

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

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Hotel Durell

Donna Foote <ddjfoote@aol.com> Fri, Jan 27, 2017 at 12:34 PM
To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Downtown Hotel Impact

David Hernandez <dhernandez916@gmail.com> Mon, Jan 30, 2017 at 9:40 PM
To: lohalloran@cityofpacificgrove.org

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

Sincerely,
David Hernandez

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Fwd: hotel durrell

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

Fri, Jan 27, 2017 at 9:02 AM

From: "DEL NAN A" <dnmorgan39@comcast.net>
To: lohalloran@pacificgrove.org
Sent: Friday, January 27, 2017 8:49:11 AM
Subject: hotel durell

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

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

Thank you for your time.
Sincerely,
Del Nan Morgan
116 13th St
Pacific Grove, Ca

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

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

RE: The Hotel Durell Project:

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

DESIGN:

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

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

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

CURRENT PROJECTS WITHIN PACIFIC GROVE:

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

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

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

WATER:

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

TRAFFIC AND LOSS OF MUCH NEEDED PARKING:

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

Parking spaces: Library and Museum:

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

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

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

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

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

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

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

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

Sincerely,

Deborah Kenwood
1104 Austin Avenue
Pacific Grove, CA 93950

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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

Cosmo Bua <philemata@gmail.com> Mon, Jan 30, 2017 at 2:14 PM
To: Laurel O'Halloran <lohalloran@ci.pg.ca.us>, Laurel O'Halloran <lohalloran@cityofpacificgrove.org>, Mark Brodeur <mbrodeur@cityofpacificgrove.org>

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

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

Please consider these comments on the following areas of concern:

Aesthetics:

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

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

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

Air Quality

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

Cultural Resources

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

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

Noise

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

Public Services

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

Parking

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

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

Traffic

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

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

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Hotel Durell

Charlie Rieckers <crieckers@csumb.edu> Mon, Jan 30, 2017 at 12:50 PM
To: lohalloran@cityofpacificgrove.org

Laurel O'Halloran,

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

Best regards,

Charlie Rieckers

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Proposed Hotel Durrell

Carolyn Griffin <clroehouse@aol.com> Sat, Jan 28, 2017 at 11:12 AM
To: "lohalloran@cityofpacificgrove.org" <lohalloran@cityofpacificgrove.org>
Cc: Gerald Dieter Griffin <k6md@aol.com>, readabooktoadog@gmail.com

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

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

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

Gerald D. Griffin, MD and Carolyn K. Griffin
Sent from my iPad

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

THAT NEW PROPOSAL IS SO OUT OF PLACE

Bonnie Bragg <abhaya@redshift.com> Tue, Jan 31, 2017 at 6:34 PM
To: lohalloran@cityofpacificgrove.org

the new project proposed close to the Library is nice looking for a modern city but not for downtown Pacific Grove. For Pacific Grove it is totally out of charaCTER. PLEASE DO NOT CROWD THAT PROPERTY BEHIND THE HOLLMAN BUILDING
BONNIE BRAGG
232 CONGRESS AVE
93950

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Concerns about Hotel Durrell proposal

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

Tue, Jan 31, 2017 at 1:36 AM

Laurel O'Halloran, Associate Planner

City Pacific Grove Community & Economic Development Department

300 Forest Avenue, 2nd Floor, Pacific Grove, CA 93950

Ms. O'Halloran,

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

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

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

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

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

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

Sincerely,

Robert Fisher

429 Lighthouse Ave. Apt 2

Pacific Grove, Ca. 93950

(831) 920-2731

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

January 30, 2017

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

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

Dear Ms. O'Halloran:

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

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

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

Respectfully,

Tony Ciani

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Questions/comments regarding Initial Study for Hotel Durrell

JaneHaines80@gmail.com <janehaines80@gmail.com> Tue, Jan 24, 2017 at 7:53 AM
To: O'Halloran Laurel <lohalloran@cityofpacificgrove.org>

Good morning Laurel,

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

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

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

I will appreciate your replies to the above questions.

Sincerely,
Jane Haines

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Hotel Durell

1 message

Jennifer Bicket <jbicket@sbcglobal.net> Thu, Jan 26, 2017 at 9:21 AM
To: lohalloran@cityofpacificgrove.org

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

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

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

Transportation/Traffic

Public Services

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

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

hotel durrrel.doc
27K

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Written comments on proposed Hotel Durell

1 message

Scott Partridge <scottgpartridge@gmail.com> Wed, Jan 18, 2017 at 6:46 PM
To: lohalloran@cityofpacificgrove.org

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

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

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

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

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

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

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

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

Here is my statement:

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

I will be looking at FOUR main areas.

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

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

Three.Are they prepared with a highly historically sensitive and highly attractive DESIGN or an appropriate scope and scale?
Within design, how they will accommodate CARS?
Sufficient underground parking accessed from Fountain? That may not trouble me.

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

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

Scott Geoffrey Partridge

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Important updates about the proposed Hotel Durell

1 message

Sally Aberg <forthecolors@comcast.net> Thu, Jan 19, 2017 at 7:33 AM
To: Sally Aberg <forthecolors@comcast.net>
Cc: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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

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

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

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

http://www.cityofpacificgrove.org/sites/default/files/general-documents/ceqa-california-environmental-quality-act/pacific-grove_hotel-durell_site-plans.pdf

You can also get there by going to this link:

http://www.cityofpacificgrove.org/living/community-economic-development/planning/ceqa-california-environmental-quality-act
and then click on Hotel Durell Site Plans a little ways down in this announcement.

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

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

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

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

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

And who knows when water availability will come?

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

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

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

HOTEL DURELL

1 message

Patsy Volpe <patsymelvin@comcast.net> Wed, Jan 18, 2017 at 8:36 AM
To: lohalloran@cityofpacificgrove.org

Dear Ms. O'Halloran,

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

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

Patsy Volpe
126 Grand Avenue
Pacific Grove CA

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

hotel Durell

1 message

Nan Sherburne <nsherb@juno.com> Fri, Jan 20, 2017 at 5:21 PM
To: lohalloran@cityofpacificgrove.org

Dear Laurel,

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

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

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

21 Gorgeous Stars Who Became Monsters With Age
mightbenews.com
http://thirdpartyoffers.juno.com/TGL3141/5882b78a7800537896462st02duc

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

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

1 message

john moore <jmerton99@yahoo.com> Thu, Jan 26, 2017 at 9:02 AM
Reply-To: john moore <jmerton99@yahoo.com>
To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>
Cc: Kelly Nix <kelly@carmelpinecone.com>, Mtry Herald <mheditor@montereyherald.com>, Marge Jameson <editor@cedarstreettimes.com>, Monterey County Weekly <freshsquid@mcweekly.com>, Bill Kampe <bkampe@cityofpacificgrove.org>, Rudy Fischer <rudyfischer@earthlink.net>, Huitt <huitt@comcast.net>, Nicholas Smith <nicksmith20@gmail.com>, Bill Peake <bpeake@cityofpacificgrove.org>

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

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

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

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

In conclusion, the analysis presented by the developer re traffic, transportation and parking is significantly superficial and incomplete and cannot justify a NMD. Let me explain why: From about 1973 to 2002, I was a co-owner of the 200 room Pony Village Motor Lodge, located in North Bend Oregon, a coastal community subject to peaks and valleys in occupancy, much like Pacific Grove. Based on my years of experience as an owner, this is how traffic and parking impacts will occur.
A motel or hotel creates an unusual amount of negative impact on traffic and parking because of the "check in" and "check out" process. A 125 room hotel during these many peak days may expect 100, or more check outs in the AM, with up to 100 automobiles owned by patrons, and then after two PM, another 100 or so new patrons, again with up to another 100 auto trips by the new patrons and so on. The impact on the area and its roadways will be negative, leading to lengthy grid lock and delay(keep in mind that Forest Ave. is a major roadway to CHOMP for emergency services). Again, I remind you that all of the affected roads are one lane each way

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

John M. Moore

Please acknowledge receipt. Thanks,JMM.

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Comment Opposing a Negative Declaration for the Durrell project.

john moore <jmerton99@yahoo.com> Mon, Jan 23, 2017 at 7:17 PM
Reply-To: john moore <jmerton99@yahoo.com>
To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>
Cc: Sally Aberg <forthecolors@comcast.net>, Huitt <huitt@comcast.net>, Bill Peake <bpeake@cityofpacificgrove.org>

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

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

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

Respectfully submitted, John M. Moore
PS. Please Acknowledge receipt. Thanks/JMM
[Quoted text hidden]

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Comment Opposing a Negative Declaration for the Durrell project.

1 message

john moore <jmerton99@yahoo.com> Sat, Jan 21, 2017 at 2:16 PM
Reply-To: john moore <jmerton99@yahoo.com>
To: "lohalloran@cityofpacificgrove.org" <lohalloran@cityofpacificgrove.org>

To: The City of Pacific Grove Planning Commission

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

THE AREA AFFECTED

1. The project proposes a 125 room hotel, a 4265 sq. ft. restaurant, over 2000 sq ft of conference rooms, Valet parking and no public selection parking. It is located in a key and sensitive location, across from the public library, near the Natural Museum, a park and adjacent to a new development(Holman Building that will contain 25 condos and thousands of sq. ft. of retail. Multi-family homes are nearby, North of the project.

2.The streets leading to the project are one lane in each direction.

3.The Holman project was permitted without the benefit of an EIR, but must be analyzed for combined impacts as part of this review.

4. Another Hotel site(the Bella) was just rezoned and is to be located at the Old Tin Cannery site and has not yet been analyzed for "changes in physical conditions within the area affected by the project." Its potential negative impact on this project must be analyzed.

5. The original rezoning for the affected area was for the whole Holman block. That right was by an initiative approved by the electors and provided "no change" could be made in that grant without a vote of the electors. Regardless, the City approved a "lot split" for the rezoned parcel, dividing it into the Holman project and now this project, without an EIR and without a vote of the people.

DISCUSSION

1.The project does not qualify for a NMD because its AESTHETICS violate the area of influence. The developer has a legal right to build a hotel, but does not have a legal right to build a 125 room hotel, with a large restaurant, meeting rooms, adjacent to a thousands of sq. ft. shopping project. There would be a substantial adverse affect on the area affected by the project.

2. The only change that would justify a NMD for a project of this density and multiple uses in this small lot in its sensitive community location, could be a boutique hotel of two stories and about forty or no more than fifty rooms. Gardens would be helpful.

3. An important CEQA criteria that must be met to grant a NMD is that it will not create a substantial negative impact on local transportation and traffic. The area has numerous special events that inundates the area with many outside guests(car shows, golf tournaments, motorcycle races etc). Imagine a fairly typical week or week-end where the hotel is full, there are 90 restaurant reservations and one or two conferences. The Holman shops are fairly busy. The traffic would be gridlock all of the way back to highway 68 and even highway one.

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

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

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

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

Respectfully submitted, John M. Moore, resident historian.

PS. Please acknowledge receipt of this comment.JMM

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Holman Building Development

1 message

Jeffrey Lehner <jlehner@csumb.edu> Fri, Jan 20, 2017 at 1:01 PM
To: lohalloran@cityofpacificgrove.org

Dear Ms. Hollaran,

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

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

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

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

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

--

Thank you for your time and attention.

Jeff

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

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Future hotel downtown near library

1 message

Claudia Vierneisel <hummingbirdcv@sbcglobal.net> Wed, Jan 18, 2017 at 2:20 PM
To: lohalloran@cityofpacificgrove.org

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

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

Claudia vierneisel
67 Country Club Gate

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Proposed Hotel at Grand and Central

1 message

Bobbie Hall <bobdango@pacbell.net>
To: lohalloran@cityofpacificgrove.org

Wed, Jan 18, 2017 at 4:00 PM

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

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

Roberta Hall

228 17th St.

Pacific Grove, CA

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Hotel Durrell

1 message

Anne Downs <annedowns1@me.com> Mon, Jan 23, 2017 at 11:18 AM
To: lohalloran@cityofpacificgrove.org

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

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

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

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

Please acknowledge receipt of this email.

Thank you,

Anne and Doug Downs
405 Alder St

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Fwd: Hotel Durell

kat clancypapenhausen <kcpapenhausen@gmail.com> Tue, Mar 14, 2017 at 6:54 AM
To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Address corrected, please see below.

Begin forwarded message:

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

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

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

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

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

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

Thanks in advance.

Kathleen

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Comment on EIR for Durrell Hotel

John Moore <jmoore052@gmail.com> Tue, Mar 28, 2017 at 5:52 PM
To: lohalloran@cityofpacificgrove.org

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

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

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

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

---------- Forwarded message ----------
From: **John Moore** <jmoore052@gmail.com>
Date: Sun, Mar 26, 2017 at 10:15 AM
[Quoted text hidden]

2 attachments

Scan_0002.pdf
2209K

Scan_0003.pdf
284K

1.2 WHAT IS THE GENERAL PLAN?

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

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

"All"

1.3 ORGANIZATION OF THE PLAN

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

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

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

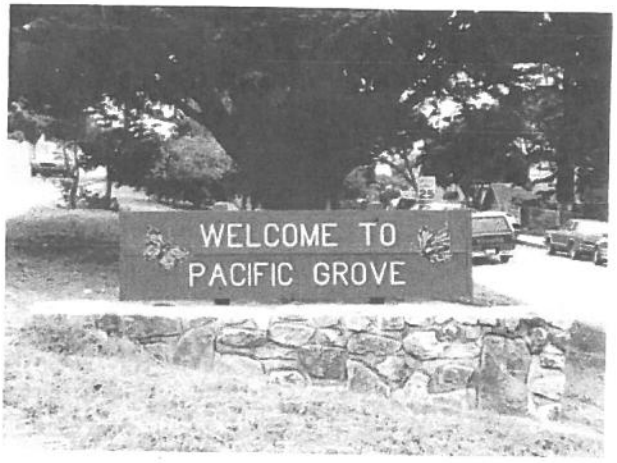
1.3.1 Maps and Diagrams

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

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

1.3.2 What Is Adopted

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



Entering Pacific Grove

1.3.3 Goals, Policies, and Programs

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

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

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

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

Sources for policies and programs are indicated by parenthetical notations:

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

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

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

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

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

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

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

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

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

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

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

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

NO STR NO hotel

- *Four public hearings held jointly before the city council and the planning commission on the Draft General Plan between September and December 1992.*
- *Eight deliberations by the planning commission on the Draft General Plan between June and September 1993.*
- *A public hearing in November 1993 before the city council on the Draft General Plan as recommended by the planning commission.*
- *Thirty special meetings of the city council between November 1993 and August 1994 to deliberate the Draft General Plan as recommended by the planning commission.*

The result of this effort is a new General Plan built upon the ideas of Pacific Grove's citizens. It is a guide in text and maps to opportunities and conditions for conservation and development of the city and its resources, based on an optimal balance among the social, environmental, and economic needs of—and costs to—the community.

1.7 ADMINISTERING THE GENERAL PLAN

It is the intent of the city council to implement this General Plan by establishing annual planning goals based on the Plan, developing implementing ordinances and regulations, and providing the requisite staff resources. The city council is also mindful that its intention to implement this General Plan is based on the availability of funding and that some goals, policies, and programs might not be achieved if funds are unavailable.

Once adopted, the General Plan does not remain static. As time goes on, the City may determine that it is necessary to revise portions of the text or add policies or programs to reflect changing circumstances or philosophy.

State law provides direction on how cities can maintain the General Plan as a contemporary policy guide: it requires each planning department to report annually to the city council on "the status of the plan and progress in its implementation" (§65400[b]). The city council may respond to the planning department review by setting goals for the coming year. In addition, the City should comprehensively review the Plan every five years to determine whether or not it is still in step with community values and conditions.

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Yahoo (9999+)
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Drafts (120)
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Spam (150)
Trash (192)
Smart Views
Important
Unread
Starred
People
Social
Shopping
Travel
Finance
Folders (9999+)
Recent
Today
JaneHaines80@gma 8:13 PM
Fwd: Please read comment #4
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Christie Fogarty 5:32 PM
Final notice
Fellow Conservative, There are just a fe
WSJ.com Editors 5:20 PM
WSJ NEWS ALERT: Trump Taps A:
The Wall Street Journal News Alert Tru
Los Altos Patch 5:16 PM
ALERT: Donald Trump Announces
After Justice Antonin Scalia's death las
Zillow 4:34 PM
Zestimate for 836 2nd St has increa
Home data and neighborhood activity
Jeffrey, me 4:23 PM
Response to Hotel Durrell propos
Excellent. John Sent from my iPho 2
Jody Morales 3:35 PM
KQED Radio: California Supreme C
Hi all, An observant supporter sent thi
WebMD 3:24 PM
Warning Signs of Common Mooc
Mood disorders can affect all parts of
me...Luke 2:26 PM
Use permit
Good, just between you and me, 5
Anthony Ciani 2:00 PM
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Yesterday
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Fwd: The Partisan has a new post!
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Calpensions Jan 30
[Subscribe] Comments on Calpens
Subscribe to comments on Governme
Bruce Orlebeck Jan 30
Fwd: A very unique way to 4-putt a
Sent from my iPad Subject: FW: A very
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Calpensions Jan 30
[New post] Government policy hur
Ed Mendel posted: " The two big state
Last week
Sally Aberg Jan 2
URGENT: Proposed Hotel Durrell -
Fwd: Please read comment #4 (21)
People
Yahoo
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Mark
Mark J. Brodeur, Director
City of Pacific Grove
Community & Economic Development Department
300 Forest Avenue
Pacific Grove, California 93950
T: 831.648.3189
M: 831.884.3816
Show original message
Reply
Reply to All
Forward
More
John Moore Sent from my iPhone Begin forwarded message: Today at 9:05 AM
john moore FYI/JMM On Tuesday, January 31, 2017 8:35 AM, Mar Today at 9:43 AM
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Vincent Tuminello <vatuminello@yahoo.com> Today at 6:13 PM
To john moore
Great email John, thank you so much!
Sincerely, Vince
Sent from my iPhone
Show original message
Reply
Reply to All
Forward
More

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Comment on EIR for Durrell Hotel

John Moore <jmoore052@gmail.com> Sun, Mar 26, 2017 at 10:15 AM
To: "mbrodeur@cityofpacificgrove.org" <mbrodeur@cityofpacificgrove.org>, lohalloran@cityofpacificgrove.org

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

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

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

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

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

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

John M. Moore
-------- Forwarded message --------
From: **John Moore** <jmoore052@gmail.com>
Date: Tue, Mar 21, 2017 at 7:34 AM
Subject: Re: Comment on EIR for Durrell Hotel
To: Alec Murdock Outside the Box <AlecOTB@arrowkite.com>

FYI/JMM

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

> -------- Forwarded message --------
> From: **Laurel O'Halloran** <lohalloran@cityofpacificgrove.org>
> Date: Mon, Mar 20, 2017 at 11:23 AM
> Subject: Re: Comment on EIR for Durrell Hotel
> To: john moore <jmerton99@yahoo.com>
> Cc: John Moore <jmoore052@gmail.com>
>
> FYI/ Marly



All john, search your mailbox

Home jmerton99

Compose

Yahoo (9999+)
johnmmoore (310)

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

Sort by date Archive Move Delete Spam More

Today

JaneHaines80@gma 6:13 PM
Fwd: Please read comment #4
Great email John, thank you so m 21

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

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

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

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

Jeffrey, me 4:23 PM
Response to Hotel Durrell proposa
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WebMD 3:24 PM
Warning Signs of Common Mooc
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Fwd: HOTEL DURELL MND
---------- Forwarded message ---------

Yesterday

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

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

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

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

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Mark

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Show original message

Reply Reply to All Forward More

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Sincerely, Vince

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Show original message

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1.2 WHAT IS THE GENERAL PLAN?

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

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

1.3 ORGANIZATION OF THE PLAN

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

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

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

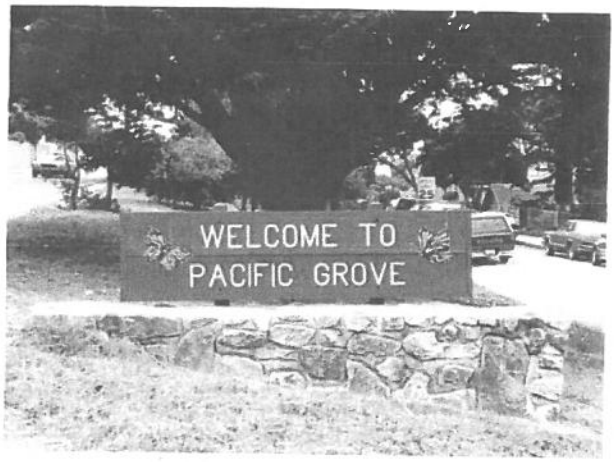
1.3.1 Maps and Diagrams

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

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

1.3.2 What Is Adopted

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



Entering Pacific Grove

1.3.3 Goals, Policies, and Programs

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

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

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

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

Sources for policies and programs are indicated by parenthetical notations:

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

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

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

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

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

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

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

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

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

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

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

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

NO STR NO hotel

- *Four public hearings held jointly before the city council and the planning commission on the Draft General Plan between September and December 1992.*
- *Eight deliberations by the planning commission on the Draft General Plan between June and September 1993.*
- *A public hearing in November 1993 before the city council on the Draft General Plan as recommended by the planning commission.*
- *Thirty special meetings of the city council between November 1993 and August 1994 to deliberate the Draft General Plan as recommended by the planning commission.*

The result of this effort is a new General Plan built upon the ideas of Pacific Grove's citizens. It is a guide in text and maps to opportunities and conditions for conservation and development of the city and its resources, based on an optimal balance among the social, environmental, and economic needs of—and costs to—the community.

1.7 ADMINISTERING THE GENERAL PLAN

It is the intent of the city council to implement this General Plan by establishing annual planning goals based on the Plan, developing implementing ordinances and regulations, and providing the requisite staff resources. The city council is also mindful that its intention to implement this General Plan is based on the availability of funding and that some goals, policies, and programs might not be achieved if funds are unavailable.

Once adopted, the General Plan does not remain static. As time goes on, the City may determine that it is necessary to revise portions of the text or add policies or programs to reflect changing circumstances or philosophy.

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From: **john moore** <jmerton99@yahoo.com>
Date: Tue, Apr 11, 2017 at 11:31 AM
Subject: Comment 3 re EIR for Durrell project and response to M.Brodeur e-mail to me dated April 7, 2017
To: Mark Brodeur <mbrodeur@cityofpacificgrove.org>, Bill Kampe <bkampe@cityofpacificgrove.org>, "K. Cuneo" <kencun17@sbcglobal.net>, Rudy Fischer <rudyfischer@earthlink.net>, Huitt <huitt@comcast.net>, Bill Peake <bpeake@cityofpacificgrove.org>, Nicholas Smith <nicksmith20@gmail.com>, Cynthia Garfield <cjgarfield@sbcglobal.net>, Laurel O'Halloran <lohalloran@cityofpacificgrove.org>
Cc: Marge Jameson <editor@cedarstreettimes.com>, Mtry Herald <mheditor@montereyherald.com>, Kelly Nix <kelly@carmelpinecone.com>, Mary Duan <mary@mcweekly.com>, The Carmel Pine Cone <paul@carmelpinecone.com>

To Laurel O'Halloran:
Please accept this as my comment three to the proposed EIR for the Durrell.

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

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

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

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

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

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

This week

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

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

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

Last week

Martindale-Hubbell® A\ Apr 6
2017 AV Preeminent Attorney
Get Your Martindale-Hubbell® Awarc

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

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

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

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

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

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

Earlier in April

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

March

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

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

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

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

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

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

Weekly Summary April 7, 2017 (12)

People Yahoo

Mark Brodeur Mr. Moore: I was informed by the City Clerk's Office Apr 10 at 9:16 AM

Mark Brodeur <mbrodeur@cityofpacificgrove.org> Apr 10 at 10:00 AM
To john moore
CC City Manager, City Council Members

Hi John:
I'm going to try to explain the differences between General Plan Land Use designations and the specific Zoning Districts in the Zoning Code.
I sense you are trying to find the C-1-T Zoning District somewhere in the General Plan Land Use Section. That's not how it works.
You are mixing the General Plan Land Use designations with the more specific Zoning Districts.

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

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

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

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

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

Mark

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

POLICY 18 (page 17).
"Support hotel development in the former Holman's Block of the downtown as allowed by adoption of an initiative measure by the city's voters in June of 1994."

Or maybe this quote.

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

#1

Mark

Mark J. Brodeur, Director

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

1.2 WHAT IS THE GENERAL PLAN?

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

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

1.3 ORGANIZATION OF THE PLAN

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

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

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

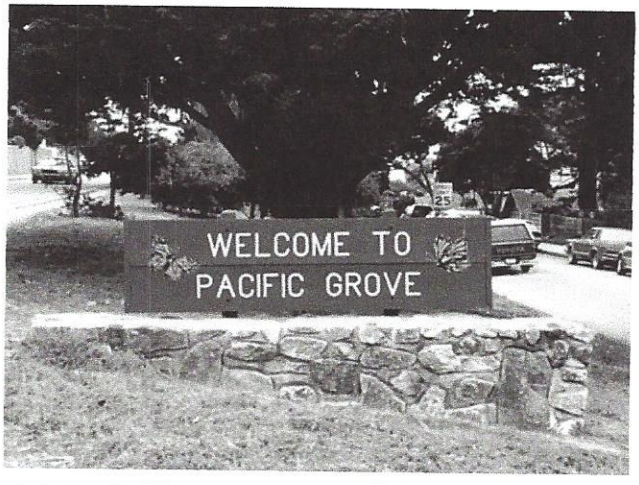
1.3.1 Maps and Diagrams

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

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

1.3.2 What Is Adopted

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



Entering Pacific Grove

1.3.3 Goals, Policies, and Programs

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

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

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

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

Sources for policies and programs are indicated by parenthetical notations:

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

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

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

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

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

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

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

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

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

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

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

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

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

5. The planning commission recommendation is reported to the city council. The council holds a public hearing and acts on the proposed amendment.

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

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

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

1.9 RELATION TO OTHER DOCUMENTS

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

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

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

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

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

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

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

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

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

4.4.1 Goals, Policies, and Programs—Parking

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Comment on EIR for Durrell Hotel

2 messages

john moore <jmerton99@yahoo.com> Mon, Mar 20, 2017 at 11:10 AM
Reply-To: john moore <jmerton99@yahoo.com>
To: Laurel O'Halloran <lohalloran@cityofpacificgrove.org>
Cc: John Moore <jmoore052@gmail.com>

To All:

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

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

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

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

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

3.Legal Issues. Mr. Brodeur is clearly under the spell of the developer for this project. He must be disqualified because of his confessed bias.
A lot split was granted the developer and it has greatly changed the dynamic of the development of the property by creating an additional owner. The parcel in its entirety was granted the special CIT zoning by a vote of the people, thus assuming a one on one development exchange. The Zoning expressly provided that any change required approval by a vote of the people. For years, the City expressly denied a lot split, except with a vote of the people, but then, without explanation, changed its mind. The EIR should require a vote.
The developer is aware of this issue and has applied for an amendment to the general plan without a vote of the residents. The law allows minor changes to a General Plan without a vote of the people, but for a dramatic spot zone like the one in question, the people are entitled to a vote on the amendment. Technically, this process should not even go forward until the people have voted on an amendment to the city general plan because the legality of the zoning is incomplete.

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

John M. Moore 836 2d st. Pacific Grove, Ca. 93950 831-655-4540
Doctorate of Jurisprudence, Stanford School of Law. Av(top 5%) and Preeminent(top 1%) rating for legal ability and honesty(Martindale and Hubbell)

Strathmore

SAN JOSE CA 950

Ms. O'Halloran

30 MAR 2010 PM 2 L

I am most concerned about the Hotel Durell's parking. Will there be 1-2 parking places on site for each RM?

Elizabeth Todd, Owner
145 16th St. #6.

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POSTCARD

Laurel O'Halloran
300 Forest Ave.
Pacific Grove, CA
93950

Laurel O'Halloran <lohalloran@cityofpacificgrove.org>

Error? in NOP of Hotel Durell Project EIR

1 message

Ed Perry <ed.perry.home@gmail.com> Mon, Mar 20, 2017 at 1:52 PM
To: lohalloran@cityofpacificgrove.org

Dear Laurel O'Halloran,

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

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

Thank you,
Edward Perry

APPENDIX 3 – PLANS

BUILDING CODE ANALYSIS

REFERENCE CODES
2013 CALIFORNIA BUILDING CODE
2012 INTERNATIONAL BUILDING CODE

OCCUPANCY USE AND CLASSIFICATION
SECTION 310 & 311
THE PROPOSED BUILDING CONSISTS OF 3 STORIES OF HOTEL OVER 1 STORY OF VALET PARKING

LEVEL 0 (GROUND LEVEL)
PARKING S-2

LEVELS 1-3
HOTEL R-1

CONSTRUCTION TYPE
SECTION 602
Parking . . . . . TYPE V-A
Hotel . . . . . TYPE V-A

TABLE 601
Structural Frame, Bearing Walls & Floor Construction: . . . . . 1-Hour Rating
Interior non-load bearing partitions: . . . . . .No Protection Required
Roof Construction: . . . . . 1-Hour rating

ALLOWABLE HEIGHT AND AREA
SECTION 503
HOTEL
CONSTRUCTION TYPE . . . . . TYPE V-A
OCCUPANCY. . . . . TYPE R-1
BASIC ALLOWABLE AREA . . . . . 12,000 SF PER STORY
BASIC ALLOWABLE HEIGHT . . . . 3 STORIES

PARKING
CONSTRUCTION TYPE . . . . . TYPE V-A
OCCUPANCY. . . . . TYPE S-2
BASIC ALLOWABLE AREA . . . . . 21,000 SF
BASIC ALLOWABLE HEIGHT . . . . 4 STORIES

ACTUAL BUILDING HEIGHT
HOTEL (R-1): . . . . . THREE LEVELS; MAXIMUM HEIGHT > 40 FT
PARKING (S-2): . . . . . ONE LEVEL

AUTOMATIC SPRINKLER SYSTEM
SECTION 903.2.1
AN AUTOMATIC FIRE SUPPRESSION SYSTEM IS REQUIRED AND PROVIDED

AUTOMATIC SPRINKLER SYSTEM INCREASE MODIFICATION
SECTION 506.3
THE AREAS LIMITED BY TABLE 503 MAY BE INCREASED BY AN ADDITIONAL 200% FOR BUILDINGS WITH MORE THAN ONE STORY ABOVE GRADE PLANE

MAXIMUM ALLOWABLE AREA WITH INCREASE 36,000 SF PER FLOOR

FIRE RESISTANCE
FIRE SEPARATION DISTANCE: WALLS
TABLE 602
5 < x < 10 ft. = 1 hour
x > 10 ft. = 0 hours

FIRE SEPARATION DISTANCE: OPENINGS
TABLE 705.8
3 ft. < x < 5 ft. = 15% allowable area can be unprotected openings
5 ft. < x < 10 ft. = 25% allowable area can be unprotected openings
10 ft. < x < 15 ft. = 45% allowable area can be unprotected openings

ACCESSIBILITY
Per California Building Code
Section 1111B.4.3
Required: *7 Fully Accessible Rooms (2 require roll-in showers) 5 Hearing Impaired Accessible Rooms*
Provided: *7 Fully Accessible Rooms (2 with roll-in showers) 5 Hearing Impaired Accessible Rooms*



RESTAURANT AND PLAZA PERSPECTIVE
CORNER OF GRAND AVE. AND CENTRAL AVE.

ZONING CODE ANALYSIS

PROPERTY ADDRESS: 157 Grand Avenue
APN: 006-173-001
GENERAL PLANNING AREA:
ZONING DESIGNATION: C-1-T

ITEM	PERMITTED / REQUIRED	PROVIDED
Lot Area	As per development permit	33,875 SF
Building Height Limit	40' From Ext. Grade (With site coverage < 75%)	40'
Front Yard Setback (Street X)	0'	0'
Street Side yard Setback(STREET Y&Z)	0'	0'
Rear Yard Setback (New Property Line)	0'	0'
Parking Spaces	78	83

SITE COVERAGE

LOT AREA	33,875 SF	
ALLOWED COVERAGE (PER 23.31.040)	25,406 SF	(ALLOWED 75%)
BUILDING FOOTPRINT	24,130 SF	
POOL	485 SF	
SPA	142 SF	
WATER FEATURE	43 SF	
WALLS AND NON PERMIABLE	417 SF	
TOTAL	25,217 SF	
ALLOWABLE EXCLUSIONS		
DRIVEWAY	-400 SF	
WALKWAY	-60 SF	
ADJUSTED TOTAL	24,759 SF	(PROPOSED 73%)

BUILDING INFORMATION

GROSS BUILDING AREA
HOTEL: 125 ROOMS
GROUND FLOOR - COMMON: . 1,685 SF
GROUND FLOOR - MAINT.: . . . . 2,230 SF
SECOND FLOOR: . . . . . 15,810 SF
THIRD FLOOR: . . . . . 22,341 SF
FOURTH FLOOR: . . . . . 21,709 SF
TOTAL: . . . . . 63,775 SF
RESTAURANT:
GROUND LEVEL: . . . . . 4,625 SF
PARKING:
GROUND LEVEL: . . . . . 15,590 SF
(DEDICATED LOT: . . . . . 8,427 SF)

TOTAL GROSS AREA . . . . . 83,990 SF

UNIT COUNT
SECOND FLOOR: . . . . . 31 ROOMS
THIRD FLOOR: . . . . . 48 ROOMS
FOURTH FLOOR: . . . . . 46 ROOMS
TOTAL: . . . . . 125 ROOMS

LOT SIZE . . . . . 33,875 SF

LANDSCAPE AREAS
PAVERS: . . . . . 3,270 SF
LANDSCAPE: . . . . . 4,803 SF
DECK: . . . . . 585 SF
TOTAL PROVIDED: . . . . . 8,658 SF

PARKING CALCULATIONS:
Per Pacific Grove Municipal Code
Section 23.64.190 (g)
Parking space required for other uses allowed in any district and not set forth above shall be determined by the planning commission and set forth as a condition to the granting of the use of permit for such use.
Section 23.64.190 (e)
Not less than one parking space for each four guest rooms in any hotel

PARKING REQUIRED

EMPLOYEE		5
1 / 4 GUEST ROOMS	125 ROOMS	32
1 / 150 SF MEETING	931 SF	6
1 / 300 SF KITCHEN	875 SF	3
1 / 50 SF DINING	1,600 SF	32
	TOTAL:	78
DEDICATED HOLMAN SPACES		14
	TOTAL REQUIRED	92

PARKING PROVIDED

On-Site Valet	55
On-Site Holman Dedicated	14
Off-Site Valet	28
TOTAL	97

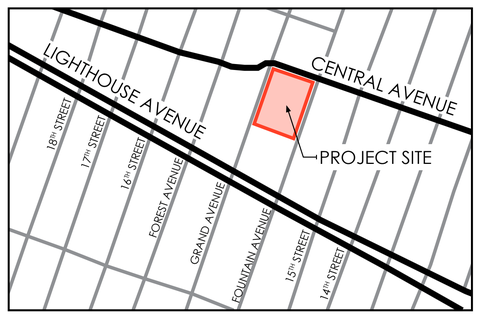
PROJECT INFORMATION

OWNER:
MR. NADER AGHA
449 ALVARADO STREET
MONTEREY, CA 93490

ARCHITECT:
VICTOR MONTGOMERY AIA
RRM DESIGN GROUP
3765 SOUTH HIGUERA STREET
SUITE 102
SAN LUIS OBISPO, CA 93401

SITE INFORMATION:
STREET ADDRESS:157 GRAND AVE.
APN: 006-173-001
ZONING: C-1-T

VICINITY MAP



SHEET INDEX

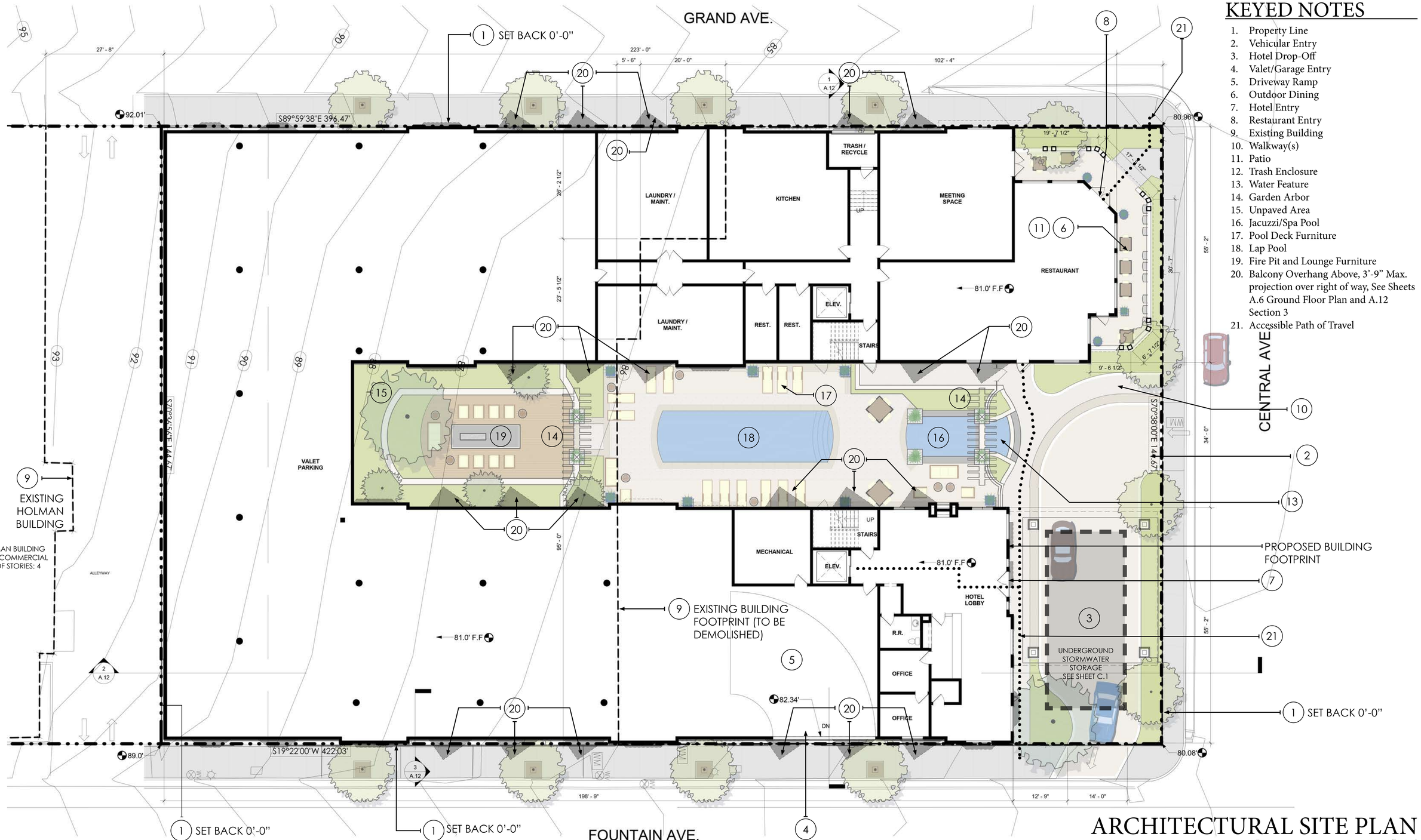
A.1 TITLE SHEET
A.2 ARCHITECTURAL SITE PLAN
A.3 DEMOLITION PLAN
A.4 OFF-SITE PARKING SITE PLAN
A.5 HOTEL ENTRY PERSPECTIVE
C.1 GRADING AND DRAINAGE
L.1 CONCEPTUAL LANDSCAPE PLAN
L.2 CONCEPTUAL PLANTING PLAN
A.6 GROUND FLOOR PLAN
A.7 SECOND FLOOR PLAN
A.8 THIRD FLOOR PLAN
A.9 FOURTH FLOOR PLAN
A.10 ROOF PLAN
A.11 EGRESS PLANS
A.12 BUILDING SECTIONS
A.13 BUILDING ELEVATIONS
A.14 BUILDING ELEVATIONS
A.15 BUILDING ELEVATIONS
A.16 ARCHITECTURAL DETAILS
A.17 CENTRAL AVE. & GRAND AVE. PERSPECTIVE
A.18 COLORS AND MATERIALS

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.1



KEYED NOTES

1. Property Line
2. Vehicular Entry
3. Hotel Drop-Off
4. Valet/Garage Entry
5. Driveway Ramp
6. Outdoor Dining
7. Hotel Entry
8. Restaurant Entry
9. Existing Building
10. Walkway(s)
11. Patio
12. Trash Enclosure
13. Water Feature
14. Garden Arbor
15. Unpaved Area
16. Jacuzzi/Spa Pool
17. Pool Deck Furniture
18. Lap Pool
19. Fire Pit and Lounge Furniture
20. Balcony Overhang Above, 3'-9" Max. projection over right of way, See Sheets A.6 Ground Floor Plan and A.12 Section 3
21. Accessible Path of Travel

ARCHITECTURAL SITE PLAN

SCALE: 1"=10'

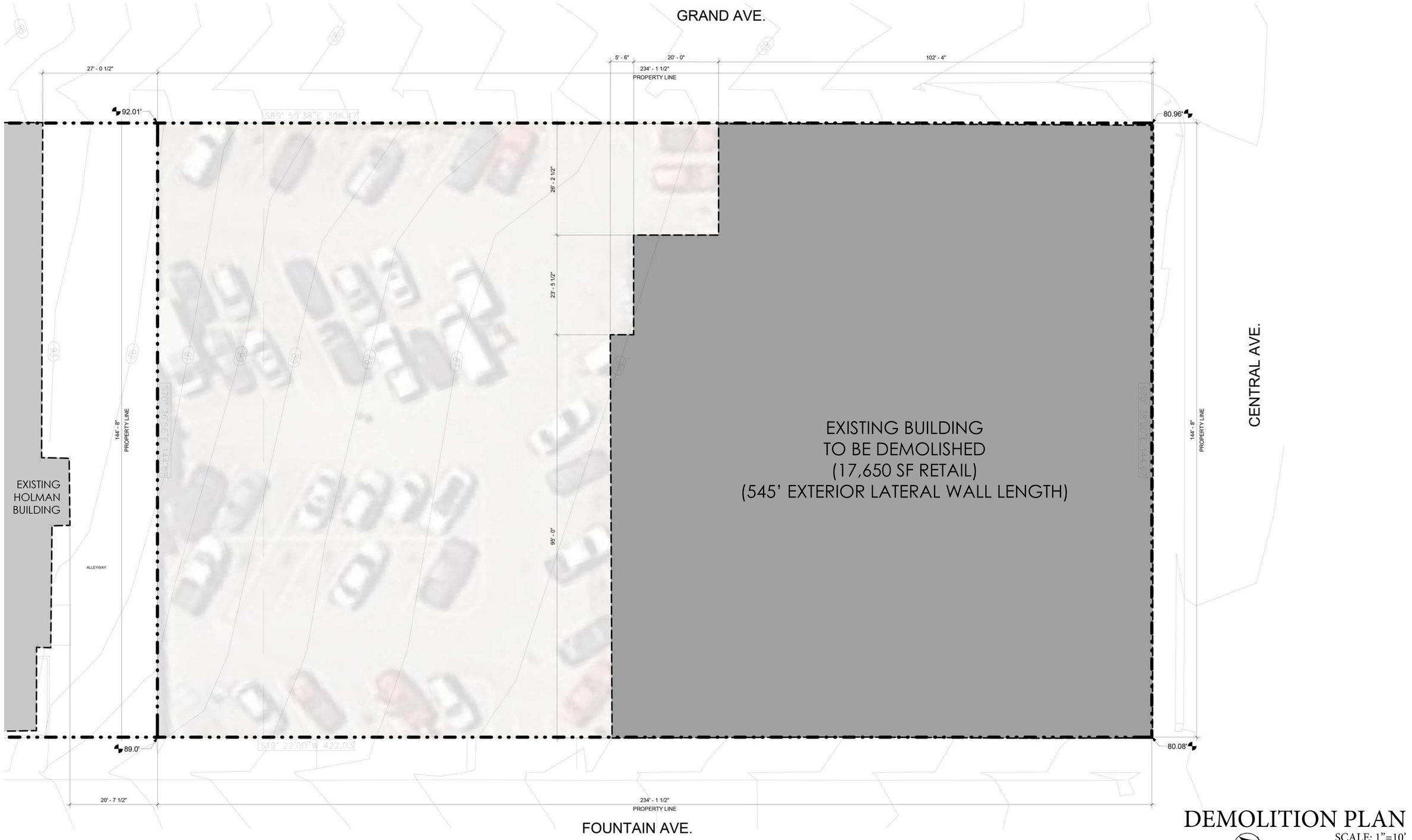
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rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.2



DEMOLITION PLAN

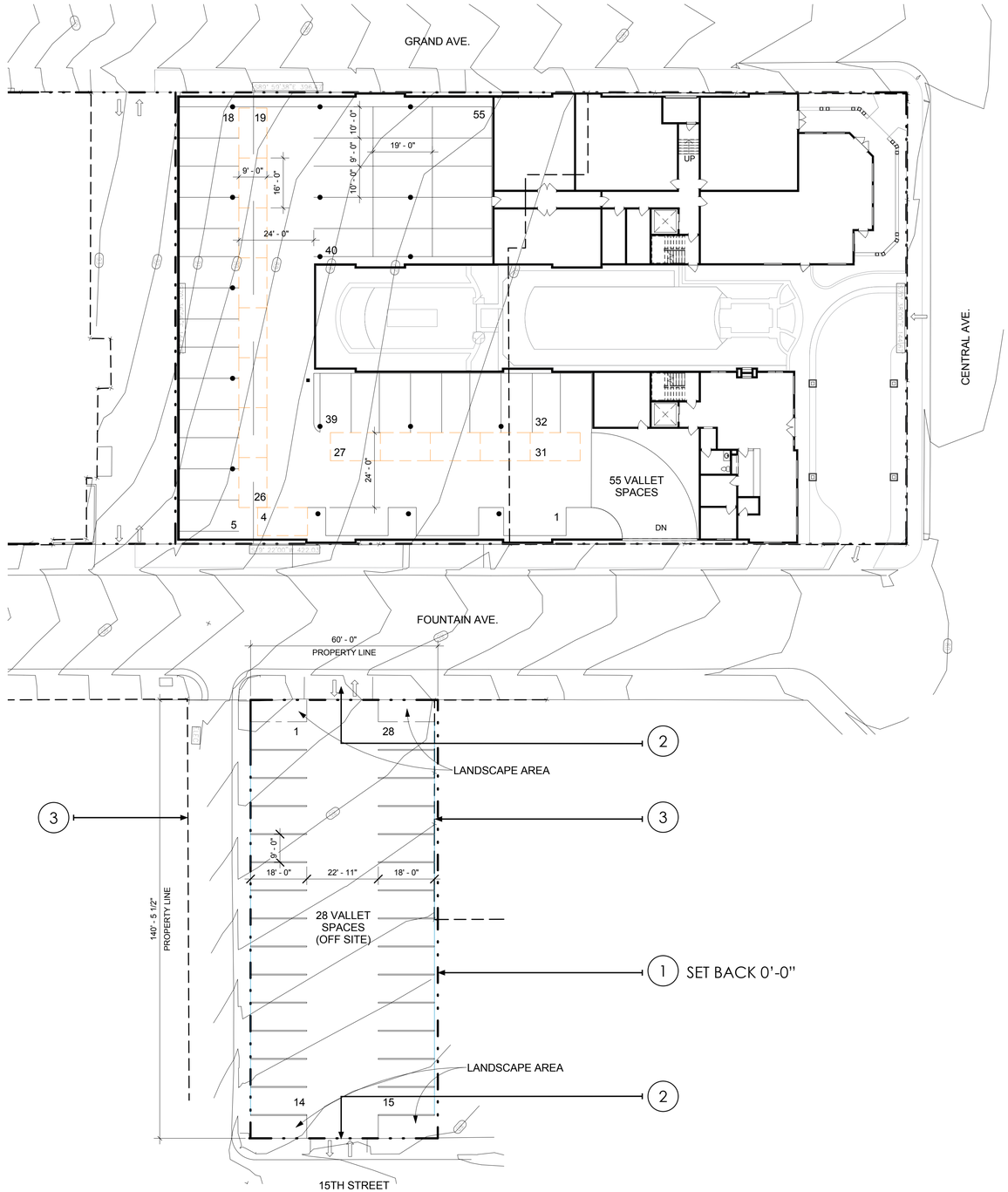
SCALE: 1"=10'

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.3



KEYED NOTES

1. Property Line
2. Valet/Garage Entry
3. Existing Building

OFF-SITE PARKING SITE PLAN

SCALE: 1"=20'

0 10 20 40 60

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.4



HOTEL ENTRY PERSPECTIVE

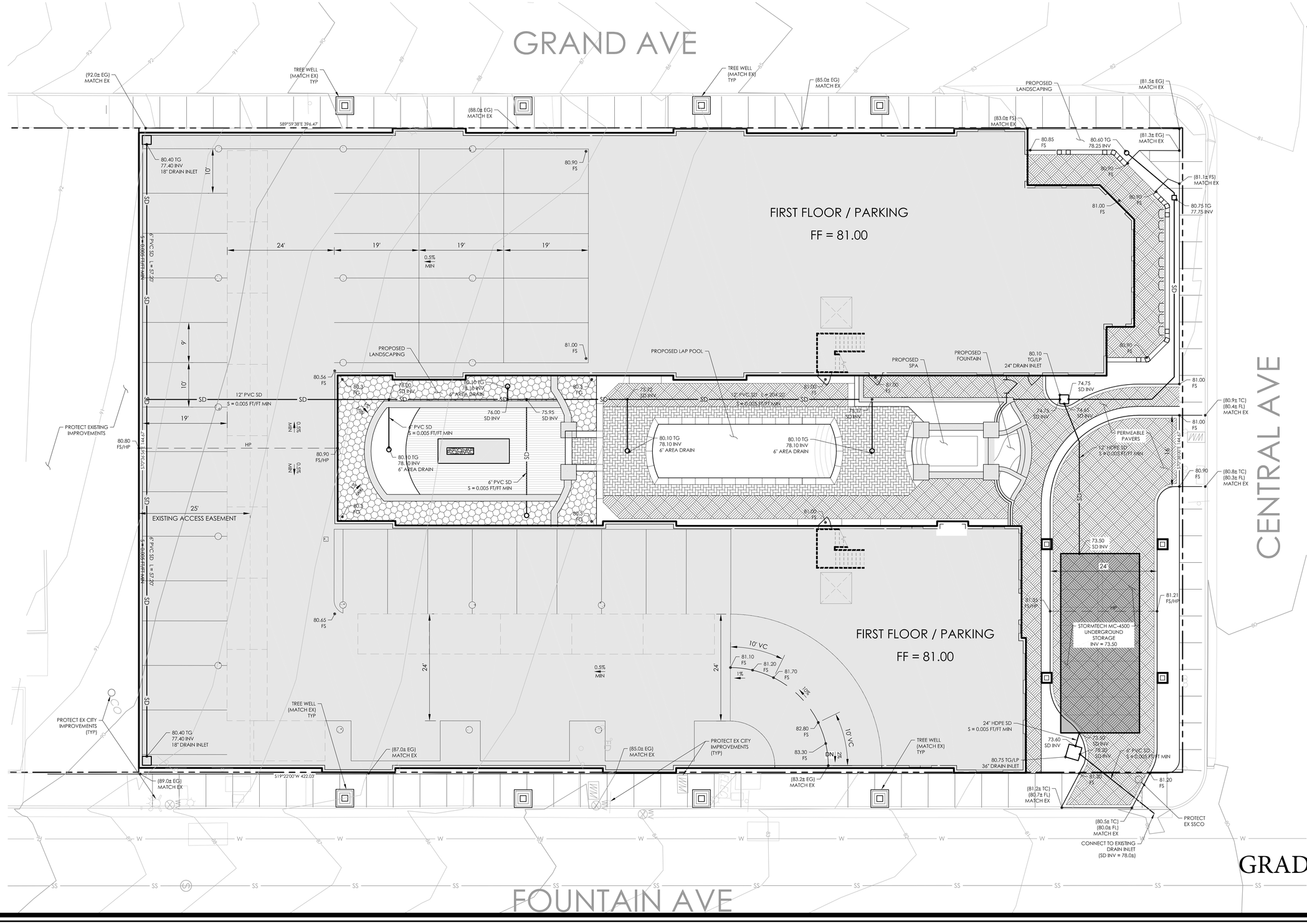
CORNER OF CENTRAL AVE. AND FOUNTAIN AVE.

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0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.5



LEGEND

- PROJECT BOUNDARY
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING FIRE HYDRANT
- EXISTING TREE LINE
- POPOSED CLEANOUT
- PROPOSED SETBACK
- PROPOSED WALKWAY
- PROPOSED CONC. CURB
- PROPOSED 8" WATER
- PROPOSED 8" SEWER
- PROPOSED STORM DRAIN
- PROPOSED 8" RECYCLED WATER
- PROPOSED WALL

EARTHWORK SUMMARY

EARTHWORK

RAW CUT:	+4,500 cu yd
RAW FILL:	0 cu yd
RAW NET:	+4,500 cu yd

AREA OF DISTURBANCE: 34,000 sf (0.78 ac)

EARTHWORK SHALL CONSIST OF RESTORATIVE GRADING ONLY. THE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE BETWEEN THE PROPOSED FINISHED GRADES AND THE (LIMITED) TOPOGRAPHIC EXISTING GRADES. THESE QUANTITIES EXCLUDE THE VOLUME OF STRUCTURAL MATERIALS NEEDED FOR BACKFILL, ROADWAY, AND OTHER HARD-SCAPE IMPROVEMENTS. FURTHERMORE, THESE ESTIMATES DO NOT CONSIDER LOSSES OR BULKING DUE TO: SHRINKAGE, SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE, IN ADDITION TO ACTUAL FIELD CONDITIONS, CONSTRUCTION TECHNIQUE AND THE FINAL RECOMMENDATIONS OF THE SOILS ENGINEER MAY SIGNIFICANTLY EFFECT THE FINAL IMPORT/EXPORT QUANTITIES.

STORMWATER SUMMARY

AREA CALCULATION:

NEW IMPERVIOUS:	0 sq ft
REPLACED IMPERVIOUS:	25,200 sq ft
EXISTING IMPERVIOUS:	33,875 sq ft
TOTAL IMPERVIOUS:	25,200 sq ft

WATERSHED MANAGEMENT ZONE 4

95th PERCENTILE DEPTH = 1.2"
IMPERVIOUS AREA * 1.2" = TOTAL REQUIRED STORAGE
= 2,520 cu ft

PROPOSED STORAGE = 3,200 cu ft

GRADING AND DRAINAGE

SCALE: 1"=10'

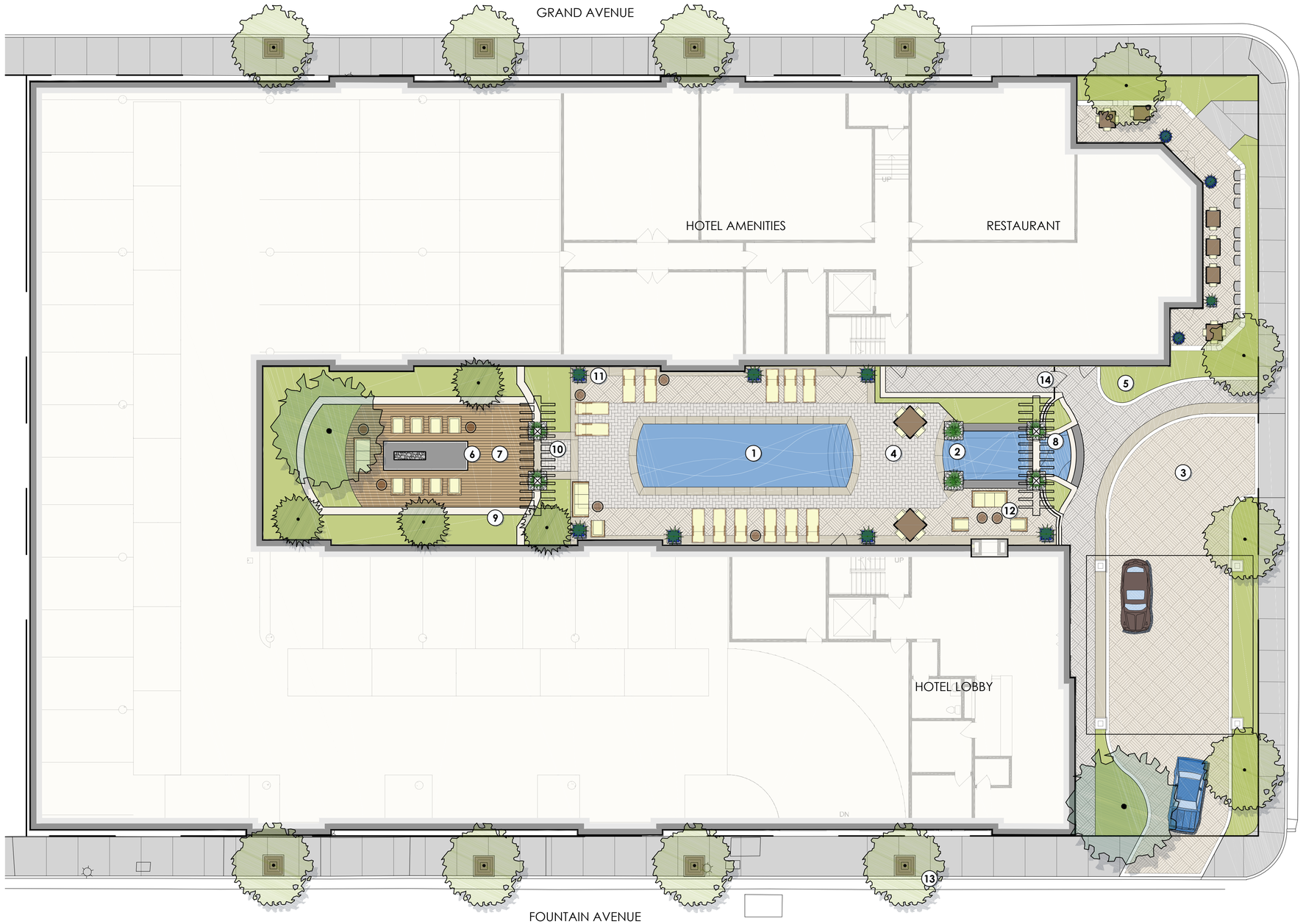
0 5 10 20 30

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

C.1



IRRIGATION DESIGN CRITERIA:

THE IRRIGATION DESIGN WILL COMPLY WITH THE LOCAL AND THE STATE WATER CONSERVATION REQUIREMENTS. THE WATER CONSERVATION METHOD FOR THE NEW LANDSCAPE PLANT MATERIAL HAS A LOW TO MEDIUM WATER USE.

A WEATHER SENSING, 'SMART CONTROLLER' WILL BE USED TO MONITOR THE IRRIGATION WATER AND MANAGE DAILY WATER CONSUMPTION TO THE MINIMUM REQUIREMENTS FOR EACH HYDROZONE.

ALL TREES, POTTERY, SHRUB AND GROUNDCOVER AREAS WILL BE IRRIGATED ON SEPARATE HYDROZONES, SO THAT ONCE ESTABLISHED, WATER CAN BE REGULATED IN A MORE EFFICIENT MANNER.

TREES AND POTTERY WILL BE IRRIGATED BY BUBBLERS. ALL OTHER PLANTING WILL RECEIVE DRIP IRRIGATION.

LANDSCAPE PLAN KEY:

1. POOL - 485sf
2. SPA - 142sf
3. DECORATIVE VEHICULAR PERMEABLE PAVERS, TYP.
4. DECORATIVE PEDESTRIAN PERMEABLE PAVERS, TYP.
5. PLANTING, TYP. SEE PLANTING LEGEND.
6. FIRE TABLE
7. WOODEN DECKING WITH LOUNGE SEATING
8. WATER WALL FOUNTAIN WITH BUILT IN SEATING
9. LANDSCAPE PLANTER WALL, TYP.
10. DECORATIVE OVERHEAD ARBOR WITH VINES IN POTS AT BASE
11. POTTERY, TYP.
12. SEATING AT DOUBLE SIDED FIREPLACE
13. CITY APPROVED STREET TREE AND TREE GRATE, TYP.
14. DECORATIVE FENCING AND EGRESS GATE

GRAPHIC SCALE
10 0 5 10 20 40
(In Feet)
1 inch = 10 feet

CONCEPTUAL LANDSCAPE PLAN

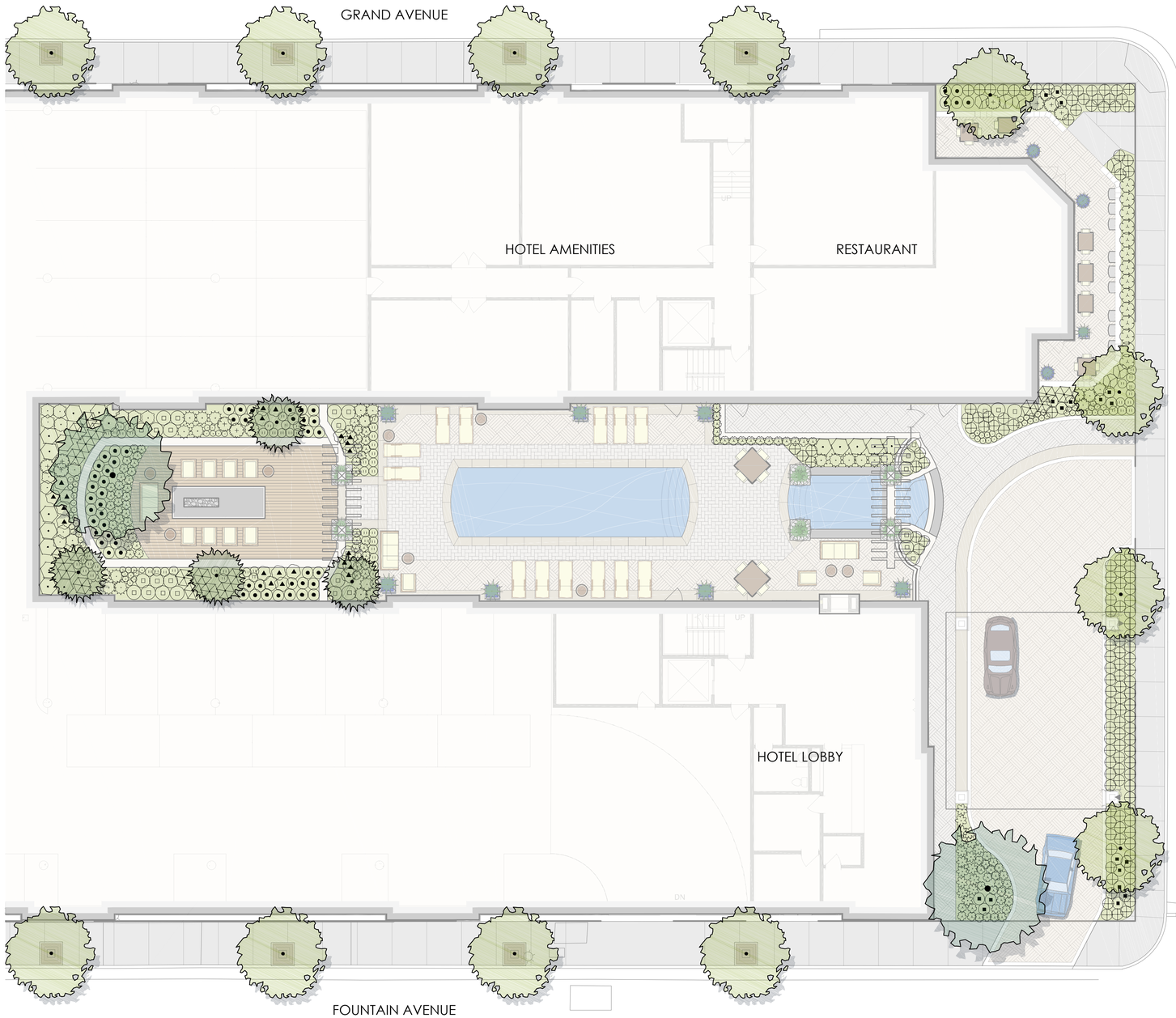
0 5 10 20 30

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

L.1



PROPOSED PLANT SCHEDULE:

TREES	BOTANICAL NAME	COMMON NAME	CONT
	MAGNOLIA X SOULANGIANA	SAUCER MAGNOLIA MULTI-TRUNK	36"BOX
	OLEA EUROPAEA `SWAN HILL` TM	SWAN HILL OLIVE	FIELD GROWN
	PYRUS CALLERYANA `CHANTICLEER`	CHANTICLEER PEAR	24"BOX

SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	ALPINIA ZERUMBET `VARIEGATA`	VARIEGATED SHELL GINGER	5 GAL
	ANIGOZANTHOS SPECIES	KANGAROO PAW	5 GAL
	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER`	FEATHER REED GRASS	5 GAL
	CAREX DIVULSA	BERKELEY SEDGE	1 GAL
	CHONDROPETALUM TECTORUM `EL CAMPO`	CAPE RUSH	5 GAL
	DIANELLA CAERULEA `CASSA BLUE`	CASSA BLUE FLAX LILY	3 GAL
	FICUS PUMILA `VARIEGATA`	VARIEGATED CREEPING FIG	5 GAL
	HARDENBERGIA VIOLACEA	LILAC VINE	15GA STAKED
	HEUCHERA SANGUINEA	CORAL BELLS	1 GAL
	HYDRANGEA QUERCIFOLIA `SNOW QUEEN`	SNOW QUEEN OAKLEAF HYDRANGEA	5 GAL
	LEUCADENDRON X `WILSON'S WONDER`	CONEBUSH	5 GAL
	LOMANDRA LONGIFOLIA `BREEZE`	DWARF MAT RUSH	5 GAL
	LOROPETALUM CHINENSE `PETITE DELIGHT`	PETITE DELIGHT FRINGE	5 GAL
	NEPHROLEPIS CORDIFOLIA	TUBEROUS SWORD FERN	5 GAL
	PHORMIUM X `SEA JADE`	NEW ZEALAND FLAX	5 GAL
	PHORMIUM X `SHIRAZ`	NEW ZEALAND FLAX	5 GAL
	POLYGALA FRUTICOSA `PETITE BUTTERFLY`	SWEET PEA SHRUB	5 GAL
	SOLANUM JASMINOIDES	POTATO VINE	15GA STAKED
	WOODWARDIA FIMBRIATA	GIANT CHAIN FERN	5 GAL

GRAPHIC SCALE
10 0 5 10 20 40
(In Feet)
1 inch = 10 feet

CONCEPTUAL PLANTING PLAN

0 5 10 20 30

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

L.2



KEYED NOTES

1. Property Line
2. Vehicular Entry
3. Hotel Drop-Off
4. Valet/Garage Entry
5. Driveway Ramp
6. Outdoor Dining
7. Hotel Entry
8. Restaurant Entry
9. Existing Building
10. Walkway(s)
11. Patio
12. Trash Enclosure
13. Tandem Stall Valet Parking Area
14. Valet Aisle Parking Spaces (Compact)
15. Balcony Overhang Above

GROUND FLOOR PLAN

SCALE: 1"=10'

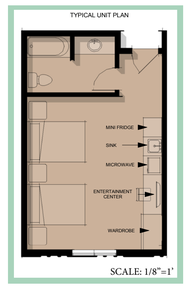
rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.6





KEYED NOTES

1. Lounge
2. Exit Stairway
3. Elevator
4. Ice Machine
5. Accessible Room

SECOND FLOOR PLAN

SCALE: 1"=10'

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0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.7



KEYED NOTES

1. Lounge
2. Exit Stairway
3. Elevator
4. Ice Machine
5. Accessible Room

THIRD FLOOR PLAN

SCALE: 1"=10'

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.8



KEYED NOTES

1. Lounge
2. Exit Stairway
3. Elevator
4. Ice Machine
5. Accessible Room

FOURTH FLOOR PLAN

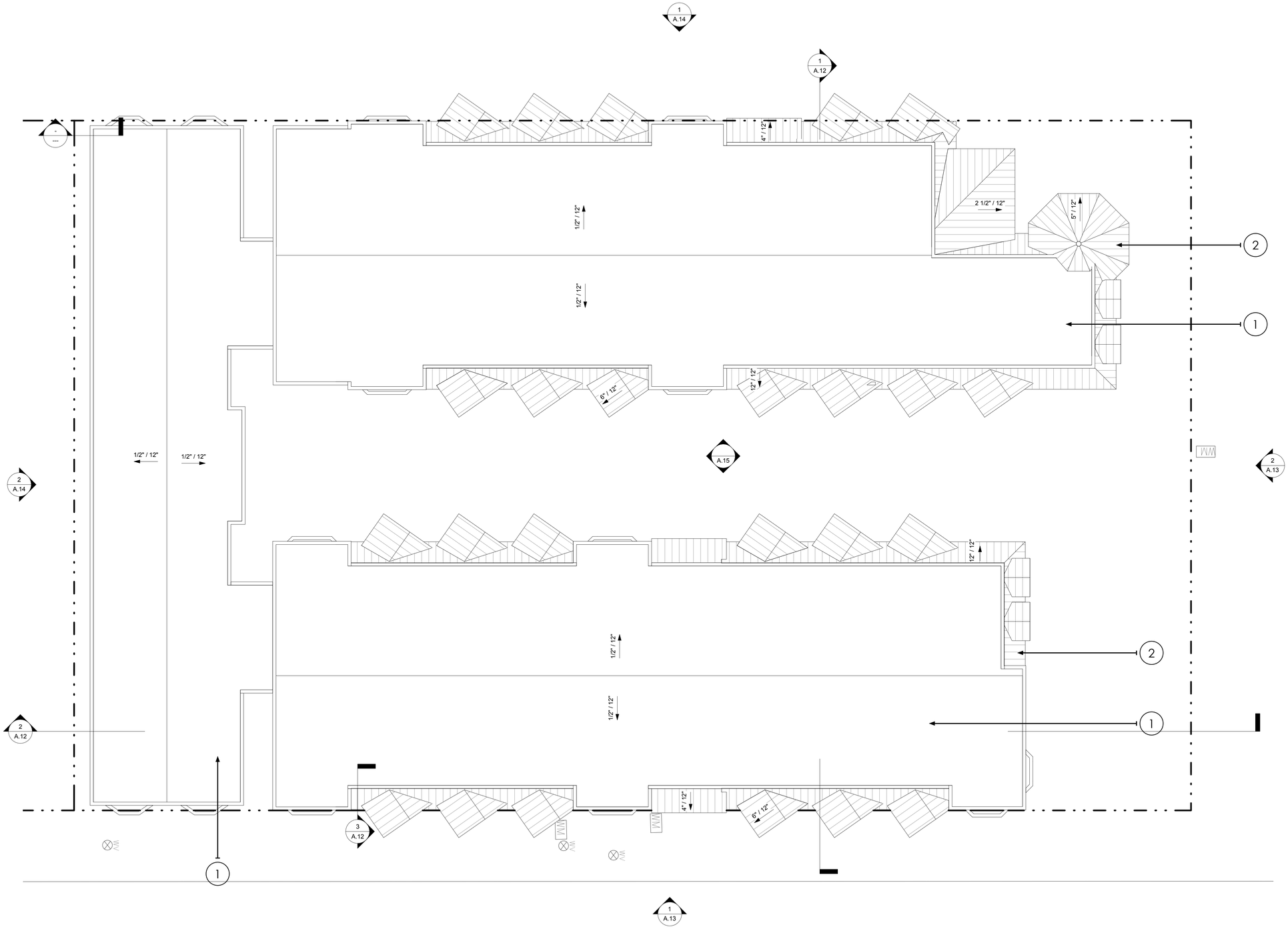
SCALE: 1"=10'

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.9



KEYED NOTES

1. Flat Roof
2. Standing Seam Metal Roof

ROOF PLAN

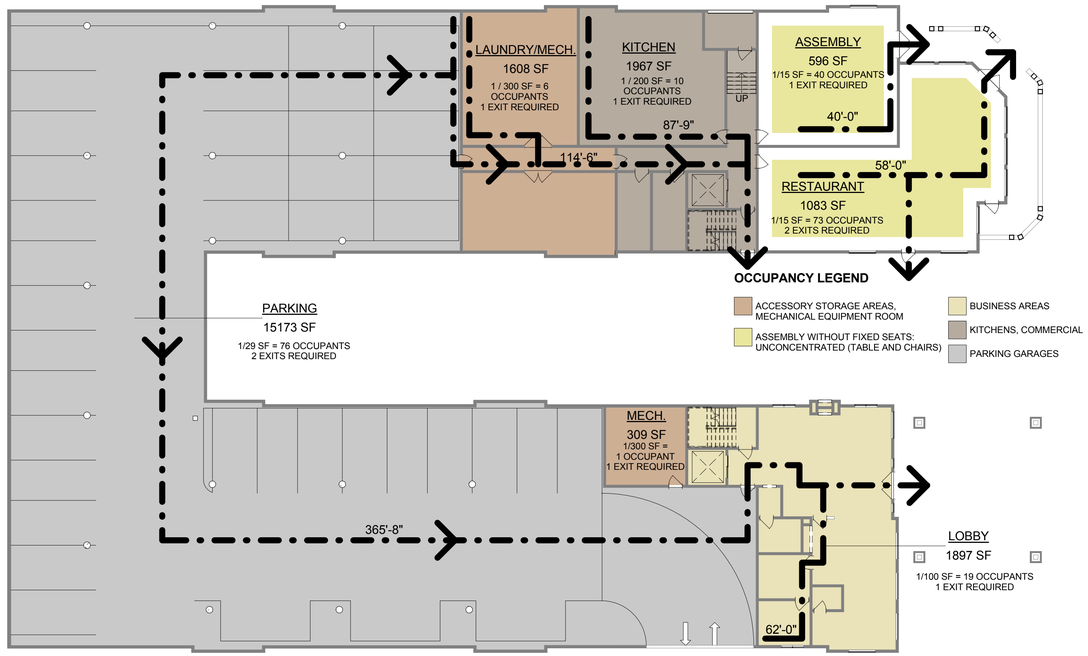
SCALE: 1"=10'

rrm design group

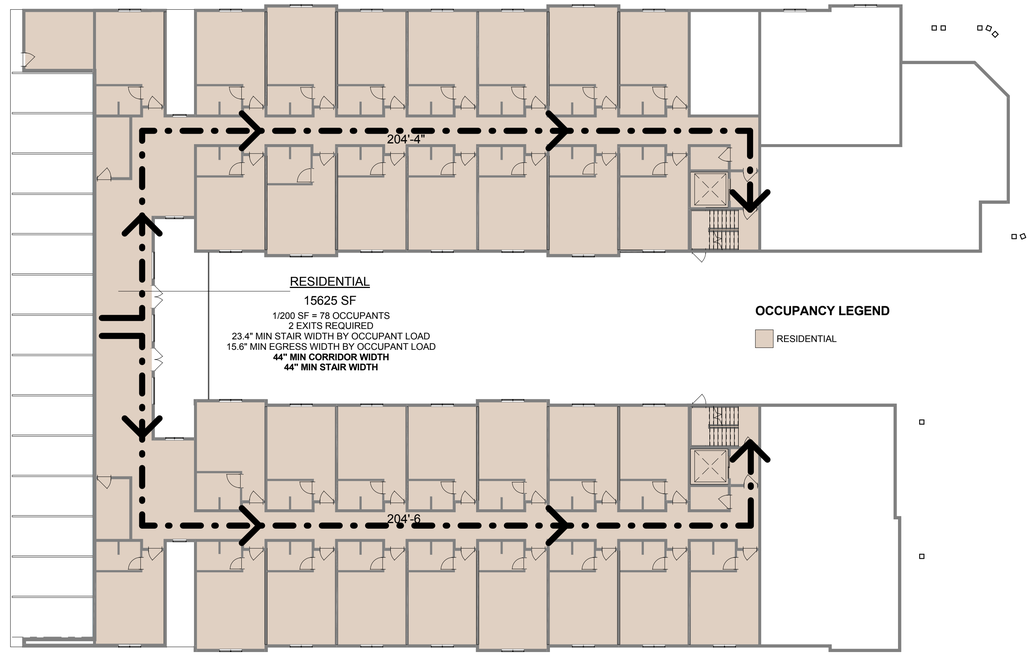
0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

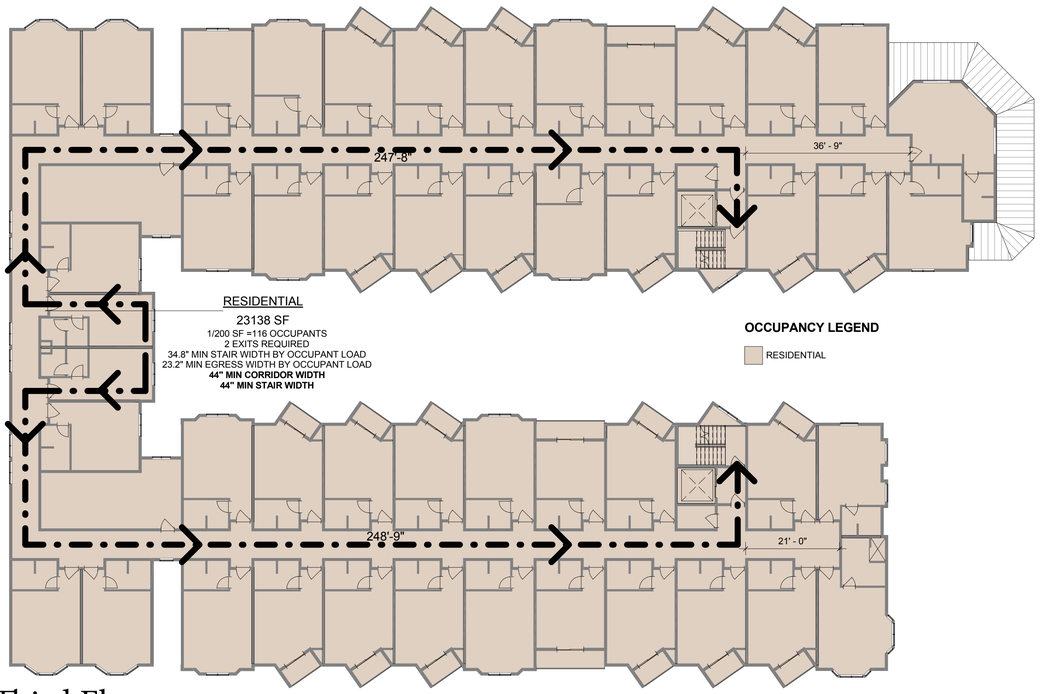
A.10



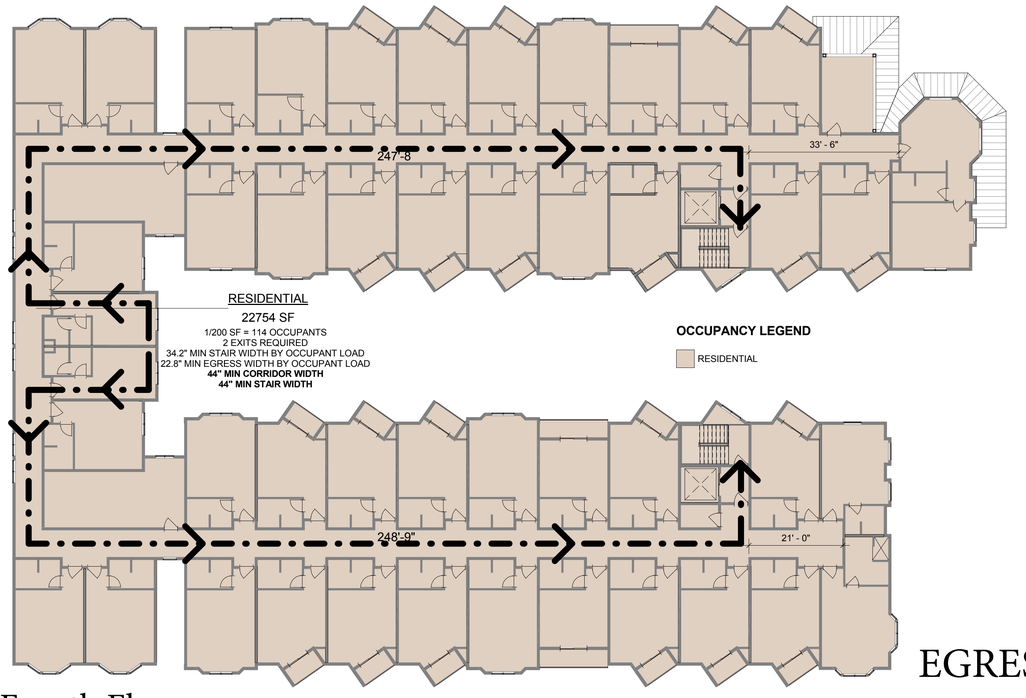
Ground Floor



Second Floor



Third Floor



Fourth Floor

EGRESS PLANS

SCALE: 1/16"=1'

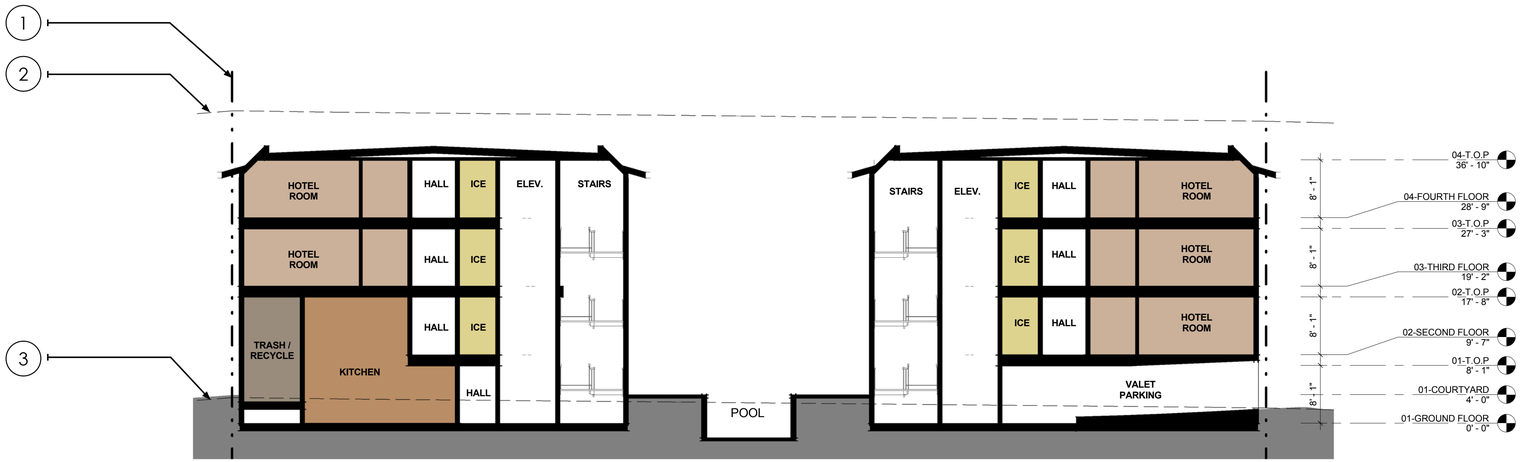
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rrm design group

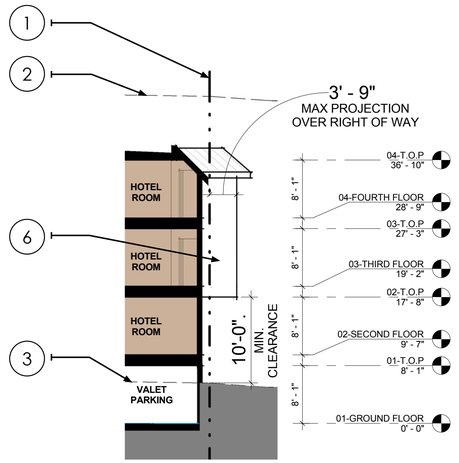
0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

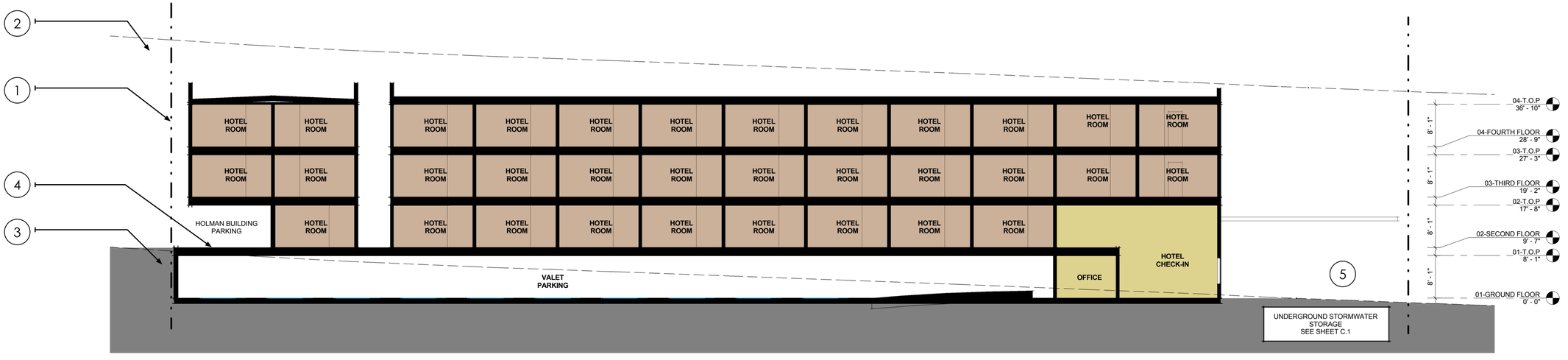
A.11



Section 1



Section 3



Section 2

KEYED NOTES

1. Property Line
2. 40’ Height limit from existing grade
3. Existing Grade
4. Holman Building Parking
5. Hotel Drop Off
6. Hotel Room Balcony

BUILDING SECTIONS

SCALE: 1”=10’



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

BUILDING ELEVATIONS

SCALE: 1”=10’

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.13



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

BUILDING ELEVATIONS

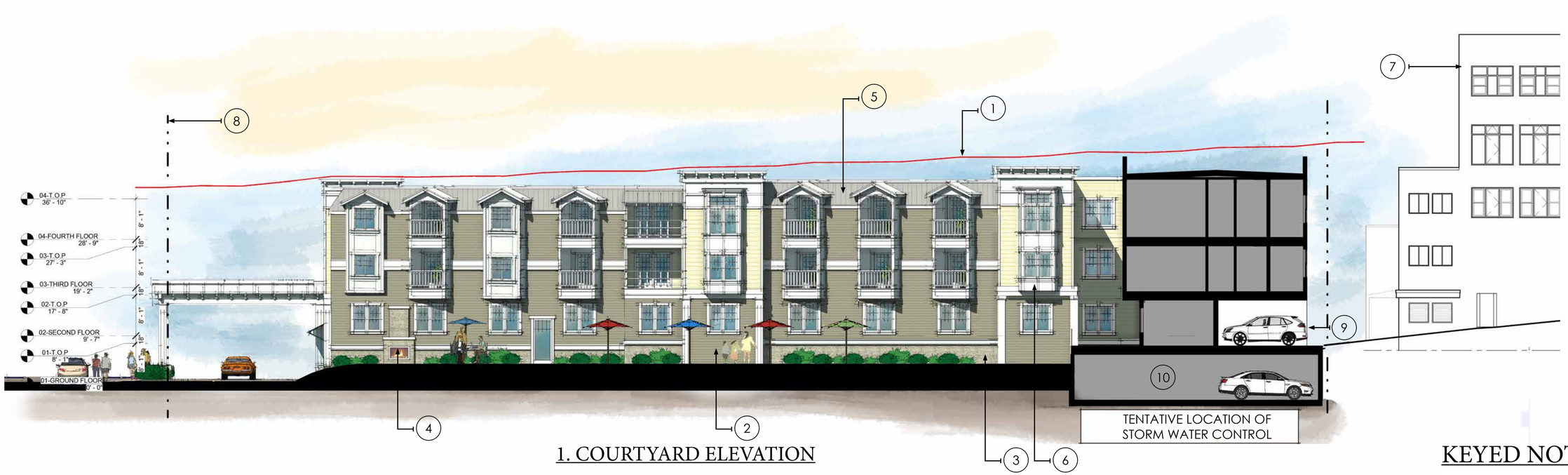
SCALE: 1”=10’

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.14



1. COURTYARD ELEVATION



2. COURTYARD ELEVATION

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

BUILDING ELEVATIONS

SCALE: 1"=10'

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.15



STOREFRONT AWNING



CORNICE DETAIL



BALCONY ROOF



BALCONY RAILING



TYPICAL WINDOW TRIM



BAY WINDOW

KEYED NOTES

(Materials per sheet A.18)

1. 6" Cement Fiber Lap Horizontal Siding
2. Stone Veneer
3. Metal Roofing
4. Painted Trim and Paneling
5. Fabric Awnings
6. White aluminum window and Door Frames
7. Pre-Molded cornice detail painted to match trim and paneling

ARCHITECTURAL DETAILS



CENTRAL AVE. & GRAND AVE. PERSPECTIVE





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 ALUMINUM WINDOWS

COLOR MATERIALS

rrm design group

0123-01-CO15 DATE: JULY 2, 2016

HOTEL DURELL - PACIFIC GROVE

A.18

APPENDIX 4 – CUL

APPENDIX C – CULTURAL RESOURCES

Appendix C

Chronology of Contacts with Native American Governments

1. August 26th, 2016: Request for City-wide project notification, per AB52 received from Esselen Nation.
2. September 1st, 2016: Letter from City to Louise J. Miranda Ramirez, Chairman, Ohlone/Costanoan-Esselen Nation providing project notification.
3. October 4th, 2016: In person meeting with City and Esselen Nation representatives to discuss project and potential impacts. Meeting took place at the City of Pacific Grove City Hall.
4. October 29th, 2016: City sent follow-up email to Louise J. Miranda Ramirez, Chairman, Ohlone/Costanoan-Esselen Nation requesting additional information to conclude Tribal consultation
5. No response to date was received and consultation is considered closed.

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO:	City Council
FROM:	Anastazia Aziz, AICP, Senior Planner
MEETING DATE:	October 21, 2015
SUBJECT:	Historic Determination HD 12-0171 for 157 Grand Ave – 159 Fountain Ave.
CEQA STATUS:	Not a project

RECOMMENDATION

Adopt findings and determine that the Holman Garage, at 157 Grand Ave – 159 Fountain Ave. is ineligible for inclusion on the City's Historic Resources Inventory.

BACKGROUND

An Initial Historic Screening was conducted on May 9, 2012 by the Historic Resources Committee (HRC), and a determination of ineligible for the Historic Resources Inventory could not be made. More information was requested. A Phase 1 Historic Report by Richard Brandi dated August 2, 2012 and revised (per request by the Historic Resources Committee) on October 5, 2012 determined the structure is ineligible for the Pacific Grove Historic Resources Inventory, the California Register of Historical Resources, and the National Register of Historic Places.

At the November 14, 2012 Historic Resources Committee meeting, the item was discussed and continued to a date uncertain.

At the September 30, 2015 Historic Resources Committee meeting, the item was again discussed and on a motion made by Member Covell, seconded by member Hines, the Committee voted 2-2-0 (Mason and Sawyer opposed) to accept a Phase 1 Historic Report and to not add the property to the Historic Resources Inventory. As the motion failed to gain a majority, the motion did not pass.

On a motion by Chairperson Mason, seconded by Member Sawyer, the board then voted 4-0-0 to continue the item to the October 28th, 2015 HRC Meeting when the HRC was expected to have five Members.

At the October 7, 2014 City Council meeting, it was announced that, based on PGMC Chapter 23.74.040, Councilmembers Miller, Fischer, and Cuneo had called this item up for Council consideration.

DISCUSSION

Applicable General Plan Goals, Policies and Programs

Goal 1 of Chapter 7, Historic and Archaeological Resources, seeks to "provide for the identification, protection, preservation, and restoration of Pacific Grove's heritage of Victorian and other late

nineteenth century and early twentieth century historically and architecturally significant resources." The historic determination process implements this goal in evaluating resources for historicity.

Applicable Zoning Code Regulations
Pursuant to § 23.76.030, the Historic Resources Committee has the authority to determine whether or not the structure should be historic or not, based on the criteria listed in § 23.76.025. As concluded by the Phase 1 Historic Assessment, the property does not meet the eligibility criteria for listing on the Pacific Grove Historic Resources Inventory, the California Register of Historical Resources, and the National Register of Historic Places.

CEQA
This action is not a project under CEQA pursuant to S. 21065 in the CEQA Statute and Guidelines.

OPTIONS
1. Take no action.
2. Determine that the structure is historic and will be added to the City's Historic Resources Inventory, citing specific findings and conditions.

ATTACHMENT
1. Draft Resolution
2. Historic Resources Committee November 14, 2012 Agenda Report
3. September 30, 2015 HRC meeting minutes
4. Relative public comments

RESPECTFULLY SUBMITTED: Reviewed by:

Anastazia Aziz, AICP, Senior Planner

THOMAS FRUTCHEY, City Manager

MEETING MINUTES

CITY OF PACIFIC GROVE

CITY COUNCIL

SPECIAL MEETING

Wednesday, October 21, 2015, 5:00 P.M.

Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

CALL TO ORDER

Mayor Kampe called the meeting to order at 5:00 p.m. Present: Mayor Kampe, Mayor Pro Tem Huitt, Councilmembers Cuneo, Fischer, Lucius, Miller, and Peake.

CLOSED SESSION

A. Conference with Legal Counsel - Threatened Litigation, (Gov. Code §54956.9(d))
One Case

MEETING MINUTES

CITY OF PACIFIC GROVE

CITY COUNCIL

REGULAR MEETING

Wednesday, October 21, 2015, 6:00 P.M.

Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

CALL TO ORDER

Mayor Kampe called the meeting to order at 6:00 p.m. Present: Mayor Kampe, Mayor Pro Tem Huitt, Councilmembers Cuneo, Fischer, Lucius, Miller, and Peake.

PLEDGE OF ALLEGIANCE

Mayor Kampe led the pledge of allegiance.

1. **APPROVAL OF AGENDA**

   Upon motion by Councilmember Cuneo, the City Council voted 7-0 to approve the agenda.

2. **PRESENTATIONS**

   None.

3. **COUNCIL AND STAFF ANNOUNCEMENTS (City-Related Items Only)**

   A. Report on Closed Session by City Attorney

   City Attorney Dave Laredo reported Council met during the special meeting to consider one item of threatened litigation. The Council did discuss issues and a threat of litigation to the proposed Admission Tax that have been expressed in meetings and in writing by the Attorneys representing the Monterey Bay Aquarium. No specific conclusion or reportable action was taken by Council.

   Council and staff made general announcements.

   City Manager Tom Frutchey announced those selected for the Short Term Vacation Rental Adhoc Task Force as Robin Aeschliman, Tom Akeman, Alka Joshi, Jan Leasure and Ahnalisa Miller.

4. **GENERAL PUBLIC COMMENT**

   Public comment was received from the following: Jill Kleiss, Jay Spingarn, Jane Haines, Sam Rashkin, Pastor Jim Nelson, Tia Sukin, Lee Willoughby, Maureen Mason, Lynn Bohnen, Robert Sanukjian, Steve Thomas, Jeff Beckham, Marge Bergediere, and Kim Worrell.

CONSENT AGENDA

Action: Consent Agenda Item No. 6A was pulled and considered as Agenda Item 12B.
Action: Upon motion by Councilmember Cuneo, Council voted 7-0 to approve the reminder of the Consent Agenda.
Action: Upon a second motion by Councilmember Cuneo, Council voted 7-0 to include approval of the amended Minutes referenced via Errata.

5. APPROVAL OF CITY COUNCIL MEETING MINUTES

A. Minutes of the October 7, 2015 City Council Special and Regular Meetings
Action: Approved Minutes.

6. RESOLUTIONS

A. Contract Amendment with Elizabeth Schalau for Human Resources Services **This item was pulled and considered as item 12B.**
Reference: Thomas Frutchey, City Manager
Recommended Action: Adopt a resolution approving Amendment No. 2 to an existing contract with Elizabeth Schalau for human resources services.

7. ORDINANCES

A. Condominium Ordinance for the C-1-T (Light Commercial/Hotel/ Condominium District
Action: Held second reading and adopted Condominium Ordinance 15-019 for the C-1-T District (Holman Building) as required by the voters in their approval of Measure E in June, 1994.

8. REPORTS – INFORMATION ONLY

A. Status of the City's MPWMD Water Allocation
Action: Received a report on the status of the City's water reserves per the August 2015 Monterey Peninsula Water Management District (MPWMD) monthly allocation report.

9. REPORTS – REQUIRING ACTION

A. Adopt a Resolution Amending Council Policies 400-5 *Investments* and 400-6 *Budget and Financial Management*; and Establishing Council Policies 400-7 *City Credit Card* and 400-8 *Cash Handling*
Action: Adopted Resolution No. 15-055 Amending Council Policies 400-5 *Investments* and 400-6 *Budget and Financial Management*; and Establishing Council Policies 400-7 *City Credit Card* and 400-8 *Cash Handling*

B. Pacific Grove Pony Baseball/Softball request to host a movie at Muni Softball Park, on November 6, 2015
Action: Approved Pacific Grove Pony League's request to show a "Movie in the Park" at the Municipal Ballpark on Friday, November 6th, 2015.

10. MEETING MINUTES OF COMMISSIONS, BOARDS, AND COMMITTEES

A. Business Improvement District Committee Meeting Minutes: August 5, 2015 and October 7, 2015
Action: Received Minutes.

B. Beautification and Natural Resources Commission Meeting Minutes: September 15, 2015
Action: Received Minutes.

C. Economic Development Commission Meeting Minutes: September 15, 2015
Action: Received Minutes.

REGULAR AGENDA

11. PUBLIC HEARINGS

A. Historic Determination (HD) 12-0171 for 157 Grand Ave – 159 Fountain Ave.
Mayor Kampe took the vote of Councilmembers for Call-up: Councilmembers Miller, Cuneo, and Fischer with each outlining their reason for call-up. City Attorney determined call-up reasons were adequate.
Victor Montgomery and Richard Brandi spoke on behalf of the Applicant.
Public comment was received from the following: Don Murphy, Jeff Beckham, Moe Ammar, and Cosmo Bua.
Action: Upon motion by Councilmember Huitt, the Council voted 3-4, Councilmembers Cuneo, Lucius, Fischer and Miller dissenting, to take no action tonight and refer the matter back to the Historic Resource Commission (HRC) to allow the HRC to take final action at their October 28, 2015 meeting, which they have committed to do. Motion failed.
Action: Upon a second motion by Councilmember Lucius, the Council voted 5-2, Councilmembers Huitt and Peake dissenting, to adopt Resolution No. 15-056, adopt findings and determine that the Holman Garage, at 157 Grand Ave – 159 Fountain Ave, is ineligible for inclusion in the City's Historic Resources Inventory.

B. Cal-Am Pump House Historic Demolition Permit, 260 Sinex Avenue
Mayor Kampe took the vote of Councilmembers for Call-up: Councilmembers Miller, Cuneo, and Fischer with each outlining their reason for call-up.
City Attorney determined call-up reasons were adequate.
Public comment was received from the following: Cal-Am Representative Ian Crooks, Jeff Beckham, Sally Moore, Lynn Mason, Cosmo Bua, Barbara Thomas, and Lynn Bohnen.
Action: Upon motion by Councilmember Fischer, the Council voted 6-1, Councilmember Miller dissenting, to
1. Hold a public hearing certifying the Environmental Impact Report (EIR) Pump House;
2. Adopt Resolution No. 15-057, including the recommended Findings and Statement of Overriding Considerations;
3. Approve a Mitigation Monitoring and Reporting Program and approve the

project;
4. Direct the City Manager or designee to approve the Historic Demolition Permit (HDP14-405) to demolish the Pump House. Given the historic importance of the site, require Cal-Am to install a memorial plaque approved by the City, install landscaping approved by the City, install one or more above-ground, non-working valves or other demonstrative aids, approved by the City, to assist the public in visualizing the nature of the pump house infrastructure; and donate the land and improvements to the City. City approval shall not be unreasonably withheld.
5. Direct City staff to explore enforcement actions for Cal-Am's non-compliance with the Historic Preservation Ordinance, as it neglected to perform the maintenance necessary to protect an historic resource.
6. Authorize the City Manager to amend these documents and actions, as appropriate, in order to best achieve the Council's intent.

Upon motion by Councilmember Cuneo, the Council voted 7-0 to change the order of the Agenda as follows: 12A, 11D, 11C, and 12B, to ensure that the highest urgency items were addressed.

12. UNFINISHED AND ONGOING BUSINESS

A. Polling and outreach services contract award; preliminary fiscal health analysis report; report on unanticipated extraordinary expenditures; and update on revenue measure options
Public comment was received from the following: Don Murphy.
Action: Upon motion by Councilmember Fischer, the Council voted 6-1, Councilmember Miller dissenting, to:
1. Adopt Resolution No. 15-058 to authorize the City Manager to execute a contract with the Lew Edwards Group in conjunction with Fairbank, Maslin, Maullin, Metz & Associates for polling and outreach services in an amount not to exceed $70,625;
2. Receive a preliminary Fiscal Health Diagnostic Report;
3. Receive a report of unanticipated extraordinary expenditures for FY 2015-16;
4. Receive an update on revenue measure options

11. D. Ordinance amending the classification schedule for the Human Resources Manager position
No public comment was received.
Action: Upon motion by Councilmember Fischer, the Council voted 6-1, Councilmember Miller dissenting, to introduce and hold first reading of an ordinance to amend the classification schedule for the Human Resources Manager position and direct that publication of the ordinance will be satisfied by publication of a summary, approved by the City Attorney.

12. B. Contract Amendment with Elizabeth Schalau for Human Resources Services **This item was pulled from Consent Item Agenda 6A.**
No public comment was received.
Action: Upon motion by Councilmember Cuneo, the Council voted 6-1,

Councilmember Miller dissenting, to adopt Resolution No. 15-054 approving Amendment No. 2 to an existing contract with Elizabeth Schalau for human resources services.

11. C. Short Term Vacation Rentals (STVR) Fees
Reference: Terri C. Schaeffer, Housing Program Coordinator/Code Compliance Officer
Public comment was received from the following: Thom Akeman, Robert Sanukjian, Barbara Thomas, Evan Ollinger, and Joy Colangelo.
Action: Upon motion by Councilmember Lucius, the Council voted 6-1, Councilmember Peake dissenting, that this matter be tabled until after the newly formed Short Term Vacation Rental Task Force has an opportunity to meet and review this matter.

13. NEW BUSINESS
None.

14. FULL PRESENTATIONS
None.

15. REPORTS OF COUNCIL MEMBERS AND OTHER CITY REPRESENTATIVES

A. Meeting Report: League of California Cities Annual Conference, September 30 – October 2, 2015
Action: Received report.

B. Meeting Report: League of California Cities Annual Conference, September 30 – October 2, 2015
Action: Received report.

C. Meeting Report: League of California Cities Annual Conference, September 30 – October 2, 2015
Action: Received report.

D. Community Human Services Minutes of Regular Meeting: September 17, 2015
Action: Received report.

E. Monterey Regional Water Pollution Control Agency Summary of Recent Actions: October 2015
Action: Received report.

F. Preventing Alcohol Related Traumas on the Peninsula (PARTS) Coalition Meeting: October 15, 2015
Action: Received report.

ADJOURNMENT

Council adjourned the regular meeting at 9:55 p.m.

Respectfully Submitted,

Sandra Kandell
Deputy City Clerk

Approved by Mayor: Bill Kampe Date 11/5/15

Attest by City Manager: [illegible] Date 11-6-15

Phase I Report on Holman's Garage

Conducted for:

Nader Agha
542 Lighthouse Avenue
Pacific Grove, CA 93950

Prepared by:

Richard Brandi
Architectural Historian
125 Dorchester Way
San Francisco, CA 94127

August 2, 2012

Phase I Report on Holman's Garage

Summary

This report represents a Phase I Historic Assessment pursuant to the Pacific Grove Guidelines for Historic Assessments dated March 24, 2008 and amended April 2, 2009. This report concludes that Holman's Garage at 156-162 Fountain Avenue (APN 006-173-001-000) is not eligible for the National Register of Historic Places, California Register of Historical Resources, or Pacific Grove Historic Resources Inventory.

Methods

This review was conducted by Richard Brandi who holds an M.A. in Historic Preservation from Goucher College, Maryland and a B.A. from U.C. Berkeley. He is listed as a qualified historian with the City of Pacific Grove, the County of Monterey, and the California Historical Resources Information System. With over 10 years of professional experience in architectural history and historic preservation, Mr. Brandi meets the requirements of a Qualified Professional as set forth by the Secretary of the Interior.

The sources used for this report are the property file maintained by the City of Pacific Grove Community Development Department, historic Sanborn maps, the Historic Context Statement for the City of Pacific Grove, newspaper files at the Pacific Grove Library reference section, city directories, Pat Hathaway's California Views Historical Photo Collection, and the Pacific Grove Museum of Natural History photo collection. A site visit was made to the building on June 19, 2012.



Holman's Garage.

Historic Context

Holman's Garage was build for Wilford R. Holman, a prominent Pacific Grove developer and businessman, during the period that the Pacific Grove Historic Context Statement calls, "Pacific Grove Comes of Age" (1903-1926). During this period, intense building took place in Pacific Grove's business district. Holman was the son of R.L. Holman, a wealthy businessman who died in 1909. Wilford Holman built a department store and a garage on the site of the former El Carmelo Hotel. This department store replaced an earlier store built in 1904 on Lighthouse Avenue (no longer extant). [1]

During the 1920s, a number of new shops, markets, theaters and social halls were built along Lighthouse Avenue. Two buildings set the tone for new architectural styles and construction techniques that would guide future commercial development, E. C. Smith's neoclassical two-story bank at 569 Lighthouse Avenue in 1916 (extant) and the reinforced concrete Holman's department store in 1924. Holman's department store was heralded as one of the largest between San Francisco and Los Angeles. In 1931, a third floor and fourth floor solarium were added. In 1919, Wilford had constructed a large reinforced concrete auto garage, repair and supply store that spanned the entire block between Fountain and Grand Avenues south of Central Avenue (extant but altered).[2]

After the turn of the 20th century and particularly with the introduction of Ford's Model T in 1908, the automobile quickly gained popularity. Echoing a national trend, many parking lots, service stations and other auto-related buildings were constructed during the 1910s and 1920s in Pacific Grove. For example, Thomas A. Work constructed a two-story, reinforced concrete auto garage and salesroom at 174 Grand Avenue behind his buildings on Lighthouse Avenue (extant). By 1914, another large reinforced concrete auto garage had been built on the site of the old Mammoth Stable building, spanning the entire block between Fountain and Grand (extant). A former store at 307 Forest Avenue was also enlarged around this time and converted to an auto garage and repair shop. As more automobiles appeared in the city, old stable buildings were converted to garages.[3]

Holman's garage was part of the trend to capitalize on the demands of the early automobile. Many cars were built using wood bodies and some had canvas or open tops that were vulnerable to the rain. Few houses at the time had garages and public garages were used to store and service automobiles and were rented on a daily or monthly basis.[4] Holman's Garage was designed and used for this purpose and not as a place to park while shopping at Holman's department store. There was ample parking on the street or in the vacant lot between the department store and garage.

Construction and Use History

The construction history of the building is incomplete but the salient changes can be ascertained. The original construction permit has not been located. Construction of the garage was completed in 1919 or 1921.[5] The rectangular-shaped, one-story building has a gable roof with false fronts on Fountain and Grand Avenues. The building occupies the

corner end of the block formed by Fountain, Central and Grand Avenues. The building walls are reinforced concrete and the roof is made up of wood trusses. The area south of the building is vacant. The building is visible from all four sides. The garage originally was designed to hold 90 cars according to Sanborn maps. It also served as an automobile showroom for Durant automobiles in 1922.[6]

A 1923 photo shows the building with eight identical skylights. The false fronts consisted of stepped parapets on both the Fountain and Grand Avenues façades. The parapets were divided into four parts with recessed panels separated with a raised central portion and terminated with a cornice. Shed roofs were located on each façade above the windows and were clad with sheet metal shingles. The Fountain Street façade had five large plate glass windows and a single automobile door near the corner of Center Avenue. The corner of the building was angled to allow an automobile to drive up to a gasoline pump. Horizontal light stands projected over the façade. Although the building had similar looking façades on Fountain and Grand Avenues, the primary façade was on Fountain Avenue. See Appendix, Figures 1, 2.

The 1926 Sanborn map shows a gas and oil station on the corner with an address of 150 Fountain. It shows the former auto display area as an auto supplier with an address of 60 Fountain. See Appendix, Figure 3.

Historic photos could not be found for the Grand Avenue façade, but a 1987 photo shows a large automobile door and loading dock in the left bay, two personnel doors and four multiple pane windows in the other bays. The 1926 Sanborn map shows the loading dock with an address of 151 Grand Ave. See Appendix, Figure 4.

The south façade facing the parking lot had eight similar size windows. The Central Avenue façade had 10 windows. Doors are not evident on either façade. See Appendix, Figures 1and 2.

Alterations

In 1931, the corner of the garage at Fountain and Central Avenues was altered by cutting four arched openings into the Central Avenue façade to provide for automobile entrances as part of a remodeling for an enlarged service station. See Appendix, Figure 5.

In 1938, a shed was added to the south side of the building on Fountain Avenue. This alteration is believed to be the restaurant shown on the 1962 Sanborn map which is now Mando's cafe. This original shed building was extended rearward to its present length sometime after 1937.

Records indicate a number of permits were issued for the building although further details are not available:[7]

Permit	Date	Location	Description of Work on Permit
502	1/12/1931	SW corner Fountain and Central	Remodel bdg and service station to make 63'x26' service station
1360	12/15/1938	156 Fountain	Addition for storage
2817	11/12/1947	162 Fountain	Change store front
3711	5/22/1950	Left hand Grand	Cut door rear store
1191	11/1/1952	Central and Fountain	Remodel
1492	1/19/1957	Fountain and Central	Sign
2471	11/30/1960	162 Fountain	Remodel
2497	1/2/1961	152 Fountain	Sign

The 1962 Sanborn map shows that a store has been inserted into what had been the auto entrance on Fountain Avenue. The permits do not indicate when this change occurred. See Appendix, Figure 6.

The building was used as a garage until it became a warehouse for Holman's department store at an unknown date. It was later used by Ford's department store as a warehouse. The portion of the building along Fountain Avenue was occupied by retail store fronts for many years.

At some point, the shed roofs were reclad with wood shingles. Also the recessed panels on the stepped parapet on the Fountain Avenue façade were removed. Many additional skylights were added on the roof. A series of alterations were made to the south façade so that only one window now remains. The arched openings for automobiles on Central Avenue were filled in and replaced with windows.

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.[8]

The cumulative effect of these alterations is to significantly alter the appearance of the building from the time when it was used as an automobile garage. The building had a relatively simple design and the removal of most of the original detailing compromises the building's integrity as explained below. See Appendix, Figures 7, 8, 9, 10.

Period of Significance

Based on the construction history, the appropriate period of significance corresponds to the time when the building was used as a garage. Available permits do not indicate when it ceased to be used as a garage but they suggest that it could have occurred between 1947 and 1960. The building is therefore assigned a period of significance of 1921-1960 when it was used for automobile related services. The period of significance may be revised if further research determines the precise date when the building was no longer used for automobile services.

Eligibility

National Register of Historic Places

The *National Register of Historic Places* [9](NRHP) evaluates a property's historic significance based on the following four criteria:

> Criterion A (Event): Properties that are associated with events that have made a significant contribution to the broad patterns of our history.
>
> Criterion B (Person): Properties that are associated with the lives of persons significant in our past.
>
> Criterion C (Design/Construction): Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
>
> Criterion D (Information Potential): Properties that have yielded, or may be likely to yield, information important to prehistory or history.

In addition to historic significance, an NRHP evaluation includes a determination of physical integrity, or the property's ability to convey its historic significance. Integrity consists of seven aspects: location, design, setting, materials, workmanship, feeling, and association.

Criterion A (Event)

To be potentially eligible for *individual* listing on the NRHP, a structure must usually be more than 50 years old, must have historic significance, and must retain its physical integrity. Since the building was constructed approximately 91 years ago, it meets the age requirement. However, it does not appear to possess sufficient association with events that have made a significant contribution to the broad patterns of our history, at either the local, state or national level.

Although constructed during the growth of Pacific Grove's business district during the 1920s, it was one of many buildings built during that period. It is no more strongly associated with this event than other buildings built during the period. For a structure to be eligible under NRHP, Criteria A, "Mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well…Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity.[10]" Similarly, the garage was one constructed along with other auto related buildings constructed during the 1920s, but such association is insufficient for meeting Criterion A.

Criterion B (Person)

Although built for Wilford Holman, a historically significant person, the garage is not associated with the things that make Holman significant. As the Historic Context Statement says:

> …commercial buildings from this period may be significant for their association with persons important to Pacific Grove's history, such as prominent businessmen T.A. Work and Wilford Holman. If this is the case, however, the building should be compared to other associated properties to identify which property(s) best represent that person's achievements or reasons for being significant. [11]

Holman is strongly associated for his department store, not for a garage which passed out of usage as a garage many years ago. The garage was built as a separate business activity distinct from the department store. In other words, Holman is not known for having a garage, he is known for his department store. Thus the former garage does not "best represent" Holman's achievements in Pacific Grove and it does not therefore qualify under Criterion (B). The garage is not related functionally to the department store and thus is not related to the historical significance of the department store.

Criterion C (Design/Construction)

Properties may qualify for listing if they 1) embody the distinctive characteristics of a type, period or method of construction, 2) represent the work of a master, 3) possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

<u>1. Distinctive characteristics of a type, period or method of construction</u>

The building was built in 1921 with reinforced concrete. According to the Historic Context Statement, many reinforced concrete garages were constructed in Pacific Grove during this period and the structure does not embody the distinctive characteristics of a type, period or method of construction.

2. Represent the work of a master

The designer or architect, if any, responsible the Holman Garage is not known.

3. Possesses high artistic values or represent a significant and distinguishable entity.

According to the NRHP, "a property is eligible for its high artistic values if it so fully articulates a particular concept of design that it expresses an aesthetic ideal. A property is not eligible, however, if it does not express aesthetic ideals or design concepts more fully than other properties of its type."[12] The building is typical of other garages built during the 1910s and 1920s and does not possess high artistic values. Nor does it represent a significant and distinguishable entity

Criterion D (Information Potential)

Archival research provided no indication that the building has the potential to yield information important to prehistory or history.

California Register of Historical Resources

The *California Register of Historical Resources*[13] (CRHR) evaluates a resource's historic significance based on the following four criteria that are very similar to the National Register:

> Criterion 1 (Event): Resources associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
>
> Criterion 2 (Person): Resources associated with the lives of persons important to local, California or national history.
>
> Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region or method of construction, or that represent the work of a master or possess high artistic values.
>
> Criterion 4 (Information Potential): Resources that have yielded or have the potential to yield information important to the prehistory or history of the local area, California or the nation.

For the reasons outlined above under the discussion for the National Register, the building is not eligible for listing under the California Register of Historic Resources.

Pacific Grove Historic Preservation Evaluation Criteria

The City of Pacific Grove criteria for historic resources (Chapter 23.76.025 Evaluation Criteria) lists several criteria for local listing which are similar to the criteria of the National Register and California Register:

(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.

Criteria (a) through (g) and (j) are similar to the criteria identified by the National and California Registers. Therefore, for the reasons outlined above under the discussion for the National Register, the building is not eligible for listing under those eight Pacific Grove Historic Preservation Evaluation criteria. Three of the Pacific Grove criteria are different from those identified by the National Register and California Register.

(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.

(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.

Criterion (h) is somewhat vague and broad since every building has a unique location. The former garage does not have "singular characteristics" as there are a number of other reinforced concrete garages extant in Pacific Grove. The former garage is a familiar feature but this alone, absent it also having "a unique location or singular physical characteristics," fails to meet criterion (h).

Criterion (i) relates to integrity and will be addressed in the next section.

Criterion (k) relates to a geographic concentration of historic properties that not only visually contribute to one another but also are unified aesthetically. The area around Holman's Garage does not qualify under this criterion as the buildings in this area vary greatly in age, appearance, and architectural style.

Integrity

The evaluation of historic significance is a two-step process. First, the historic significance of the property must be established. If the property appears to possess historic significance, then a determination is made of its physical integrity, that is, its authenticity as evidenced by the survival of characteristics that existed during the resource's period of significance. Since the building does not possess historic significance, there was no need to evaluate its physical integrity.

However, Holman's Garage was assessed for its physical integrity. The Historic Context Statement gives clear guidance concerning the issue of integrity. Since the context statement has been officially adopted by the city, it is the controlling authority for determining eligibility.[14]

> In order to be eligible for listing in the local, state, or national historic registers, a commercial property must retain sufficient integrity to convey its significance as part of commercial development during this period. While most buildings undergo change over time, alterations should not significantly change the essential historic character of the buildings….The aspects of integrity deemed most important for this period are location, design, materials, association and feeling.[15]

The context statement lists the minimum eligibility requirements to the local register. A property should meet all five requirements:

- Clear example of commercial architecture from this period.
- Retains original form and roofline.
- Substantially retains the original pattern of window and doors. Storefront alterations, particularly in multi-story commercial buildings, can be acceptable.
- Retains at least some of its original ornamentation, if applicable. The retention of entry, window and/or roofline ornamentation should be considered most important.
- Replacement of doors and windows may be acceptable as long as they conform, or substantially conform, to the original door/window pattern and the size of the openings.[16]

The former garage is no longer a clear example of commercial architecture from its period of significance (1921-1960). The stripping of detailing on the Fountain Avenue façade, the multiple additions on the south façade, and the insertion of a large personnel entrance and alterations on the Grand Avenue façade obscure its historic commercial origins. The former garage does not retain its original pattern of windows and doors. It also does not retain its original ornamentation. The replacement doors and windows do not substantially conform to the originals or to those extant during the period of significance. The building fails to meet four of the five minimum eligibility requirements established in the Historic Context Statement. Therefore, even if the building was considered to be historically significant under any criterion, its loss of integrity makes it ineligible for listing on the National Register of Historic Places, California Register of Historical Resources and Pacific Grove Historic Resources Inventory.

Conclusion

The former Holman's Garage is not eligible for the listing on the National Register of Historic Places, California Register of Historical Resources and Pacific Grove Historic Resources Inventory.

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[1] Page & Turnbull, Inc., *City of Pacific Grove Historic Context Statement*, Final, October 31, 2011, pages 120-122.
[2] Ibid pages 158-159.
[3] Ibid pages 162-163.
[4] William Kostura, "Van News Auto Row Support Structures, A Survey of Automobile-Related Buildings along the Van Ness Corridor," 2010, page 36.
[5] The Historic Context Statement (page 158) gives a date of 1919 but the Pacific Grove Historical Society gives a date of 1921, The Board and Batten Newsletter, August/September 2002, page 2. This report assigns a date of construction of 1921.
[6] *Pacific Gove Daily Review*, May 1, 1922.
[7] City of Pacific Grove Community Development Department Property File.

[8] Use Permit Application No. 2014-87, City of Pacific Grove Staff Report, September 3, 1987.
[9] http://www.cr.nps.gov/nr/publications/bulletins/nrb15/.
[10] http://www.cr.nps.gov/nr/publications/bulletins/nrb15/nrb15_6.htm#crit%20a.
[11] Page & Turnbull, Inc., *City of Pacific Grove Historic Context Statement*, Final, October 31, 2011, pages 183-184.
[12] http://www.cr.nps.gov/nr/publications/bulletins/nrb15/nrb15_6.htm#crit%20a.
[13] http://ohp.parks.ca.gov/default.asp?page_id=21238.
[14] Page & Turnbull, Inc., *City of Pacific Grove Historic Context Statement*, Final, October 31, 2011. Approved by the Pacific Grove City Council on October 19, 2011.
[15] Ibid pages 183-184.
[16] Ibid.

Appendix

Richard Brandi

Phase 1 Report on Holman's Garage



Figure 1. Corner of Fountain and Central Avenues circa 1923. Source: Pat Hathaway Collection.



Figure 2. South side on Fountain Avenue circa 1923. Source: Pat Hathaway Collection.

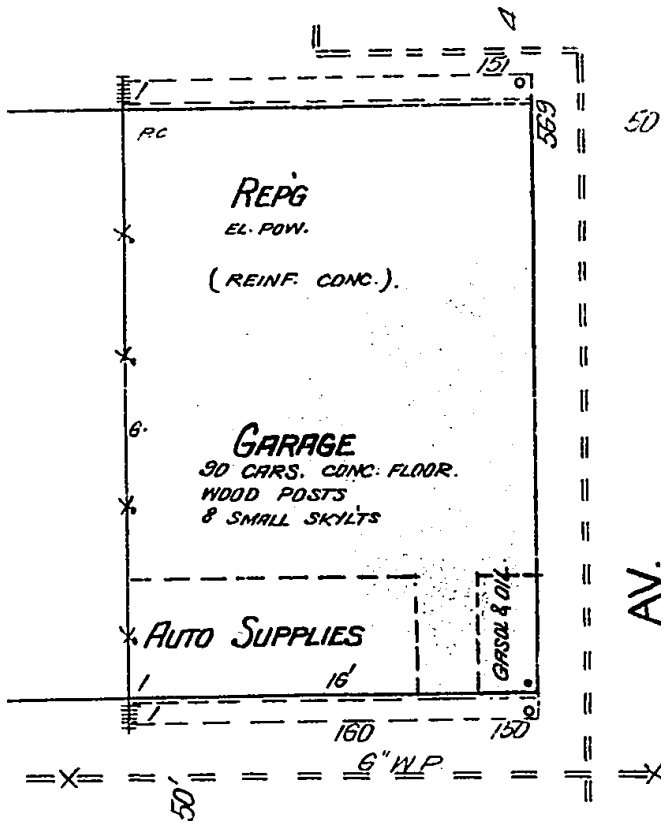


Figure 3. 1926 Sanborn map #8.

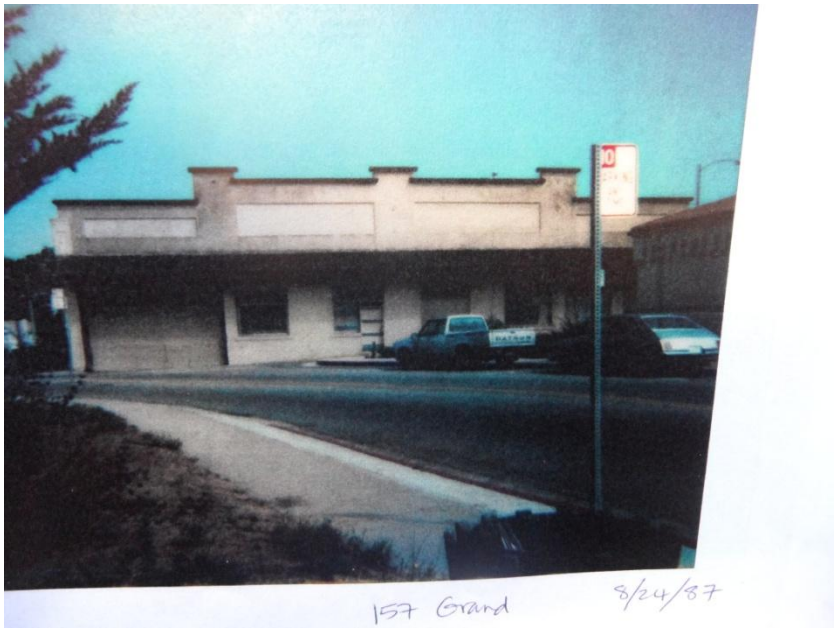


Figure 4. Grand Avenue in 1987. Source: City of Pacific Grove Property file.



Figure 5. Corner of Fountain and Central Avenues dated 1936. Source: Photo hanging on wall in the Pacific Grove Community Development Department.

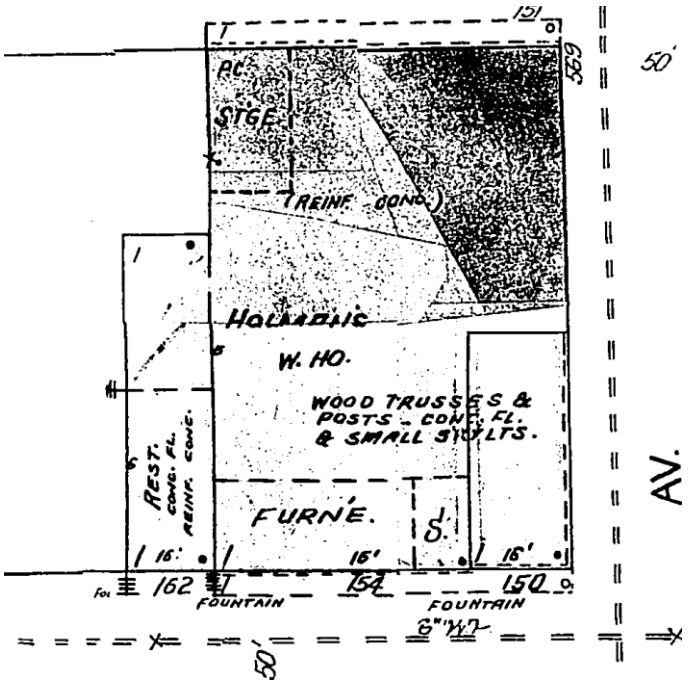


Figure 6. 1962 Sanborn map #8



Figure 7. Corner of Fountain and Central Avenue, 2012. Compare with Figure 1.



Figure 8. Grand Avenue facade, 2012. Compare with Figure 4.



Figure 9. South facade, 2012. Compare with Figure 2.



Figure 10. Close up showing remnants of original metal sheathing on shed roofs, 2012.

Appendix 5 – Noise

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Name: Pacific Grove Hotel

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Hexagon
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: Ldn at 35 Feet	Distance to Contour: 70 Ldn	65 Ldn	60 Ldn	55 Ldn
Central Avenue												
West of Grand Avenue	2	0	3,830	25	0.5	1.8%	0.7%	58.4	-	-	-	59
Between Grand Avenue and Fountain Avenue	2	0	3,850	25	0.5	1.8%	0.7%	58.4	-	-	-	59
East of Fountain Avenue	2	0	4,380	25	0.5	1.8%	0.7%	59.0	-	-	-	64
Grand Avenue												
North of Central Avenue	1	0	390	25	0.5	1.8%	0.7%	48.4	-	-	-	-
Between Central Avenue and Lighthouse Avenue	1	0	390	25	0.5	1.8%	0.7%	48.4	-	-	-	-
South of Lighthouse Avenue	1	0	1,000	25	0.5	1.8%	0.7%	52.4	-	-	-	-
Fountain Avenue												
North of Central Avenue	2	0	620	25	0.5	1.8%	0.7%	50.5	-	-	-	-
Between Central Avenue and Lighthouse Avenue	2	0	1,630	25	0.5	1.8%	0.7%	54.7	-	-	-	33
South of Lighthouse Avenue	2	0	1,120	25	0.5	1.8%	0.7%	53.0	-	-	-	-
Lighthouse Avenue												
West of Grand Avenue	2	0	5,290	25	0.5	1.8%	0.7%	59.8	-	-	34	73
Between Grand Avenue and Fountain Avenue	2	0	5,150	25	0.5	1.8%	0.7%	59.7	-	-	33	72
East of Fountain Avenue	2	0	4,310	25	0.5	1.8%	0.7%	58.9	-	-	-	64

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Name: Pacific Grove Hotel

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Hexagon
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition / Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Distance from Centerline of Roadway: Ldn at 35 Feet	Distance to Contour: 70 Ldn	65 Ldn	60 Ldn	55 Ldn
Central Avenue												
West of Grand Avenue	2	0	3,830	25	0.5	1.8%	0.7%	58.4	-	-	-	59
Between Grand Avenue and Fountain Avenue	2	0	3,850	25	0.5	1.8%	0.7%	58.4	-	-	-	59
East of Fountain Avenue	2	0	4,420	25	0.5	1.8%	0.7%	59.0	-	-	-	65
Grand Avenue												
North of Central Avenue	1	0	390	25	0.5	1.8%	0.7%	48.4	-	-	-	-
Between Central Avenue and Lighthouse Avenue	1	0	390	25	0.5	1.8%	0.7%	48.4	-	-	-	-
South of Lighthouse Avenue	1	0	1,000	25	0.5	1.8%	0.7%	52.4	-	-	-	-
Fountain Avenue												
North of Central Avenue	2	0	620	25	0.5	1.8%	0.7%	50.5	-	-	-	-
Between Central Avenue and Lighthouse Avenue	2	0	1,710	25	0.5	1.8%	0.7%	54.9	-	-	-	34
South of Lighthouse Avenue	2	0	1,120	25	0.5	1.8%	0.7%	53.0	-	-	-	-
Lighthouse Avenue												
West of Grand Avenue	2	0	5,350	25	0.5	1.8%	0.7%	59.8	-	-	34	73
Between Grand Avenue and Fountain Avenue	2	0	5,210	25	0.5	1.8%	0.7%	59.7	-	-	33	72
East of Fountain Avenue	2	0	4,330	25	0.5	1.8%	0.7%	58.9	-	-	-	64

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Name: Pacific Grove Hotel

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Hexagon
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway				
		Median	ADT	Speed	Alpha	Medium	Heavy	Ldn at	Distance to Contour			
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	35 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
Central Avenue												
West of Grand Avenue	2	0	3,830	25	0.5	1.8%	0.7%	58.4	-	-	-	59
Between Grand Avenue and Fountain Avenue	2	0	3,900	25	0.5	1.8%	0.7%	58.4	-	-	-	59
East of Fountain Avenue	2	0	4,510	25	0.5	1.8%	0.7%	59.1	-	-	-	65
Grand Avenue												
North of Central Avenue	1	0	390	25	0.5	1.8%	0.7%	48.4	-	-	-	-
Between Central Avenue and Lighthouse Avenue	1	0	390	25	0.5	1.8%	0.7%	48.4	-	-	-	-
South of Lighthouse Avenue	1	0	1,000	25	0.5	1.8%	0.7%	52.4	-	-	-	-
Fountain Avenue												
North of Central Avenue	2	0	620	25	0.5	1.8%	0.7%	50.5	-	-	-	-
Between Central Avenue and Lighthouse Avenue	2	0	1,850	25	0.5	1.8%	0.7%	55.2	-	-	-	36
South of Lighthouse Avenue	2	0	1,140	25	0.5	1.8%	0.7%	53.1	-	-	-	-
Lighthouse Avenue												
West of Grand Avenue	2	0	5,790	25	0.5	1.8%	0.7%	60.2	-	-	36	77
Between Grand Avenue and Fountain Avenue	2	0	5,650	25	0.5	1.8%	0.7%	60.1	-	-	35	76
East of Fountain Avenue	2	0	4,710	25	0.5	1.8%	0.7%	59.3	-	-	-	67

TRAFFIC NOISE LEVELS

Project Name: Pacific Grove Hotel

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): **Project Conditions**
Source of Traffic Volumes: Hexagon
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) Ldn
Central Avenue													
West of Grand Avenue	Residential	2	0	14	112	25	35	0	0	1.8%	2.0%	47.5	45.5
East of Fountain Avenue	Commercial & Residence	2	0	14	112	25	35	0	0	1.8%	2.0%	47.5	45.5
Forest Avenue													
South of Central Avenue	Commercial	2	0	14	112	25	35	0	0	1.8%	2.0%	47.5	45.5
Lighthouse Avenue													
West of Grand Avenue	Residential	2	0	9	75	25	35	0	0	1.8%	2.0%	45.6	43.7
East of Fountain Avenue	Commercial & Residence	2	0	9	75	25	35	0	0	1.8%	2.0%	45.6	43.7

TRAFFIC NOISE LEVELS

Project Name: Pacific Grove Hotel

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): **Existing Conditions**
Source of Traffic Volumes: Hexagon
Community Noise Descriptor: L_{dn}: x CNEL:

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) Ldn
Central Avenue													
West of Grand Avenue	Residential	2	0	19	118	25	35	0	0	1.8%	2.0%	48.8	45.7
East of Fountain Avenue	Commercial & Residence	2	0	19	118	25	35	0	0	1.8%	2.0%	48.8	45.7
Forest Avenue													
South of Central Avenue	Commercial	2	0	19	118	25	35	0	0	1.8%	2.0%	48.8	45.7
Lighthouse Avenue													
West of Grand Avenue	Residential	2	0	13	79	25	35	0	0	1.8%	2.0%	47.2	43.9
East of Fountain Avenue	Commercial & Residence	2	0	13	79	25	35	0	0	1.8%	2.0%	47.2	43.9

APPENDIX 6 – TRA

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Hotel Durell Development

Traffic Impact Analysis

Prepared for:

Michael Baker International

June 1, 2017

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Hexagon Job Number: 16RD10
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Table of Contents

Executive Summary iv
1. Introduction 1
2. Existing Conditions 6
3. Existing Plus Project Conditions 12
4. Cumulative Conditions 18
5. Other Transportation Issues 21
6. Conclusions 23

Appendices

Appendix A Traffic Counts
Appendix B Volume Summary
Appendix C Level of Service Calculations
Appendix D Signal Warrant Analysis

List of Tables

Table ES 1 Intersection Level of Service Summary viii

Table 1 Unsignalized Intersection Level of Service Definitions Based on Control Delay 5
Table 2 Existing Intersection Levels of Service 9
Table 3 Project Trip Generation Estimates 14
Table 4 Existing Plus Project Intersection Levels of Service 17
Table 5 Cumulative Conditions Intersection Levels of Service 20

List of Figures

Figure 1 Site Location and Study Intersections 2
Figure 2 Site Plan 3
Figure 3 Existing Pedestrian and Transit Facilities 8
Figure 4 Existing Lane Configurations 10
Figure 5 Existing Traffic Volumes 11
Figure 6 Project Trip Distribution and Trip Assignment 15
Figure 7 Existing Plus Project Traffic Volumes 16
Figure 8 Cumulative Traffic Volumes 19

Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Hotel Durell development in Pacific Grove, CA. The project site is located along the south side of Central Avenue between Grand Avenue and Fountain Avenue.

Project Description

The project site is currently occupied by 17,500 square-feet (s.f.) of retail/restaurant uses and a surface parking lot. The project will consist of the replacement of the existing uses with a 125-room hotel. Parking for the project will be provided by an all valet 55-space ground floor parking garage. An additional 28 valet parking spaces will be provided within an existing off-site surface parking lot located between Fountain Avenue and 15th Street across the street from the project site.

Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Pacific Grove.

The traffic study includes an analysis of AM and PM peak-hour traffic conditions for four unsignalized intersections in the vicinity of the project site. The study intersections were selected based upon the estimated number of project trips added 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 a sufficient amount to result in the degradation of intersection levels of service. The study intersections were evaluated using Synchro software and the operations methodology described in the *2010 Highway Capacity Manual*. The study also includes an evaluation of parking and the project's effects on existing bicycle, pedestrian, and transit facilities.

Project Trip Generation

Proposed Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result 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 contained in the Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* were used to estimate trips generated by the proposed land use.

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 (39 inbound and 27 outbound) and 75 trips occurring during the PM peak-hour (38 inbound and 37 outbound).

Existing Uses Project Trip Generation

Trips associated with the existing uses on the project site are subtracted from the estimated trips to be generated by the proposed 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. It is standard practice to apply a trip credit for existing site uses on a proposed project site. An overestimation of trip generation and impacts to the roadway system would occur were the trip credit not applied. However, it should be noted that there would be no change to LOS results and project impacts reported below if the existing trip credit were not applied.

The existing 17,500 s.f. of retail/restaurant uses on the project site include a martial art studio, a window and door store, a fabric store, an antique store, a treasure shop, and a restaurant. Parking for the existing building is provided within the on-site surface parking lot and an off-site surface parking lot across Fountain Avenue. Trip generation counts were conducted at each of the four driveways of the on-site surface parking lot on June 1st, 2016 for the purpose of estimating the trips generated by the existing uses on -site. Based on the counts, 15 AM peak-hour trips and 32 PM peak-hour trips are generated at the on-site parking lot driveways.

However, site observations indicated that the on-site surface parking lot and an off-site surface parking lot are shared by the existing uses on the project site, Holman Building to the south of the project on Lighthouse Avenue, and Monterey Credit Union on Fountain Avenue adjacent to the off-site parking lot. Site observations also indicated that a portion of the on-site parking lot was being used as a staging area for the construction of Holman Building. Additionally, customers of the existing uses on the project site utilized on-street parking. Due to the shared parking, construction staging, and use of on-street parking, the driveway counts at the on-site parking lot do not accurately reflect the vehicle trips generated by the project. Therefore, the vehicle trips generated by the existing uses on-site were estimated using ITE trip generation rates for specialty retail centers.

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 (12 inbound and 8 outbound) and 63 trips occurring during the PM peak-hour (28 inbound and 35 outbound).

Net Project Trip Generation

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 (27 inbound and 19 outbound) and 12 PM peak-hour trips (10 inbound and 2 outbound).

Project Impacts

Existing Plus Project Intersection Level of Service Impacts

The intersection level of service is summarized in Table ES 1. The results of the intersection level of service analysis under existing plus project conditions show that no study intersections would be impacted by the project according to applicable level of service standards.

Cumulative Intersection Level of Service Impacts

The intersection level of service under cumulative conditions is summarized in Table ES 1. The results of the intersection level of service analysis under cumulative conditions indicate that no study intersections would be impacted by the project according to applicable level of service standards.

Traffic Signal Warrants

For unsignalized intersections, an assessment is made of the need for signalization of the intersection. This assessment is made on the basis of the Peak-hour Volume Signal Warrant, Warrant #3 described in the California *Manual on Uniform Traffic Control Devices*, 2012. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be sufficient to justify installation of a traffic signal.

The signal warrant analysis showed that the peak-hour volume warrant would not be satisfied at any of the unsignalized study intersections under existing, existing plus project conditions, and cumulative conditions.

Other Transportation Issues

Other issues related to transportation were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in the environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. The other transportation issues considered are impacts to adjacent neighborhoods, bicycle, pedestrian, transit issues, and site access and on-site circulation issues.

Transit, Pedestrian and Bicycle Analysis

Bicycle and Pedestrian Circulation

The project will result in an increase in pedestrian activity at each of the study intersections along Central Avenue that are used to access the beach front to the north and Downtown to the south. The project will maintain a sidewalk along its frontage on Central Avenue. In addition, the project will include patio spaces and walkways along the building footprint along Central Avenue.

Crosswalks are provided on all approaches at the Fountain Avenue/Lighthouse Avenue and Grand Avenue/Lighthouse Avenue intersections. However, crosswalks are not provided across Grand Avenue at the Grand Avenue/Central Avenue intersection and across Fountain Avenue at the Fountain Avenue/Central Avenue intersection. The missing crosswalks to cross Grand Avenue and Fountain Avenue along Central Avenue should be installed. The implementation of the missing crosswalks would require that the sidewalks at the corners of both the Grand Avenue/Central Avenue and Fountain Avenue/Central Avenue be extended into the intersections. There are no identified plans to implement pedestrian and bicycle improvements along Central Avenue in the immediate project area. Therefore, the implementation of the missing crosswalks would need to be pursued by the proposed project in coordination with City staff and the development of the adjacent parcels at each intersection.

Transit Service

Assuming three percent transit mode share, the project could create up to two new transit riders during the peak hours. These new riders easily could be accommodated by the available capacity of the two local bus routes, which have stops located within walking distance of the site. Pedestrian access between the project site and the nearby bus stops is provided by the existing sidewalks and crosswalks. Thus, no improvements to the existing transit facilities would be needed in conjunction with the proposed project.

Parking

Per the City of Pacific Grove Municipal Code (Chapter 23.64.190 Off-street parking, storage), one parking space per 4 rooms is required for hotel uses. The planning commission may require additional parking at a ratio of one space for each 50 square feet of accessory dining area. The proposed hotel will include 125 rooms with 1,600 square feet of dining area. Based on the City's parking requirements, the proposed

project is required to provide 64 off-street parking spaces. The project would meet the City's parking requirement by providing a total of 83 valet parking spaces (55 spaces on-site and 28 off-site spaces). It is recommended that a portion of the 28 off-site spaces be designated for hotel-employees.

Table ES 1
Intersection Level of Service Summary

Study Number	Intersection	LOS Standard	Peak Hour	Existing			Existing Plus Project				Cumulative			
				Avg. Delay[1]	LOS	Warrant Met?	Avg. Delay[1]	LOS	Inc. in Delay	Warrant Met?	Avg. Delay[1]	LOS	Inc. in Delay	Warrant Met?
1	Grand Avenue and Central Avenue	C	AM	10.5	B	No	10.5	B	0.0	No	10.5	B	0.0	No
			PM	10.5	B	No	10.5	B	0.0	No	10.5	B	0.0	No
2	Fountain Avenue and Central Avenue	C	AM	11.9	B	No	12.2	B	0.3	No	12.3	B	0.4	No
			PM	12.5	B	No	12.6	B	0.1	No	12.8	B	0.3	No
3	Fountain Avenue and Lighthouse Avenue	C	AM	10.8	B	No	11.1	B	0.3	No	11.4	B	0.6	No
			PM	13.0	B	No	13.1	B	0.1	No	13.8	B	0.8	No
4	Grand Avenue and Lighthouse Avenue	C	AM	10.6	B	No	10.6	B	0.0	No	10.6	B	0.0	No
			PM	11.1	B	No	11.1	B	0.0	No	11.4	B	0.3	No

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

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Hotel Durell development in Pacific Grove, California. The project site is located along the south side of Central Avenue between Grand Avenue and Fountain Avenue. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Project Description

The project site is currently occupied by 17,500 square-feet (s.f.) of retail/restaurant uses and a surface parking lot. The project will consist of the replacement of the existing uses with a 125-room hotel. Parking for the project will be provided by an all valet 55-space ground floor parking garage. An additional 28 valet parking spaces will be provided within an existing off-site surface parking lot located between Fountain Avenue and 15th Street across the street from the project site.

Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Pacific Grove.

The traffic study includes an analysis of AM and PM peak-hour traffic conditions for four unsignalized intersections in the vicinity of the project site. The study intersections were selected based upon the estimated number of project trips added 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 a sufficient amount to result in the degradation of intersection levels of service. The study intersections were evaluated using Synchro software and the operations methodology described in the *2010 Highway Capacity Manual*. The study also includes an evaluation of parking and the project's effects on existing bicycle, pedestrian, and transit facilities. The study intersections are identified below:

Study Intersections

1. Grand Avenue and Central Avenue (unsignalized)
2. Fountain Avenue and Central Avenue (unsignalized)
3. Fountain Avenue and Lighthouse Avenue (unsignalized)
4. Grand Avenue and Lighthouse Avenue (unsignalized)

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM, the weekday PM peak hour



Figure 1
Site Location and Study Intersections

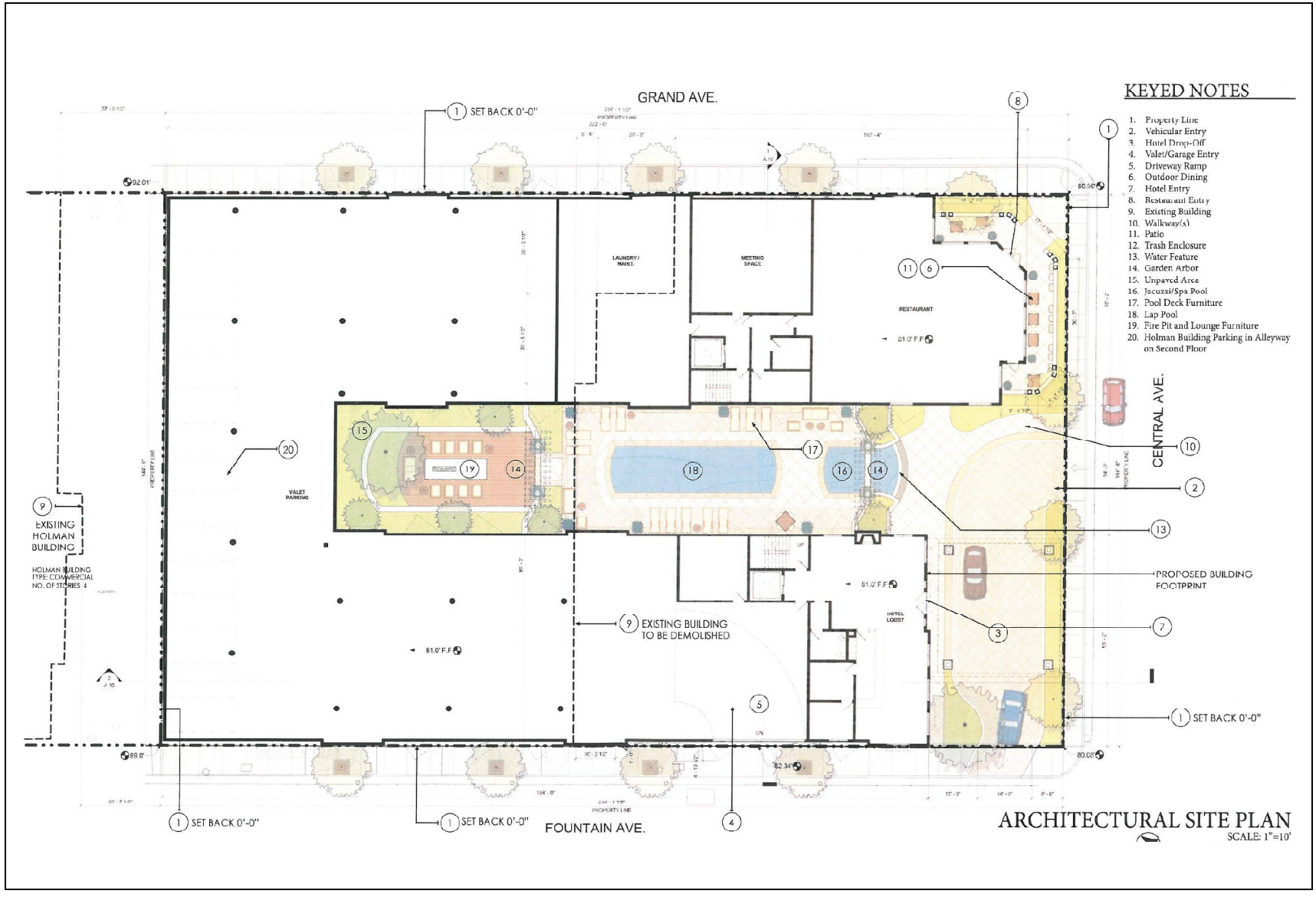


Figure 2
Site Plan

is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by 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 of 2016. The counts collected reflect traffic conditions when schools were in session.

Scenario 2: *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 in order to determine the effects the project would have on the existing roadway network.

Scenario 3: *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 proposed project and other approved or planned projects to existing traffic volumes at study intersections. This scenario was evaluated in order to fulfill California Environmental Quality Act (CEQA) requirements.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, new counts, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing intersection control and lane configurations
- approved and planned projects

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

The City of Pacific Grove General Plan Transportation Element (1994) includes goals and policies regarding the transportation network and acceptable levels of service (LOS) for City of Pacific Grove roadways. According to the Transportation Element, the LOS on arterial and collector streets within the City of Pacific Grove should be no worse than LOS C, but LOS D is acceptable during weekday peak-periods at intersections that are close to or at limits of LOS D (per 1994 conditions) on arterial routes outside the Downtown area. The Transportation Element does not establish guidelines regarding acceptable LOS on roadways within the downtown area. According to the Transportation Element, 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. The roads most pertinent to the proposed project, including Central Avenue, Lighthouse Avenue, and Fountain Avenue, are included in the City's list of arterial streets.

Unsignalized Intersections

The intersections were analyzed using Synchro software and the *Highway Capacity Manual* (HCM) 2010 methodology for computing level of service at intersections. All of the study intersection are side-street stop-controlled intersections. For two-way stops or T-intersections, operations are determined by the average control delay for vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets during the peak hour. The level of service is reported based on the average control delay for the worst approach (i.e. the stop-controlled approach with the highest delay). The correlation between average delay and level of service is shown in Table 1.

Table 1
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delays occurring with favorable progression.	Up to 10.0
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 limited 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 Highway Capacity Manual.* (Washington, D.C., 2010)	

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2012. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the project impact on the transportation system and describes existing plus project conditions. Chapter 4 presents traffic conditions under Cumulative conditions. Chapter 5 presents the analysis of other transportation related issues, including parking and impacts on transit, bicycle and pedestrian facilities. Chapter 6 presents the conclusions of the traffic impact analysis.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via Highway 1 and Holman Highway. These facilities are described below.

Highway 1 is predominantly a north-south, four-lane highway. Highway 1 extends north and south along the coast of the State of California. It links the Monterey Peninsula to the south and the Cities of Santa Cruz, Half Moon Bay, Pacifica, and San Francisco to the north. Access to and from the project site is provided via its interchanges at Fremont Street and Del Monte Avenue.

Holman Highway (State Route 68) is a north-south, two-lane highway that begins as Asilomar Avenue in the City of Pacific Grove. The highway continues south to an intersection with Sunset Drive, turning east on Sunset Drive to an intersection with Forest Avenue. The highway continues south as Forest Avenue and enters the City of Monterey and becomes Holman Highway until its junction with Highway 1. State Route 68 is concurrent with Highway 1 for 2.5 miles then proceeds east towards the City of Salinas. Access to and from the project site is provided via Forest Avenue.

Local access to the site is provided by Lighthouse Avenue, Central Avenue, Fountain Avenue, and Grand Avenue. These roadways are described below.

Lighthouse Avenue is a two-lane east-west arterial street that begins at its intersection with Sunset Drive and Ocean View Boulevard and extends eastward to David Avenue, where it continues eastward as Hawthorne Street in the City of Monterey. Lighthouse Avenue has on-street parking and sidewalks on both sides of the roadway. There are 15 mph posted speed limits and pavement markings on Lighthouse Avenue in the vicinity of the project site.

Central Avenue is a two-lane east-west arterial street that begins at its intersection with Caledonia Avenue and extends eastward to Eardley Avenue, where it continues eastward as Lighthouse Avenue. Central Avenue has permitted street parking and sidewalks on both sides of the roadway. There are no posted speed limits on Central Avenue in the vicinity of the project site. Central Avenue will provide direct access to the project site via one driveway.

Fountain Avenue is a two-lane north-south roadway that runs along the project site's eastern frontage. Fountain Avenue begins in the north at its intersection with Ocean View Boulevard, where southbound only travel is allowed to its intersection with Park Place. Fountain Avenue continues south as a two-lane roadway to its intersection with Beaumont Avenue. Fountain Avenue provides access to the project site via Central Avenue.

Grand Avenue is a two-lane north-south roadway that runs along the project site's western frontage. Grand Avenue begins as a two-lane roadway at its intersection with Ocean View Boulevard and extends southward to Park Place, where it continues southward as a one-lane roadway where southbound only travel is allowed to its intersection with Lighthouse Avenue. Grand Avenue is a two-lane roadway between Lighthouse Avenue Gibson Avenue to the south. Grand Avenue provides access to the project site via Central Avenue.

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities in the vicinity of the project site. The existing bicycle facilities within the study area are described below.

Class I Trail or Path is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. The Monterey Coastal Bike Path is a Class I bikeway that runs along the Monterey County coastline and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. This trail system can be accessed via Ocean View Boulevard in the project vicinity.

Class II Bike Lanes are preferential use areas within a roadway designated for bicycles, typically in the form of striped bike lanes that are marked by signage and pavement markings. There are no Class II bikeways present in the project vicinity.

Class III Bike Routes are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities. In the vicinity of the project area, Fountain Avenue is designated a bike route south of Central Avenue. The route continues on Central Avenue between Fountain Avenue and Forest Avenue, then progresses north on Forest Avenue.

Pedestrian facilities in the project area consist primarily of sidewalks along the roadways in most residential and commercial areas in the vicinity of the project site 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 are not provided across Grand Avenue at the Grand Avenue/Central Avenue intersection and across Fountain Avenue at the Fountain Avenue/Central Avenue intersection. Crosswalk locations are shown on Figure 3.

Existing Transit Service

Existing transit service to the study area is provided by the Monterey-Salinas Transit (MST). Two bus routes (Routes 1 and 2) serve the vicinity of the project area. The bus stops closest to the project site are located near the Fountain Avenue/Lighthouse Avenue intersection. The transit services are described below and shown on Figure 3.

Route 1 operates between Asilomar and Monterey. Route 1 operates on 20- to 60-minute headways during AM peak hours and 60-minute headways during PM peak hours. In the project vicinity, Route 1 operates on Lighthouse Avenue.

Route 2 operates between Pacific Grove and Carmel. Route 2 operates on 60-minute headways during AM and PM peak hours. In the project vicinity, Route 2 operates on Fountain Avenue.

Pedestrian access between the project site and the nearby bus stops is provided by the existing sidewalks on Lighthouse Avenue, Grand Avenue, and Fountain Avenue and crosswalks at the Fountain Avenue/Lighthouse Avenue and Grand Avenue/Lighthouse Avenue intersections.



Figure 3
Existing Pedestrian and Transit Facilities

Existing Intersection Lane Configurations

The existing lane configurations and control at the study intersections were obtained from field observations. The existing intersection lane configurations and control are shown on Figure 4.

Existing Traffic Volumes

Existing traffic volumes were obtained from new peak-hour intersection turning movement counts completed on June 1st, 2016. Traffic counts were collected in June to capture traffic while schools in the vicinity of the project were in session. The existing peak-hour intersection volumes are shown on Figure 5. Intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing Intersection Levels of Service

The results of the level of service and signal warrant analyses under existing conditions are summarized in Table 2. The results indicate that, measured against the City of Pacific Grove level of service standards, all study intersections currently operate at an acceptable LOS B during both the weekday AM and PM peak hours.

The signal warrant analysis showed that the peak-hour volume warrant would not be satisfied at any of the unsignalized study intersections under existing conditions.

The intersection levels of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Table 2
Existing Intersection Levels of Service

Study Number	Intersection	LOS Standard	Existing Control	Peak Hour	Count Date	Avg. Delay[1]	LOS	Warrant Met?
1	Grand Avenue and Central Avenue	C	TWSC	AM	6/1/2016	10.5	B	No
				PM	6/1/2016	10.5	B	No
2	Fountain Avenue and Central Avenue	C	TWSC	AM	6/1/2016	11.9	B	No
				PM	6/1/2016	12.5	B	No
3	Fountain Avenue and Lighthouse Avenue	C	TWSC	AM	6/1/2016	10.8	B	No
				PM	6/1/2016	13.0	B	No
4	Grand Avenue and Lighthouse Avenue	C	TWSC	AM	6/1/2016	10.6	B	No
				PM	6/1/2016	11.1	B	No

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

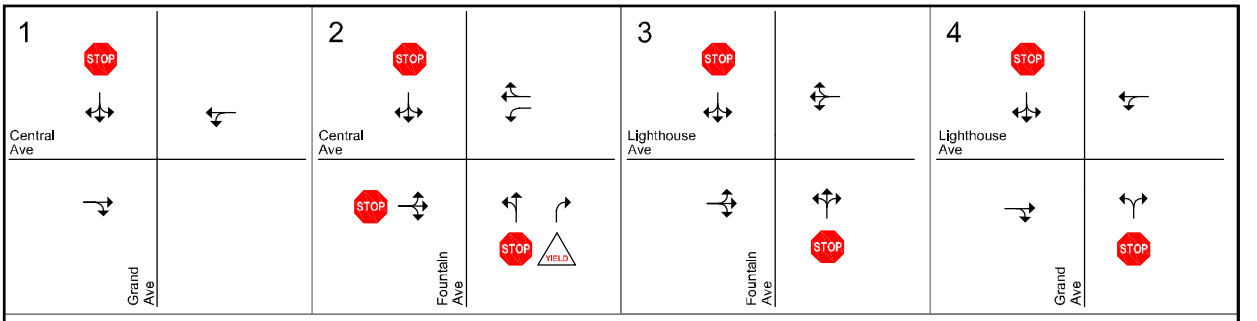
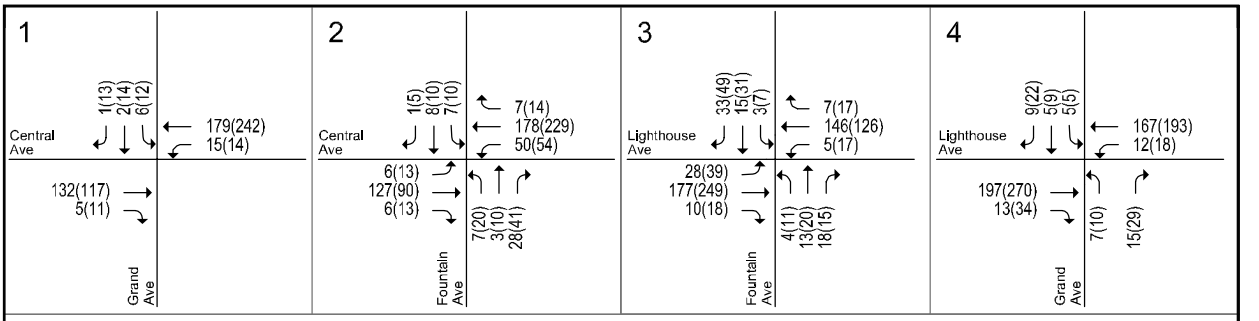






Figure 4
Existing Lane Configurations



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

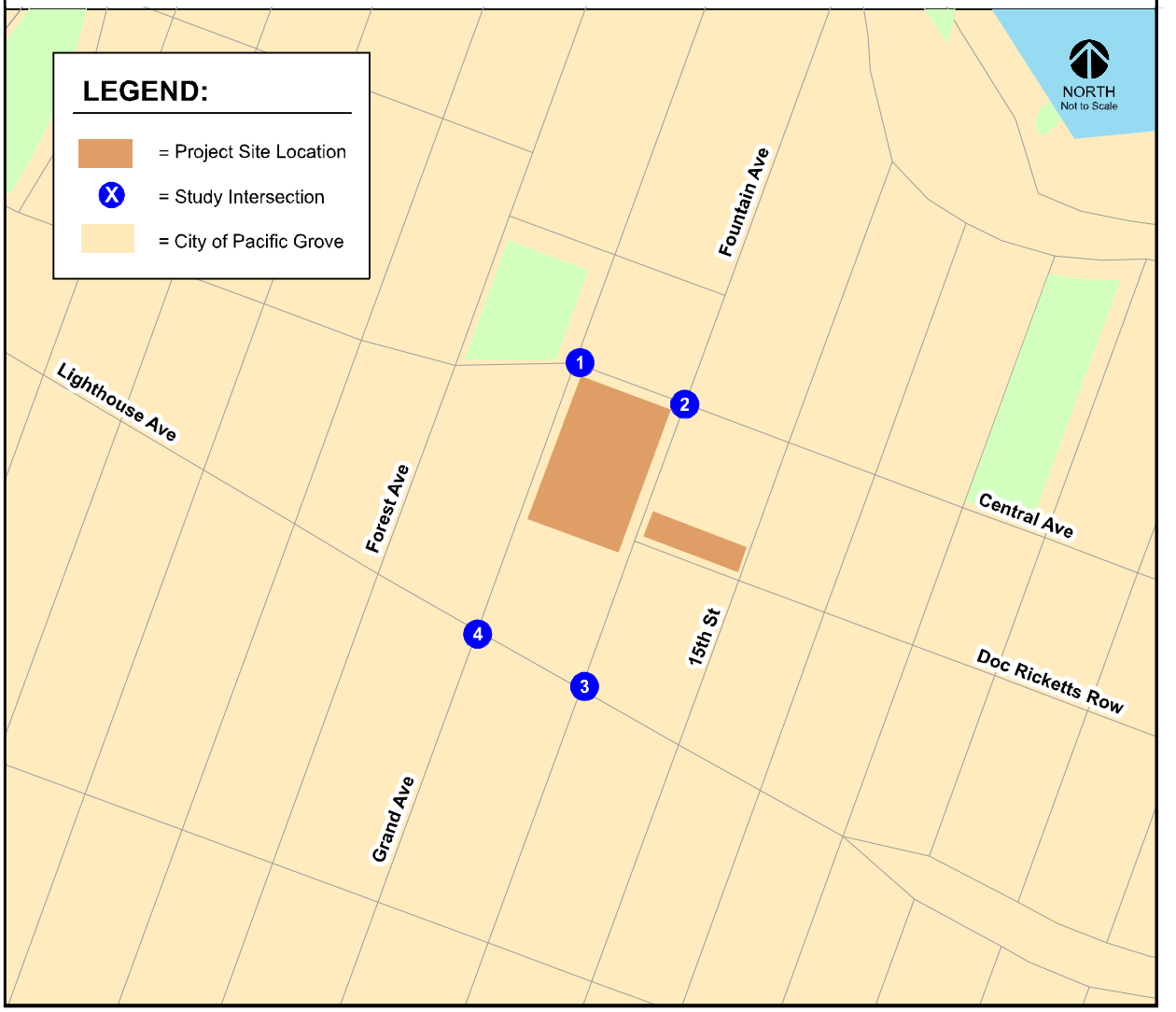


Figure 5
Existing Traffic Volumes

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions. Included are estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Existing plus project conditions are represented by existing traffic conditions with the addition of traffic generated by the proposed project.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the roadway network and intersection configurations under existing plus project conditions would be the same as described under existing conditions.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Trip Generation

Proposed Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result 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 contained in the Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* were used to estimate trips generated by the proposed land use.

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 (39 inbound and 27 outbound) and 75 trips occurring during the PM peak-hour (38 inbound and 37 outbound).

Existing Uses Project Trip Generation

Trips associated with the existing uses on the project site are subtracted from the estimated trips to be generated by the proposed 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. It is standard practice to apply a trip credit for existing uses on a proposed project site. An over-estimation of trip generation and impact to the roadway system would occur were the trip credit not applied. However, it should be noted there would be no change to the LOS results and project impacts reported below if the existing trip credit were not applied.

The existing 17,500 s.f. of retail/restaurant uses on the project site include a martial art studio, a window and door store, a fabric store, an antique store, a treasure shop, and a restaurant. Parking for the existing building is provided within the on-site surface parking lot and an off-site surface parking lot across Fountain Avenue. Trip generation counts were conducted at each of the four driveways of the on-site surface parking lot on June 1st, 2016 for the purpose of estimating the trips generated by the existing uses on -site. Based on the counts, 15 AM peak-hour trips and 32 PM peak-hour trips are generated at the on-site parking lot driveways.

However, site observations indicated that the on-site surface parking lot and an off-site surface parking lot are shared by the existing uses on the project site, Holman Building to the south of the project on Lighthouse Avenue, and Monterey Credit Union on Fountain Avenue adjacent to the off-site parking lot. Site observations also indicated that a portion of the on-site parking lot was being used as a staging area for the construction of Holman Building. Additionally, customers of the existing uses on the project site utilized on-street parking. Due to the shared parking, construction staging, and use of on-street parking, the driveway counts at the on-site parking lot do not accurately reflect the vehicle trips generated by the project. Therefore, the vehicle trips generated by the existing uses on-site were estimated using ITE trip generation rates for specialty retail centers.

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 (12 inbound and 8 outbound) and 63 trips occurring during the PM peak-hour (28 inbound and 35 outbound).

Net Project Trip Generation

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 (27 inbound and 19 outbound) and 12 PM peak-hour trips (10 inbound and 2 outbound). The project trip generation estimates are presented in Table 3.

Trip Distribution and Assignment

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 project trip distribution pattern is shown graphically on Figure 6. The peak-hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution pattern. Figure 6 also shows the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Existing Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 7.

Table 3
Project Trip Generation Estimates

Land Use	ITE Land Use	Size	Unit	Daily		AM Peak Hour						PM Peak Hour					
						Pk-Hr	Split					Pk-Hr	Split				
				Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Development																	
Hotel[1]	***310 - Hotel***	125	room	5.97	746	0.53	59%	41%	39	27	66	0.60	51%	49%	38	37	75
Existing Land Use																	
Retail/Restaurant[2]	***826 - Special Retail Center***	17.50	ksf	-44.91	-786	1.14	62%	38%	-12	-8	-20	3.60	44%	56%	-28	-35	-63
Net Project Trips (Proposed - Existing Land Uses)					-40				**27**	**19**	**46**				**10**	**2**	**12**

Notes:
All rates are from: Institute of Transportation Engineers, Trip Generation, 9th Edition
1. 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. AM peak-hour trips were calculated based on the shopping center (Land Use 820) 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.

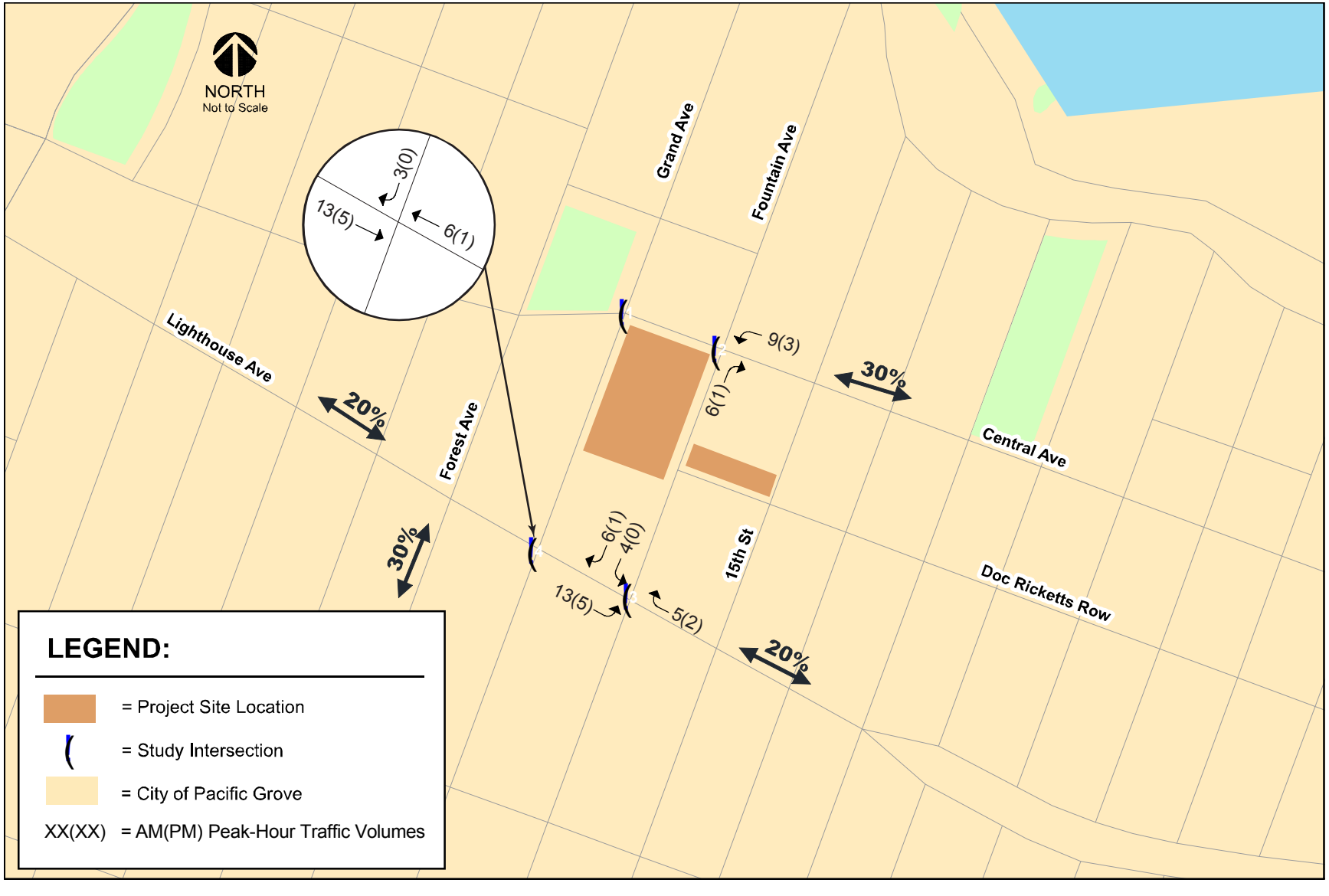


Figure 6
Project Trip Distribution and Trip Assignment

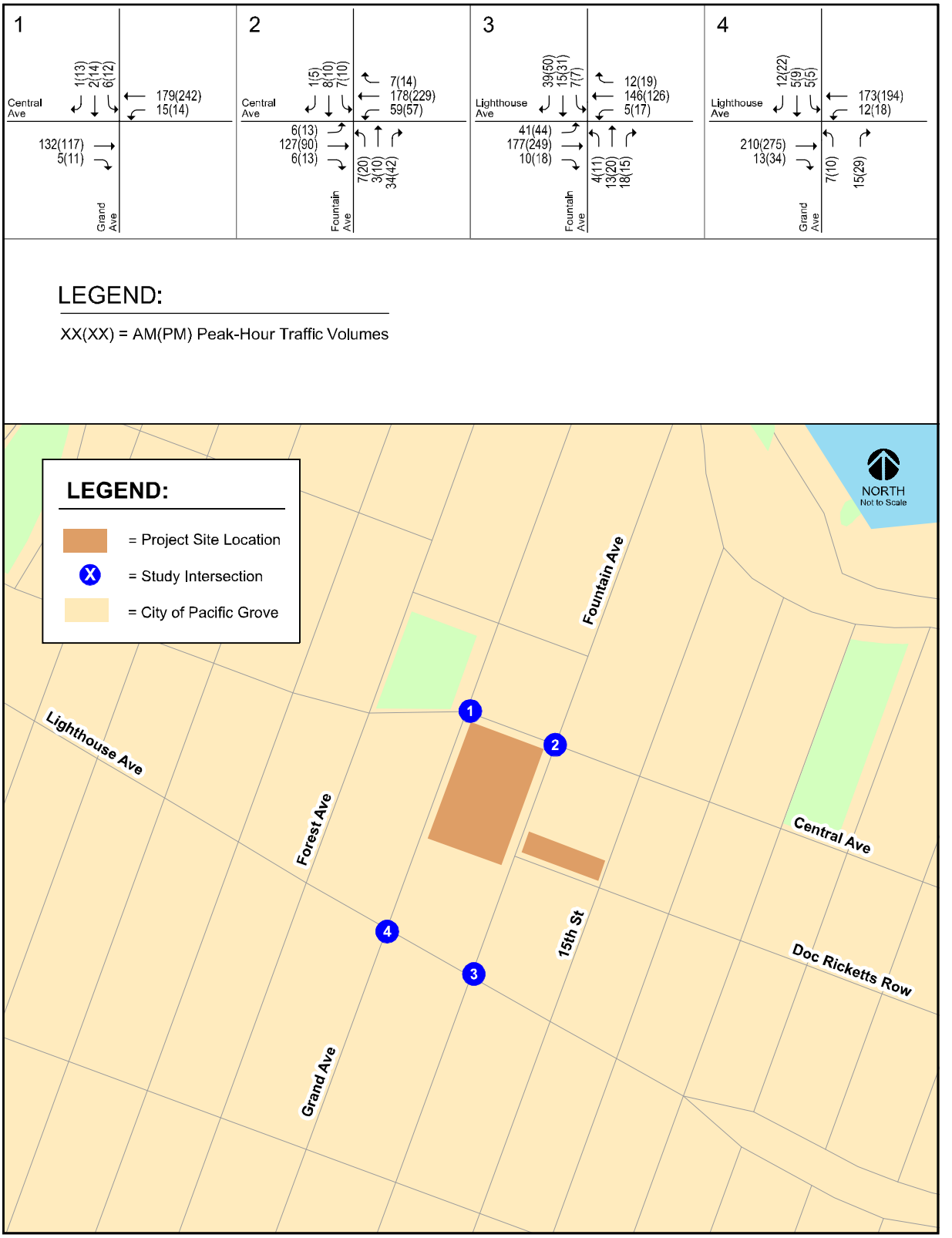


Figure 7
Existing Plus Project Traffic Volumes

Existing Plus Project Intersection Analysis

The results of the intersection level of service and signal warrant analyses under existing plus project conditions are summarized in Table 4. The results of the intersection level of service under existing plus project conditions show that all study intersections are projected to operate at LOS B conditions during both peak hours. The addition of project traffic at each study intersection would not result in the degradation of LOS or increase in average delay on the stop-control approaches by more than 1.0 second during each of the peak hours analyzed. Therefore, the project will have no significant impact on intersections levels of service under existing plus project conditions.

The signal warrant analysis showed that the peak-hour volume warrant would not be satisfied at any of the unsignalized study intersections under existing plus project conditions.

The intersection levels of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Table 4
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	LOS Standard	Peak Hour	Existing		Existing Plus Project			
				Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Inc. in Delay	Warrant Met?
1	Grand Avenue and Central Avenue	C	AM	10.5	B	10.5	B	0.0	No
			PM	10.5	B	10.5	B	0.0	No
2	Fountain Avenue and Central Avenue	C	AM	11.9	B	12.2	B	0.3	No
			PM	12.5	B	12.6	B	0.1	No
3	Fountain Avenue and Lighthouse Avenue	C	AM	10.8	B	11.1	B	0.3	No
			PM	13.0	B	13.1	B	0.1	No
4	Grand Avenue and Lighthouse Avenue	C	AM	10.6	B	10.6	B	0.0	No
			PM	11.1	B	11.1	B	0.0	No

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

4. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. Cumulative development typically includes projects that are in the pipeline (pending projects) but are not yet approved. This traffic scenario is evaluated in order to fulfill California Environmental Quality Act (CEQA) requirements.

Transportation Network under Cumulative Conditions

The roadway network under cumulative conditions was assumed to be the same as described under existing conditions.

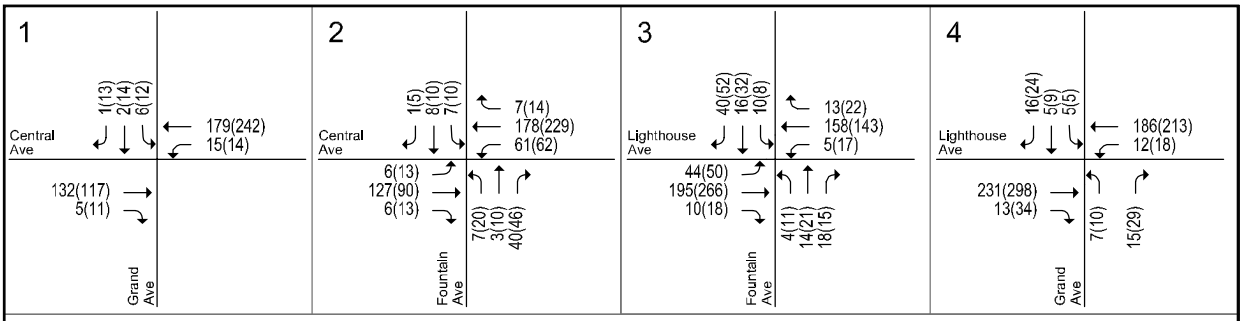
Intersection Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding to the existing plus project traffic volumes the trips from approved and pending development projects within the City of Pacific Grove. For pending projects where a traffic impact analysis was not available or a trip assignment was not provided by a public agency, traffic was estimated using rates from the Institute of Transportation Engineer's publication, *Trip Generation Manual, 9th Edition* and assigned to the roadway network based on existing travel patterns and the locations of complementary land uses.

One approved project (Holman Building residential development) and one planned project (Bella Hotel development) in the project vicinity were included in the cumulative conditions analysis. The Holman Building project, currently under construction, would replace the existing vacant commercial space on the upper levels with 25 condominium units and replace the basement space with 33 parking spaces for the residential units. The CEQA compliance analysis prepared for the Holman Building project indicated that the project would generate 11 AM peak-hour trips and 13 PM peak-hour trips. The Project Bella would replace the existing site uses with a 225-room hotel on the site of the American Tin Cannery. Cumulative traffic volumes are shown on Figure 8.

Cumulative Conditions Intersection Analysis

The results of the intersection level of service and signal warrant analyses under cumulative conditions are summarized in Table 5. The intersection levels of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.



LEGEND:

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



Figure 8
Cumulative Traffic Volumes

The results indicate that the cumulative growth in traffic volumes will not result in the degradation of levels of service at any of the study intersections and each intersection is projected to continue to operate at LOS B conditions during both peak hours under cumulative conditions.

The addition of traffic generated by approved and pending projects to existing conditions would not result in the degradation of LOS or increase in average delay on the stop-control approaches by more than 1.0 second during each of the peak hours analyzed. Therefore, the project will have no significant impact on intersections levels of service under cumulative conditions.

The signal warrant analysis showed that the peak-hour volume warrant would not be satisfied at any of the unsignalized study intersections under cumulative conditions.

The intersection levels of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Table 5
Cumulative Conditions Intersection Levels of Service

Study Number	Intersection	LOS Standard	Peak Hour	Existing		Cumulative			
				Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Inc. in Delay	Warrant Met?
1	Grand Avenue and Central Avenue	C	AM	10.5	B	10.5	B	0.0	No
			PM	10.5	B	10.5	B	0.0	No
2	Fountain Avenue and Central Avenue	C	AM	11.9	B	12.3	B	0.4	No
			PM	12.5	B	12.8	B	0.3	No
3	Fountain Avenue and Lighthouse Avenue	C	AM	10.8	B	11.4	B	0.6	No
			PM	13.0	B	13.8	B	0.8	No
4	Grand Avenue and Lighthouse Avenue	C	AM	10.6	B	10.6	B	0.0	No
			PM	11.1	B	11.4	B	0.3	No

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

5.
Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Potential impacts to bike, pedestrian and transit facilities;
- Parking

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Transit, Pedestrian and Bicycle Analysis

Bicycle and Pedestrian Circulation

The project will result in an increase in pedestrian activity at each of the study intersections along Central Avenue that are used to access the beach front to the north and Downtown to the south. The project will maintain a sidewalk along its frontage on Central Avenue. In addition, the project will include patio spaces and walkways along the building footprint along Central Avenue.

Crosswalks are provided on all approaches at the Fountain Avenue/Lighthouse Avenue and Grand Avenue/Lighthouse Avenue intersections. However, crosswalks are not provided across Grand Avenue at the Grand Avenue/Central Avenue intersection and across Fountain Avenue at the Fountain Avenue/Central Avenue intersection. The missing crosswalks to cross Grand Avenue and Fountain Avenue along Central Avenue should be installed. The implementation of the missing crosswalks would require that the sidewalks at the corners of both the Grand Avenue/Central Avenue and Fountain Avenue/Central Avenue be extended into the intersections. There are no identified plans to implement pedestrian and bicycle improvements along Central Avenue in the immediate project area. Therefore, the implementation of the missing crosswalks would need to be pursued by the proposed project in coordination with City staff and the development of the adjacent parcels at each intersection.

Transit Service

Assuming three percent transit mode share, the project could create up to two new transit riders during the peak hours. These new riders easily could be accommodated by the available capacity of the two local bus routes, which have stops located within walking distance of the site. Pedestrian access between the project site and the nearby bus stops is provided by the existing sidewalks and crosswalks. Thus, no improvements to the existing transit facilities would be needed in conjunction with the proposed project.

Parking

Per the City of Pacific Grove Municipal Code (Chapter 23.64.190 Off-street parking, storage), one parking space per 4 rooms is required for hotel uses. The planning commission may require additional parking at a ratio of one space for each 50 square feet of accessory dining area. The proposed hotel will include 125 rooms with 1,600 square feet of dining area. Based on the City's parking requirements, the proposed project is required to provide 64 off-street parking spaces. The project would meet the City's parking requirement by providing a total of 83 valet parking spaces (55 spaces on-site and 28 off-site spaces). It is recommended that a portion of the 28 off-site spaces be designated for hotel-employees.

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Pacific Grove. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, were determined on the basis of engineering judgment.

Project Impacts

Existing Plus Project Intersection Level of Service Impacts

The results of the intersection level of service analysis under existing plus project conditions show that no study intersections would be impacted by the project according to applicable level of service standards.

Cumulative Intersection Level of Service Impacts

The results of the intersection level of service analysis under cumulative conditions indicate that no study intersections would be impacted by the project according to applicable level of service standards.

Traffic Signal Warrants

The signal warrant analysis showed that the peak-hour volume warrant would *not* be satisfied at any of the unsignalized study intersections under existing, existing plus project conditions, and cumulative conditions.

Other Transportation Issues

Other issues related to transportation were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in the environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction.

Transit, Pedestrian and Bicycle Analysis

Bicycle and Pedestrian Circulation

The project will result in an increase in pedestrian activity at each of the study intersections along Central Avenue that are used to access the beach front to the north and Downtown to the south. The project will maintain a sidewalk along its frontage on Central Avenue. In addition, the project will include patio spaces and walkways along the building footprint along Central Avenue.

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Appendix 7 – UTL

PACIFIC GROVE HOTEL

Date Prepared March 7, 2016																			
Projected Water Use																			
Prepared by RRM Design Group																			
Room Count	125	**Rooms**																	
Pool Area	510	**SF**																	
Restaurant	3300	**SF**																	
Conference/banquet	1000	**SF**																	
Events per week	2	**/wk**	**104**	conference/banquets days															
Occupancy	70	% =	**256**	hotel occupancy days															
Facility Type	**Number/Size**			**Typical Fixture Water Use**			**Use Frequency/day**					**Water Use Per Day**			**Water Use/Per Year @ 70% Occupancy - gal**				**Water Use/Per Year - AFY (325,851gal/af)**
Hotel																			
Guest Rooms	**125**											Guest Per Room	1.5						
Toilets	125			1.28	gpf	2	flush/guest/day					125 x 1.28 x 2 x 1.5 =	**480**	gpd	480 gpd x 255.5 days =	**122,640**	gal		0.38
Faucets	125			1.3	gpm	2	wash/guest/day	0.45	Min duration			125 x 1.3 x 2 x 0.45 x 1.5 =	**219**	gpd	219.375 gpd x 255.5 days =	**56,050**	gal		0.17
Shower heads	125			2.2	gpm	1	shower/guest/day	5	Min duration			125 x 2.2 x 1 x 5 x 1.5 =	**2,063**	gpd	2062.5 gpd x 255.5 days =	**526,969**	gal		1.62
Lobby, Office and Staff Area	12	**Staff (FTE)**																	
Toilets	2			1.28	gpf	2	flush/staff/day					12 x 2 x 1.28 =	**31**	gpd	30.72 gpd x 365 days =	**11,213**	gal		0.03
Faucets	2			1.3	gpm	2	2 wash/staff/day					12 x 2 x 1.3 =	**31.2**	gpd	31.2 gpd x 365 days =	**11,388**	gal		0.03
Ice Maker (guest use)	6			1.1	gpd								**6.6**	gpd	6.6 gpd x 365 days =	**2,409**	gal		0.01
Laundry							Occupied Room laundry every 2 days					2gal/lb of fabric							
Washing Machines	3			2.5	gal/load	62	rooms per day@1 - 9lb load/room					1395	**1395**	gpd	1395gpd x 255.5 days =	**356,423**	gal		1.09
Landscape Areas																			
Hotel Courtyard	1535			0.20	gpd/sf		1					1535 x 0.2 =	**307**	gpd	307 gpd x 365 days =	**112,055**	gal		0.34
Fountain Ave Parking	645			0.20	gpd/sf		1					645 x 0.2 =	**129**	gpd	129 gpd x 365 days =	**47,085**	gal		0.14
Special Facilities																			
Pool	510			0.50	gpd/sf		1					510 x 0.5 =	**255**	gpd	255 gpd x 365 days =	**93,075**	gal		0.29
Spa	120			0.50	gpd/sf		1					120 x 0.5 =	**60**	gpd	60 gpd x 365 days =	**21,900**	gal		0.07
HOTEL SUB-TOTAL																			4.18
Food Service/Restaurant												Assume restaurant occupancy 50% for							
	3300	**SF**		service/kitchen ratio =		50	/50					breakfast, 50% for lunch, 100% for dinner =	2	turns per day					
Restaurant food service				7.6	gal/patron		3300 SF X 50% service /	15	SF PP =	**110**		110 x 2 x 7.6 =	**1672**	gpd	1672gpd x 255.5 days =	**427,196**	gal		1.31
Conference food service	1000	SF		7.6	gal/patron		Food service events =	104	(2 per week)			67 x 7.6 =	**509**	gpd	509.2gpd x 104 days/yr =	**52,957**	gal		0.16
RESTAURANT SUB-TOTAL																			1.47
Conference & Banquet	1000	SF					Standing Occupancy	**143**				1 flush and wash/visitor/event. Male- urinal, female -toilet							
							Dining occupancy =	**67**											
							Average / day	**105**											
Toilets (M=2, F=3)	5			1.28	gpf		105 Visitors					105 x 1.28 gpf =	**134**	gal	134gpd x 104 days/yr =	**13,936**	gal		0.04
Urinals	2				Waterless		NA					NA			NA				0.00
Faucets	4			1.3	gpm	1	min. duration					105 x 1.3 gpm x 1 min =	**137**	gal	136.5gpd x 104 days/yr =	**14,196**	gal		0.04

PACIFIC GROVE HOTEL

CONFERENCE & BANQUET SUBTOTAL																	0.09
Total Estimated Project Water Use																	5.74
Existing Water Use																	-1.7
Net Estimated Project Water Use																	**4.04**
REFERENCE DOCUMENTS:																	
Pacific Institute, November 2003: *Waste Not, Want Not: The Potential for Urban Water Conservation in California,* Appendix D and E																	

APPENDIX – 8 GHG

Pacific Grove Hotel

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	125.00	Room	0.55	65,322.00	0
Quality Restaurant	2.48	1000sqft	0.00	2,475.00	0
Recreational Swimming Pool	0.67	1000sqft	0.00	670.00	0
Parking Lot	24.02	1000sqft	0.55	24,017.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Hotel footprint = 0.55 acre. 3-Story hotel building = 65,322 sf. Restaurant is within hotel.

Construction Phase - Building construction, paving, and painting assumed to occur simultaneously

Demolition -

Vehicle Trips - Trip generation per Traffic Impact Memo

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	NumDays	10.00	200.00
tblConstructionPhase	PhaseEndDate	8/20/2018	11/13/2017
tblConstructionPhase	PhaseEndDate	8/20/2018	11/13/2017
tblConstructionPhase	PhaseStartDate	11/14/2017	2/7/2017
tblConstructionPhase	PhaseStartDate	11/14/2017	2/7/2017
tblLandUse	LandUseSquareFeet	181,500.00	65,322.00
tblLandUse	LotAcreage	4.17	0.55
tblLandUse	LotAcreage	0.06	0.00
tblLandUse	LotAcreage	0.02	0.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	8.19	5.97
tblVehicleTrips	ST_TR	94.36	0.00
tblVehicleTrips	ST_TR	20.87	0.00
tblVehicleTrips	SU_TR	5.95	5.97
tblVehicleTrips	SU_TR	72.16	0.00
tblVehicleTrips	SU_TR	26.73	0.00
tblVehicleTrips	WD_TR	8.17	5.97
tblVehicleTrips	WD_TR	89.95	0.00
tblVehicleTrips	WD_TR	32.93	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.3292	3.8600	3.4076	5.1300e-003	0.0876	0.2355	0.3231	0.0259	0.2239	0.2498	0.0000	439.0340	439.0340	0.0885	0.0000	440.8932
Total	**1.3292**	**3.8600**	**3.4076**	**5.1300e-003**	**0.0876**	**0.2355**	**0.3231**	**0.0259**	**0.2239**	**0.2498**	**0.0000**	**439.0340**	**439.0340**	**0.0885**	**0.0000**	**440.8932**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.3292	3.8600	3.4076	5.1300e-003	0.0876	0.2355	0.3231	0.0259	0.2239	0.2498	0.0000	439.0335	439.0335	0.0885	0.0000	440.8928
Total	**1.3292**	**3.8600**	**3.4076**	**5.1300e-003**	**0.0876**	**0.2355**	**0.3231**	**0.0259**	**0.2239**	**0.2498**	**0.0000**	**439.0335**	**439.0335**	**0.0885**	**0.0000**	**440.8928**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4416	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7800e-003	3.7800e-003	1.0000e-005	0.0000	4.0000e-003
Energy	0.0192	0.1741	0.1463	1.0400e-003		0.0132	0.0132		0.0132	0.0132	0.0000	380.7681	380.7681	0.0123	5.2600e-003	382.6578
Mobile	0.5210	1.1442	5.4076	8.3300e-003	0.5293	0.0130	0.5423	0.1418	0.0120	0.1538	0.0000	642.1160	642.1160	0.0352	0.0000	642.8555
Waste						0.0000	0.0000		0.0000	0.0000	15.1269	0.0000	15.1269	0.8940	0.0000	33.9003
Water						0.0000	0.0000		0.0000	0.0000	1.2574	6.6710	7.9283	0.1294	3.1100e-003	11.6113
Total	**0.9817**	**1.3184**	**5.5559**	**9.3700e-003**	**0.5293**	**0.0263**	**0.5555**	**0.1418**	**0.0252**	**0.1671**	**16.3842**	**1,029.5589**	**1,045.9431**	**1.0709**	**8.3700e-003**	**1,071.0289**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4416	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7800e-003	3.7800e-003	1.0000e-005	0.0000	4.0000e-003
Energy	0.0192	0.1741	0.1463	1.0400e-003		0.0132	0.0132		0.0132	0.0132	0.0000	380.7681	380.7681	0.0123	5.2600e-003	382.6578
Mobile	0.5210	1.1442	5.4076	8.3300e-003	0.5293	0.0130	0.5423	0.1418	0.0120	0.1538	0.0000	642.1160	642.1160	0.0352	0.0000	642.8555
Waste						0.0000	0.0000		0.0000	0.0000	15.1269	0.0000	15.1269	0.8940	0.0000	33.9003
Water						0.0000	0.0000		0.0000	0.0000	1.2574	6.6710	7.9283	0.1294	3.1100e-003	11.6093
Total	**0.9817**	**1.3184**	**5.5559**	**9.3700e-003**	**0.5293**	**0.0263**	**0.5555**	**0.1418**	**0.0252**	**0.1671**	**16.3842**	**1,029.5589**	**1,045.9431**	**1.0709**	**8.3700e-003**	**1,071.0269**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	1/31/2017	5	2	
3	Grading	Grading	2/1/2017	2/6/2017	5	4	
4	Building Construction	Building Construction	2/7/2017	11/13/2017	5	200	
5	Paving	Paving	2/7/2017	11/13/2017	5	200	
6	Architectural Coating	Architectural Coating	2/7/2017	11/13/2017	5	200	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 103,781; Non-Residential Outdoor: 34,594 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	113.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	39.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0125	0.0000	0.0125	1.8900e-003	0.0000	1.8900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**	**0.0125**	**0.0161**	**0.0286**	**1.8900e-003**	**0.0150**	**0.0169**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4126**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2900e-003	0.0135	0.0172	4.0000e-005	9.5000e-004	2.0000e-004	1.1500e-003	2.6000e-004	1.8000e-004	4.4000e-004	0.0000	3.7302	3.7302	3.0000e-005	0.0000	3.7308
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.8000e-004	7.8000e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0400e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9564	0.9564	7.0000e-005	0.0000	0.9578
Total	**1.8300e-003**	**0.0144**	**0.0250**	**5.0000e-005**	**1.9800e-003**	**2.1000e-004**	**2.1900e-003**	**5.3000e-004**	**1.9000e-004**	**7.2000e-004**	**0.0000**	**4.6866**	**4.6866**	**1.0000e-004**	**0.0000**	**4.6885**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0125	0.0000	0.0125	1.8900e-003	0.0000	1.8900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**	**0.0125**	**0.0161**	**0.0286**	**1.8900e-003**	**0.0150**	**0.0169**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4125**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2900e-003	0.0135	0.0172	4.0000e-005	9.5000e-004	2.0000e-004	1.1500e-003	2.6000e-004	1.8000e-004	4.4000e-004	0.0000	3.7302	3.7302	3.0000e-005	0.0000	3.7308
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.8000e-004	7.8000e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0400e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.9564	0.9564	7.0000e-005	0.0000	0.9578
Total	**1.8300e-003**	**0.0144**	**0.0250**	**5.0000e-005**	**1.9800e-003**	**2.1000e-004**	**2.1900e-003**	**5.3000e-004**	**1.9000e-004**	**7.2000e-004**	**0.0000**	**4.6866**	**4.6866**	**1.0000e-004**	**0.0000**	**4.6885**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0242	0.0159	2.0000e-005		1.3100e-003	1.3100e-003		1.2000e-003	1.2000e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
Total	**2.3100e-003**	**0.0242**	**0.0159**	**2.0000e-005**	**5.8000e-003**	**1.3100e-003**	**7.1100e-003**	**2.9500e-003**	**1.2000e-003**	**4.1500e-003**	**0.0000**	**1.5895**	**1.5895**	**4.9000e-004**	**0.0000**	**1.5997**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0589	0.0589	0.0000	0.0000	0.0589
Total	**3.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0589**	**0.0589**	**0.0000**	**0.0000**	**0.0589**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0242	0.0159	2.0000e-005		1.3100e-003	1.3100e-003		1.2000e-003	1.2000e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
Total	**2.3100e-003**	**0.0242**	**0.0159**	**2.0000e-005**	**5.8000e-003**	**1.3100e-003**	**7.1100e-003**	**2.9500e-003**	**1.2000e-003**	**4.1500e-003**	**0.0000**	**1.5895**	**1.5895**	**4.9000e-004**	**0.0000**	**1.5997**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0589	0.0589	0.0000	0.0000	0.0589
Total	**3.0000e-005**	**5.0000e-005**	**4.8000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0589**	**0.0589**	**0.0000**	**0.0000**	**0.0589**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7700e-003	0.0396	0.0264	3.0000e-005		2.1300e-003	2.1300e-003		1.9600e-003	1.9600e-003	0.0000	2.6112	2.6112	8.0000e-004	0.0000	2.6280
Total	**3.7700e-003**	**0.0396**	**0.0264**	**3.0000e-005**	**9.8300e-003**	**2.1300e-003**	**0.0120**	**5.0500e-003**	**1.9600e-003**	**7.0100e-003**	**0.0000**	**2.6112**	**2.6112**	**8.0000e-004**	**0.0000**	**2.6280**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	1.1000e-004	9.6000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1177	0.1177	1.0000e-005	0.0000	0.1179
Total	**7.0000e-005**	**1.1000e-004**	**9.6000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1177**	**0.1177**	**1.0000e-005**	**0.0000**	**0.1179**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7700e-003	0.0396	0.0264	3.0000e-005		2.1300e-003	2.1300e-003		1.9600e-003	1.9600e-003	0.0000	2.6112	2.6112	8.0000e-004	0.0000	2.6280
Total	**3.7700e-003**	**0.0396**	**0.0264**	**3.0000e-005**	**9.8300e-003**	**2.1300e-003**	**0.0120**	**5.0500e-003**	**1.9600e-003**	**7.0100e-003**	**0.0000**	**2.6112**	**2.6112**	**8.0000e-004**	**0.0000**	**2.6280**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	1.1000e-004	9.6000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1177	0.1177	1.0000e-005	0.0000	0.1179
Total	**7.0000e-005**	**1.1000e-004**	**9.6000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1177**	**0.1177**	**1.0000e-005**	**0.0000**	**0.1179**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2955	1.9109	1.4311	2.2000e-003		0.1226	0.1226		0.1182	0.1182	0.0000	184.5473	184.5473	0.0387	0.0000	185.3605
Total	**0.2955**	**1.9109**	**1.4311**	**2.2000e-003**		**0.1226**	**0.1226**		**0.1182**	**0.1182**	**0.0000**	**184.5473**	**184.5473**	**0.0387**	**0.0000**	**185.3605**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0192	0.1361	0.2492	3.5000e-004	9.6000e-003	2.1100e-003	0.0117	2.7400e-003	1.9400e-003	4.6800e-003	0.0000	31.1993	31.1993	2.5000e-004	0.0000	31.2045
Worker	0.0163	0.0264	0.2340	3.9000e-004	0.0310	3.2000e-004	0.0313	8.2400e-003	2.9000e-004	8.5300e-003	0.0000	28.6908	28.6908	1.9900e-003	0.0000	28.7326
Total	**0.0355**	**0.1624**	**0.4832**	**7.4000e-004**	**0.0406**	**2.4300e-003**	**0.0430**	**0.0110**	**2.2300e-003**	**0.0132**	**0.0000**	**59.8901**	**59.8901**	**2.2400e-003**	**0.0000**	**59.9371**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2955	1.9109	1.4311	2.2000e-003		0.1226	0.1226		0.1182	0.1182	0.0000	184.5471	184.5471	0.0387	0.0000	185.3603
Total	**0.2955**	**1.9109**	**1.4311**	**2.2000e-003**		**0.1226**	**0.1226**		**0.1182**	**0.1182**	**0.0000**	**184.5471**	**184.5471**	**0.0387**	**0.0000**	**185.3603**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0192	0.1361	0.2492	3.5000e-004	9.6000e-003	2.1100e-003	0.0117	2.7400e-003	1.9400e-003	4.6800e-003	0.0000	31.1993	31.1993	2.5000e-004	0.0000	31.2045
Worker	0.0163	0.0264	0.2340	3.9000e-004	0.0310	3.2000e-004	0.0313	8.2400e-003	2.9000e-004	8.5300e-003	0.0000	28.6908	28.6908	1.9900e-003	0.0000	28.7326
Total	**0.0355**	**0.1624**	**0.4832**	**7.4000e-004**	**0.0406**	**2.4300e-003**	**0.0430**	**0.0110**	**2.2300e-003**	**0.0132**	**0.0000**	**59.8901**	**59.8901**	**2.2400e-003**	**0.0000**	**59.9371**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1186	1.2098	0.9031	1.3300e-003		0.0733	0.0733		0.0676	0.0676	0.0000	122.2574	122.2574	0.0368	0.0000	123.0295
Paving	7.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1193**	**1.2098**	**0.9031**	**1.3300e-003**		**0.0733**	**0.0733**		**0.0676**	**0.0676**	**0.0000**	**122.2574**	**122.2574**	**0.0368**	**0.0000**	**123.0295**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4300e-003	8.7900e-003	0.0780	1.3000e-004	0.0103	1.1000e-004	0.0104	2.7500e-003	1.0000e-004	2.8400e-003	0.0000	9.5636	9.5636	6.6000e-004	0.0000	9.5775
Total	**5.4300e-003**	**8.7900e-003**	**0.0780**	**1.3000e-004**	**0.0103**	**1.1000e-004**	**0.0104**	**2.7500e-003**	**1.0000e-004**	**2.8400e-003**	**0.0000**	**9.5636**	**9.5636**	**6.6000e-004**	**0.0000**	**9.5775**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1186	1.2098	0.9031	1.3300e-003		0.0733	0.0733		0.0676	0.0676	0.0000	122.2573	122.2573	0.0368	0.0000	123.0293
Paving	7.2000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1193**	**1.2098**	**0.9031**	**1.3300e-003**		**0.0733**	**0.0733**		**0.0676**	**0.0676**	**0.0000**	**122.2573**	**122.2573**	**0.0368**	**0.0000**	**123.0293**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4300e-003	8.7900e-003	0.0780	1.3000e-004	0.0103	1.1000e-004	0.0104	2.7500e-003	1.0000e-004	2.8400e-003	0.0000	9.5636	9.5636	6.6000e-004	0.0000	9.5775
Total	**5.4300e-003**	**8.7900e-003**	**0.0780**	**1.3000e-004**	**0.0103**	**1.1000e-004**	**0.0104**	**2.7500e-003**	**1.0000e-004**	**2.8400e-003**	**0.0000**	**9.5636**	**9.5636**	**6.6000e-004**	**0.0000**	**9.5775**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8017					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0332	0.2185	0.1868	3.0000e-004		0.0173	0.0173		0.0173	0.0173	0.0000	25.5325	25.5325	2.7000e-003	0.0000	25.5892
Total	**0.8349**	**0.2185**	**0.1868**	**3.0000e-004**		**0.0173**	**0.0173**		**0.0173**	**0.0173**	**0.0000**	**25.5325**	**25.5325**	**2.7000e-003**	**0.0000**	**25.5892**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3400e-003	5.4100e-003	0.0480	8.0000e-005	6.3600e-003	7.0000e-005	6.4200e-003	1.6900e-003	6.0000e-005	1.7500e-003	0.0000	5.8853	5.8853	4.1000e-004	0.0000	5.8939
Total	**3.3400e-003**	**5.4100e-003**	**0.0480**	**8.0000e-005**	**6.3600e-003**	**7.0000e-005**	**6.4200e-003**	**1.6900e-003**	**6.0000e-005**	**1.7500e-003**	**0.0000**	**5.8853**	**5.8853**	**4.1000e-004**	**0.0000**	**5.8939**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8017					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0332	0.2185	0.1868	3.0000e-004		0.0173	0.0173		0.0173	0.0173	0.0000	25.5325	25.5325	2.7000e-003	0.0000	25.5891
Total	**0.8349**	**0.2185**	**0.1868**	**3.0000e-004**		**0.0173**	**0.0173**		**0.0173**	**0.0173**	**0.0000**	**25.5325**	**25.5325**	**2.7000e-003**	**0.0000**	**25.5891**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3400e-003	5.4100e-003	0.0480	8.0000e-005	6.3600e-003	7.0000e-005	6.4200e-003	1.6900e-003	6.0000e-005	1.7500e-003	0.0000	5.8853	5.8853	4.1000e-004	0.0000	5.8939
Total	**3.3400e-003**	**5.4100e-003**	**0.0480**	**8.0000e-005**	**6.3600e-003**	**7.0000e-005**	**6.4200e-003**	**1.6900e-003**	**6.0000e-005**	**1.7500e-003**	**0.0000**	**5.8853**	**5.8853**	**4.1000e-004**	**0.0000**	**5.8939**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5210	1.1442	5.4076	8.3300e-003	0.5293	0.0130	0.5423	0.1418	0.0120	0.1538	0.0000	642.1160	642.1160	0.0352	0.0000	642.8555
Unmitigated	0.5210	1.1442	5.4076	8.3300e-003	0.5293	0.0130	0.5423	0.1418	0.0120	0.1538	0.0000	642.1160	642.1160	0.0352	0.0000	642.8555

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	746.25	746.25	746.25	1,417,823	1,417,823
Parking Lot	0.00	0.00	0.00		
Quality Restaurant	0.00	0.00	0.00		
Recreational Swimming Pool	0.00	0.00	0.00		
Total	746.25	746.25	746.25	1,417,823	1,417,823

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44
Recreational Swimming Pool	9.50	7.30	7.30	33.00	48.00	19.00	52	39	9

4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.466577	0.039911	0.201733	0.176253	0.050904	0.007245	0.019183	0.021019	0.004490	0.001936	0.007540	0.000947	0.002261

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.2220	191.2220	8.6500e-003	1.7900e-003	191.9582
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	191.2220	191.2220	8.6500e-003	1.7900e-003	191.9582
NaturalGas Mitigated	0.0192	0.1741	0.1463	1.0400e-003		0.0132	0.0132		0.0132	0.0132	0.0000	189.5460	189.5460	3.6300e-003	3.4800e-003	190.6996
NaturalGas Unmitigated	0.0192	0.1741	0.1463	1.0400e-003		0.0132	0.0132		0.0132	0.0132	0.0000	189.5460	189.5460	3.6300e-003	3.4800e-003	190.6996

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Quality Restaurant	522324	2.8200e-003	0.0256	0.0215	1.5000e-004		1.9500e-003	1.9500e-003		1.9500e-003	1.9500e-003	0.0000	27.8732	27.8732	5.3000e-004	5.1000e-004	28.0428
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	3.02963e+006	0.0163	0.1485	0.1248	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	161.6728	161.6728	3.1000e-003	2.9600e-003	162.6567
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0192**	**0.1741**	**0.1463**	**1.0400e-003**		**0.0132**	**0.0132**		**0.0132**	**0.0132**	**0.0000**	**189.5460**	**189.5460**	**3.6300e-003**	**3.4700e-003**	**190.6996**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Quality Restaurant	522324	2.8200e-003	0.0256	0.0215	1.5000e-004		1.9500e-003	1.9500e-003		1.9500e-003	1.9500e-003	0.0000	27.8732	27.8732	5.3000e-004	5.1000e-004	28.0428
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	3.02963e+006	0.0163	0.1485	0.1248	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	161.6728	161.6728	3.1000e-003	2.9600e-003	162.6567
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0192**	**0.1741**	**0.1463**	**1.0400e-003**		**0.0132**	**0.0132**		**0.0132**	**0.0132**	**0.0000**	**189.5460**	**189.5460**	**3.6300e-003**	**3.4700e-003**	**190.6996**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	551318	160.3846	7.2500e-003	1.5000e-003	161.0021
Parking Lot	21135	6.1484	2.8000e-004	6.0000e-005	6.1721
Quality Restaurant	84867.8	24.6890	1.1200e-003	2.3000e-004	24.7841
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**191.2220**	**8.6500e-003**	**1.7900e-003**	**191.9582**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	551318	160.3846	7.2500e-003	1.5000e-003	161.0021
Parking Lot	21135	6.1484	2.8000e-004	6.0000e-005	6.1721
Quality Restaurant	84867.8	24.6890	1.1200e-003	2.3000e-004	24.7841
Recreational Swimming Pool	0	0.0000	0.0000	0.0000	0.0000
Total		**191.2220**	**8.6500e-003**	**1.7900e-003**	**191.9582**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4416	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7800e-003	3.7800e-003	1.0000e-005	0.0000	4.0000e-003
Unmitigated	0.4416	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7800e-003	3.7800e-003	1.0000e-005	0.0000	4.0000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0802					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7800e-003	3.7800e-003	1.0000e-005	0.0000	4.0000e-003
Total	**0.4416**	**2.0000e-005**	**1.9800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7800e-003**	**3.7800e-003**	**1.0000e-005**	**0.0000**	**4.0000e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0802					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.9800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.7800e-003	3.7800e-003	1.0000e-005	0.0000	4.0000e-003
Total	**0.4416**	**2.0000e-005**	**1.9800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.7800e-003**	**3.7800e-003**	**1.0000e-005**	**0.0000**	**4.0000e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.9283	0.1294	3.1100e-003	11.6093
Unmitigated	7.9283	0.1294	3.1100e-003	11.6113

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.17085 / 0.352316	6.3560	0.1036	2.4900e-003	9.3026
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.752764 / 0.0480487	1.4727	0.0246	5.9000e-004	2.1721
Recreational Swimming Pool	0.0396259 / 0.0242869	0.0997	1.3000e-003	3.0000e-005	0.1366
Total		**7.9284**	**0.1294**	**3.1100e-003**	**11.6113**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.17085 / 0.352316	6.3560	0.1036	2.4900e-003	9.3010
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	0.752764 / 0.0480487	1.4727	0.0246	5.9000e-004	2.1717
Recreational Swimming Pool	0.0396259 / 0.0242868	0.0997	1.2900e-003	3.0000e-005	0.1366
Total		**7.9284**	**0.1294**	**3.1100e-003**	**11.6093**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.1269	0.8940	0.0000	33.9003
Unmitigated	15.1269	0.8940	0.0000	33.9003

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	68.44	13.8927	0.8210	0.0000	31.1344
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.26	0.4588	0.0271	0.0000	1.0281
Recreational Swimming Pool	3.82	0.7754	0.0458	0.0000	1.7378
Total		**15.1269**	**0.8940**	**0.0000**	**33.9003**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	68.44	13.8927	0.8210	0.0000	31.1344
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.26	0.4588	0.0271	0.0000	1.0281
Recreational Swimming Pool	3.82	0.7754	0.0458	0.0000	1.7378
Total		**15.1269**	**0.8940**	**0.0000**	**33.9003**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Existing Onsite Operations - Pacific Grove Hotel Project

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	17.65	1000sqft	0.41	17,650.00	0
Parking Lot	21.03	1000sqft	0.48	21,025.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction this model

Vehicle Trips - Trip generation per Traffic Impact Memo

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	42.04	44.50
tblVehicleTrips	SU_TR	20.43	44.50
tblVehicleTrips	WD_TR	44.32	44.50

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2127	5.5100e-003	5.1200e-003	1.0000e-005	6.0000e-005	4.3000e-004	4.9000e-004	2.0000e-005	4.3000e-004	4.5000e-004	0.0000	0.6935	0.6935	7.0000e-005	0.0000	0.6950
Total	**0.2127**	**5.5100e-003**	**5.1200e-003**	**1.0000e-005**	**6.0000e-005**	**4.3000e-004**	**4.9000e-004**	**2.0000e-005**	**4.3000e-004**	**4.5000e-004**	**0.0000**	**0.6935**	**0.6935**	**7.0000e-005**	**0.0000**	**0.6950**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2127	5.5100e-003	5.1200e-003	1.0000e-005	6.0000e-005	4.3000e-004	4.9000e-004	2.0000e-005	4.3000e-004	4.5000e-004	0.0000	0.6935	0.6935	7.0000e-005	0.0000	0.6950
Total	**0.2127**	**5.5100e-003**	**5.1200e-003**	**1.0000e-005**	**6.0000e-005**	**4.3000e-004**	**4.9000e-004**	**2.0000e-005**	**4.3000e-004**	**4.5000e-004**	**0.0000**	**0.6935**	**0.6935**	**7.0000e-005**	**0.0000**	**0.6950**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1723	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.6000e-004	9.6000e-004	0.0000	0.0000	1.0200e-003
Energy	2.4000e-004	2.1500e-003	1.8100e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	67.7510	67.7510	3.0000e-003	6.5000e-004	68.0171
Mobile	0.5165	1.0286	5.0394	7.1800e-003	0.4515	0.0114	0.4629	0.1210	0.0105	0.1315	0.0000	553.1578	553.1578	0.0311	0.0000	553.8106
Waste						0.0000	0.0000		0.0000	0.0000	3.7614	0.0000	3.7614	0.2223	0.0000	8.4296
Water						0.0000	0.0000		0.0000	0.0000	0.4148	2.8739	3.2886	0.0427	1.0300e-003	4.5061
Total	**0.6890**	**1.0308**	**5.0418**	**7.1900e-003**	**0.4515**	**0.0115**	**0.4631**	**0.1210**	**0.0106**	**0.1316**	**4.1762**	**623.7837**	**627.9599**	**0.2991**	**1.6800e-003**	**634.7644**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1723	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.6000e-004	9.6000e-004	0.0000	0.0000	1.0200e-003
Energy	2.4000e-004	2.1500e-003	1.8100e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	67.7510	67.7510	3.0000e-003	6.5000e-004	68.0171
Mobile	0.5165	1.0286	5.0394	7.1800e-003	0.4515	0.0114	0.4629	0.1210	0.0105	0.1315	0.0000	553.1578	553.1578	0.0311	0.0000	553.8106
Waste						0.0000	0.0000		0.0000	0.0000	3.7614	0.0000	3.7614	0.2223	0.0000	8.4296
Water						0.0000	0.0000		0.0000	0.0000	0.4148	2.8739	3.2886	0.0427	1.0300e-003	4.5055
Total	**0.6890**	**1.0308**	**5.0418**	**7.1900e-003**	**0.4515**	**0.0115**	**0.4631**	**0.1210**	**0.0106**	**0.1316**	**4.1762**	**623.7837**	**627.9599**	**0.2991**	**1.6800e-003**	**634.7637**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	6/15/2017	6/21/2017	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 27,421; Non-Residential Outdoor: 9,140 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**0.2127**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.2 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0552	0.0552	0.0000	0.0000	0.0553
Total	**3.0000e-005**	**5.0000e-005**	**4.5000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0552**	**0.0552**	**0.0000**	**0.0000**	**0.0553**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2118					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**0.2127**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.2 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0552	0.0552	0.0000	0.0000	0.0553
Total	**3.0000e-005**	**5.0000e-005**	**4.5000e-004**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0552**	**0.0552**	**0.0000**	**0.0000**	**0.0553**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5165	1.0286	5.0394	7.1800e-003	0.4515	0.0114	0.4629	0.1210	0.0105	0.1315	0.0000	553.1578	553.1578	0.0311	0.0000	553.8106
Unmitigated	0.5165	1.0286	5.0394	7.1800e-003	0.4515	0.0114	0.4629	0.1210	0.0105	0.1315	0.0000	553.1578	553.1578	0.0311	0.0000	553.8106

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Strip Mall	785.43	785.43	785.43	1,209,580	1,209,580
Total	785.43	785.43	785.43	1,209,580	1,209,580

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.466577	0.039911	0.201733	0.176253	0.050904	0.007245	0.019183	0.021019	0.004490	0.001936	0.007540	0.000947	0.002261

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	65.4058	65.4058	2.9600e-003	6.1000e-004	65.6576
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	65.4058	65.4058	2.9600e-003	6.1000e-004	65.6576
NaturalGas Mitigated	2.4000e-004	2.1500e-003	1.8100e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.3453	2.3453	4.0000e-005	4.0000e-005	2.3595
NaturalGas Unmitigated	2.4000e-004	2.1500e-003	1.8100e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.3453	2.3453	4.0000e-005	4.0000e-005	2.3595

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	43948.5	2.4000e-004	2.1500e-003	1.8100e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.3453	2.3453	4.0000e-005	4.0000e-005	2.3595
Total		**2.4000e-004**	**2.1500e-003**	**1.8100e-003**	**1.0000e-005**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**	**0.0000**	**2.3453**	**2.3453**	**4.0000e-005**	**4.0000e-005**	**2.3595**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	43948.5	2.4000e-004	2.1500e-003	1.8100e-003	1.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	2.3453	2.3453	4.0000e-005	4.0000e-005	2.3595
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**2.4000e-004**	**2.1500e-003**	**1.8100e-003**	**1.0000e-005**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**	**0.0000**	**2.3453**	**2.3453**	**4.0000e-005**	**4.0000e-005**	**2.3595**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	18502	5.3824	2.4000e-004	5.0000e-005	5.4032
Strip Mall	206329	60.0233	2.7100e-003	5.6000e-004	60.2544
Total		**65.4058**	**2.9500e-003**	**6.1000e-004**	**65.6576**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	18502	5.3824	2.4000e-004	5.0000e-005	5.4032
Strip Mall	206329	60.0233	2.7100e-003	5.6000e-004	60.2544
Total		**65.4058**	**2.9500e-003**	**6.1000e-004**	**65.6576**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1723	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.6000e-004	9.6000e-004	0.0000	0.0000	1.0200e-003
Unmitigated	0.1723	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.6000e-004	9.6000e-004	0.0000	0.0000	1.0200e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0212					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1511					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.6000e-004	9.6000e-004	0.0000	0.0000	1.0200e-003
Total	**0.1723**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.6000e-004**	**9.6000e-004**	**0.0000**	**0.0000**	**1.0200e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0212					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1511					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.6000e-004	9.6000e-004	0.0000	0.0000	1.0200e-003
Total	**0.1723**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.6000e-004**	**9.6000e-004**	**0.0000**	**0.0000**	**1.0200e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.2886	0.0427	1.0300e-003	4.5055
Unmitigated	3.2886	0.0427	1.0300e-003	4.5061

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.30738 / 0.801297	3.2886	0.0427	1.0300e-003	4.5061
Total		**3.2886**	**0.0427**	**1.0300e-003**	**4.5061**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	1.30738 / 0.801297	3.2886	0.0427	1.0300e-003	4.5055
Total		**3.2886**	**0.0427**	**1.0300e-003**	**4.5055**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	3.7614	0.2223	0.0000	8.4296
Mitigated	3.7614	0.2223	0.0000	8.4296

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	18.53	3.7614	0.2223	0.0000	8.4296
Total		**3.7614**	**0.2223**	**0.0000**	**8.4296**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	18.53	3.7614	0.2223	0.0000	8.4296
Total		**3.7614**	**0.2223**	**0.0000**	**8.4296**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix 9 – Energy

hotel

Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	15.59	1000sqft	0.36	15,590.00	0
Hotel	125.00	Room	0.55	63,755.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.6	**Precipitation Freq (Days)**	55
Climate Zone	4			**Operational Year**	2019
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Four Story Hotel, total area 63,775 sq ft, foot print 24,130 sq ft (0.55 acre)

Table Name	Column Name	Default Value	New Value
tblLandUse	BuildingSpaceSquareFeet	181,500.00	63,755.00
tblLandUse	LandUseSquareFeet	181,500.00	63,755.00
tblLandUse	LotAcreage	4.17	0.55
tblProjectCharacteristics	OperationalYear	2018	2019

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0784	0.7334	0.5197	8.9000e-004	0.0170	0.0439	0.0609	4.7800e-003	0.0406	0.0454	0.0000	82.3599	82.3599	0.0175	0.0000	82.7963
2018	0.4578	0.0991	0.0799	1.4000e-004	2.4100e-003	5.6600e-003	8.0700e-003	6.5000e-004	5.2500e-003	5.9000e-003	0.0000	12.6971	12.6971	2.7300e-003	0.0000	12.7654
Maximum	**0.4578**	**0.7334**	**0.5197**	**8.9000e-004**	**0.0170**	**0.0439**	**0.0609**	**4.7800e-003**	**0.0406**	**0.0454**	**0.0000**	**82.3599**	**82.3599**	**0.0175**	**0.0000**	**82.7963**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0784	0.7334	0.5197	8.9000e-004	0.0170	0.0439	0.0609	4.7800e-003	0.0406	0.0454	0.0000	82.3598	82.3598	0.0175	0.0000	82.7962
2018	0.4578	0.0991	0.0799	1.4000e-004	2.4100e-003	5.6600e-003	8.0700e-003	6.5000e-004	5.2500e-003	5.9000e-003	0.0000	12.6971	12.6971	2.7300e-003	0.0000	12.7654
Maximum	**0.4578**	**0.7334**	**0.5197**	**8.9000e-004**	**0.0170**	**0.0439**	**0.0609**	**4.7800e-003**	**0.0406**	**0.0454**	**0.0000**	**82.3598**	**82.3598**	**0.0175**	**0.0000**	**82.7962**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**8-10-2017**	**11-9-2017**	0.5107	0.5107
2	**11-10-2017**	**2-9-2018**	0.8627	0.8627
		Highest	0.8627	0.8627

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2948	2.0000e-005	1.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4900e-003	3.4900e-003	1.0000e-005	0.0000	3.7300e-003
Energy	0.0153	0.1391	0.1169	8.3000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	299.7196	299.7196	9.6100e-003	4.1600e-003	301.2005
Mobile	0.4319	1.7131	4.5854	9.9800e-003	0.7000	0.0137	0.7138	0.1881	0.0129	0.2010	0.0000	911.6812	911.6812	0.0570	0.0000	913.1069
Waste						0.0000	0.0000		0.0000	0.0000	13.8927	0.0000	13.8927	0.8210	0.0000	34.4186
Water						0.0000	0.0000		0.0000	0.0000	1.0060	5.3500	6.3560	0.1036	2.4900e-003	9.6870
Total	**0.7420**	**1.8522**	**4.7041**	**0.0108**	**0.7000**	**0.0243**	**0.7243**	**0.1881**	**0.0235**	**0.2116**	**14.8987**	**1,216.7542**	**1,231.6529**	**0.9913**	**6.6500e-003**	**1,258.4167**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2948	2.0000e-005	1.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4900e-003	3.4900e-003	1.0000e-005	0.0000	3.7300e-003
Energy	0.0153	0.1391	0.1169	8.3000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	299.7196	299.7196	9.6100e-003	4.1600e-003	301.2005
Mobile	0.4319	1.7131	4.5854	9.9800e-003	0.7000	0.0137	0.7138	0.1881	0.0129	0.2010	0.0000	911.6812	911.6812	0.0570	0.0000	913.1069
Waste						0.0000	0.0000		0.0000	0.0000	13.8927	0.0000	13.8927	0.8210	0.0000	34.4186
Water						0.0000	0.0000		0.0000	0.0000	1.0060	5.3500	6.3560	0.1036	2.4900e-003	9.6870
Total	**0.7420**	**1.8522**	**4.7041**	**0.0108**	**0.7000**	**0.0243**	**0.7243**	**0.1881**	**0.0235**	**0.2116**	**14.8987**	**1,216.7542**	**1,231.6529**	**0.9913**	**6.6500e-003**	**1,258.4167**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Architectural Coating	Architectural Coating	1/23/2018	1/29/2018	5	5	
2	Building Construction	Building Construction	8/29/2017	1/15/2018	5	100	
3	Demolition	Demolition	8/10/2017	8/23/2017	5	10	
4	Grading	Grading	8/25/2017	8/28/2017	5	2	
5	Paving	Paving	1/16/2018	1/22/2018	5	5	
6	Site Preparation	Site Preparation	8/24/2017	8/24/2017	5	1	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 95,633; Non-Residential Outdoor: 31,878; Striped Parking Area: 935 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	33.00	13.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
Total	**0.4473**	**5.0100e-003**	**4.6400e-003**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**6.0000e-005**	**0.0000**	**0.6398**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	9.0000e-005	8.2000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1404	0.1404	1.0000e-005	0.0000	0.1406
Total	**9.0000e-005**	**9.0000e-005**	**8.2000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1404**	**0.1404**	**1.0000e-005**	**0.0000**	**0.1406**

3.2 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4465					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
Total	**0.4473**	**5.0100e-003**	**4.6400e-003**	**1.0000e-005**		**3.8000e-004**	**3.8000e-004**		**3.8000e-004**	**3.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**6.0000e-005**	**0.0000**	**0.6398**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	9.0000e-005	8.2000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1404	0.1404	1.0000e-005	0.0000	0.1406
Total	**9.0000e-005**	**9.0000e-005**	**8.2000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1404**	**0.1404**	**1.0000e-005**	**0.0000**	**0.1406**

3.3 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0570	0.5678	0.3591	5.1000e-004		0.0382	0.0382		0.0352	0.0352	0.0000	47.0677	47.0677	0.0144	0.0000	47.4283
Total	**0.0570**	**0.5678**	**0.3591**	**5.1000e-004**		**0.0382**	**0.0382**		**0.0352**	**0.0352**	**0.0000**	**47.0677**	**47.0677**	**0.0144**	**0.0000**	**47.4283**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2600e-003	0.0882	0.0290	1.7000e-004	3.8100e-003	9.3000e-004	4.7400e-003	1.1000e-003	8.9000e-004	1.9900e-003	0.0000	15.8107	15.8107	8.8000e-004	0.0000	15.8328
Worker	9.0100e-003	8.8100e-003	0.0785	1.3000e-004	0.0117	1.2000e-004	0.0118	3.1000e-003	1.1000e-004	3.2100e-003	0.0000	12.0942	12.0942	7.2000e-004	0.0000	12.1122
Total	**0.0133**	**0.0970**	**0.1075**	**3.0000e-004**	**0.0155**	**1.0500e-003**	**0.0165**	**4.2000e-003**	**1.0000e-003**	**5.2000e-003**	**0.0000**	**27.9049**	**27.9049**	**1.6000e-003**	**0.0000**	**27.9450**

3.3 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0570	0.5678	0.3591	5.1000e-004		0.0382	0.0382		0.0352	0.0352	0.0000	47.0677	47.0677	0.0144	0.0000	47.4282
Total	**0.0570**	**0.5678**	**0.3591**	**5.1000e-004**		**0.0382**	**0.0382**		**0.0352**	**0.0352**	**0.0000**	**47.0677**	**47.0677**	**0.0144**	**0.0000**	**47.4282**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2600e-003	0.0882	0.0290	1.7000e-004	3.8100e-003	9.3000e-004	4.7400e-003	1.1000e-003	8.9000e-004	1.9900e-003	0.0000	15.8107	15.8107	8.8000e-004	0.0000	15.8328
Worker	9.0100e-003	8.8100e-003	0.0785	1.3000e-004	0.0117	1.2000e-004	0.0118	3.1000e-003	1.1000e-004	3.2100e-003	0.0000	12.0942	12.0942	7.2000e-004	0.0000	12.1122
Total	**0.0133**	**0.0970**	**0.1075**	**3.0000e-004**	**0.0155**	**1.0500e-003**	**0.0165**	**4.2000e-003**	**1.0000e-003**	**5.2000e-003**	**0.0000**	**27.9049**	**27.9049**	**1.6000e-003**	**0.0000**	**27.9450**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.9700e-003	0.0607	0.0426	6.0000e-005		3.9000e-003	3.9000e-003		3.5900e-003	3.5900e-003	0.0000	5.7206	5.7206	1.7800e-003	0.0000	5.7652
Total	**5.9700e-003**	**0.0607**	**0.0426**	**6.0000e-005**		**3.9000e-003**	**3.9000e-003**		**3.5900e-003**	**3.5900e-003**	**0.0000**	**5.7206**	**5.7206**	**1.7800e-003**	**0.0000**	**5.7652**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6000e-004	0.0103	3.1500e-003	2.0000e-005	4.7000e-004	9.0000e-005	5.6000e-004	1.4000e-004	9.0000e-005	2.3000e-004	0.0000	1.9538	1.9538	1.0000e-004	0.0000	1.9564
Worker	9.8000e-004	9.5000e-004	8.4600e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4600e-003	3.8000e-004	1.0000e-005	4.0000e-004	0.0000	1.4559	1.4559	8.0000e-005	0.0000	1.4579
Total	**1.4400e-003**	**0.0112**	**0.0116**	**4.0000e-005**	**1.9100e-003**	**1.0000e-004**	**2.0200e-003**	**5.2000e-004**	**1.0000e-004**	**6.3000e-004**	**0.0000**	**3.4097**	**3.4097**	**1.8000e-004**	**0.0000**	**3.4142**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.9700e-003	0.0607	0.0426	6.0000e-005		3.9000e-003	3.9000e-003		3.5900e-003	3.5900e-003	0.0000	5.7206	5.7206	1.7800e-003	0.0000	5.7652
Total	**5.9700e-003**	**0.0607**	**0.0426**	**6.0000e-005**		**3.9000e-003**	**3.9000e-003**		**3.5900e-003**	**3.5900e-003**	**0.0000**	**5.7206**	**5.7206**	**1.7800e-003**	**0.0000**	**5.7652**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.6000e-004	0.0103	3.1500e-003	2.0000e-005	4.7000e-004	9.0000e-005	5.6000e-004	1.4000e-004	9.0000e-005	2.3000e-004	0.0000	1.9538	1.9538	1.0000e-004	0.0000	1.9564
Worker	9.8000e-004	9.5000e-004	8.4600e-003	2.0000e-005	1.4400e-003	1.0000e-005	1.4600e-003	3.8000e-004	1.0000e-005	4.0000e-004	0.0000	1.4559	1.4559	8.0000e-005	0.0000	1.4579
Total	**1.4400e-003**	**0.0112**	**0.0116**	**4.0000e-005**	**1.9100e-003**	**1.0000e-004**	**2.0200e-003**	**5.2000e-004**	**1.0000e-004**	**6.3000e-004**	**0.0000**	**3.4097**	**3.4097**	**1.8000e-004**	**0.0000**	**3.4142**

3.4 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0500e-003	0.0525	0.0396	6.0000e-005		3.6600e-003	3.6600e-003		3.4900e-003	3.4900e-003	0.0000	5.3493	5.3493	1.0500e-003	0.0000	5.3755
Total	**6.0500e-003**	**0.0525**	**0.0396**	**6.0000e-005**		**3.6600e-003**	**3.6600e-003**		**3.4900e-003**	**3.4900e-003**	**0.0000**	**5.3493**	**5.3493**	**1.0500e-003**	**0.0000**	**5.3755**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	3.0000e-004	2.6700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.4118	0.4118	2.0000e-005	0.0000	0.4124
Total	**3.1000e-004**	**3.0000e-004**	**2.6700e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.4118**	**0.4118**	**2.0000e-005**	**0.0000**	**0.4124**

3.4 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0500e-003	0.0525	0.0396	6.0000e-005		3.6600e-003	3.6600e-003		3.4900e-003	3.4900e-003	0.0000	5.3492	5.3492	1.0500e-003	0.0000	5.3755
Total	**6.0500e-003**	**0.0525**	**0.0396**	**6.0000e-005**		**3.6600e-003**	**3.6600e-003**		**3.4900e-003**	**3.4900e-003**	**0.0000**	**5.3492**	**5.3492**	**1.0500e-003**	**0.0000**	**5.3755**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1000e-004	3.0000e-004	2.6700e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.4118	0.4118	2.0000e-005	0.0000	0.4124
Total	**3.1000e-004**	**3.0000e-004**	**2.6700e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.4118**	**0.4118**	**2.0000e-005**	**0.0000**	**0.4124**

3.5 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	0.0105	7.9200e-003	1.0000e-005		7.3000e-004	7.3000e-004		7.0000e-004	7.0000e-004	0.0000	1.0699	1.0699	2.1000e-004	0.0000	1.0751
Total	**1.2100e-003**	**0.0105**	**7.9200e-003**	**1.0000e-005**	**7.5000e-004**	**7.3000e-004**	**1.4800e-003**	**4.1000e-004**	**7.0000e-004**	**1.1100e-003**	**0.0000**	**1.0699**	**1.0699**	**2.1000e-004**	**0.0000**	**1.0751**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	6.0000e-005	5.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0824	0.0824	0.0000	0.0000	0.0825
Total	**6.0000e-005**	**6.0000e-005**	**5.3000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0824**	**0.0824**	**0.0000**	**0.0000**	**0.0825**

3.5 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	0.0105	7.9200e-003	1.0000e-005		7.3000e-004	7.3000e-004		7.0000e-004	7.0000e-004	0.0000	1.0699	1.0699	2.1000e-004	0.0000	1.0751
Total	**1.2100e-003**	**0.0105**	**7.9200e-003**	**1.0000e-005**	**7.5000e-004**	**7.3000e-004**	**1.4800e-003**	**4.1000e-004**	**7.0000e-004**	**1.1100e-003**	**0.0000**	**1.0699**	**1.0699**	**2.1000e-004**	**0.0000**	**1.0751**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	6.0000e-005	5.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0824	0.0824	0.0000	0.0000	0.0825
Total	**6.0000e-005**	**6.0000e-005**	**5.3000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0824**	**0.0824**	**0.0000**	**0.0000**	**0.0825**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	4.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7700e-003**	**0.0219**	**0.0181**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.1800e-003**	**1.1800e-003**	**0.0000**	**2.4270**	**2.4270**	**6.8000e-004**	**0.0000**	**2.4441**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	2.4000e-004	2.1000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3610	0.3610	2.0000e-005	0.0000	0.3615
Total	**2.4000e-004**	**2.4000e-004**	**2.1000e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3610**	**0.3610**	**2.0000e-005**	**0.0000**	**0.3615**

3.6 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	4.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.7700e-003**	**0.0219**	**0.0181**	**3.0000e-005**		**1.2800e-003**	**1.2800e-003**		**1.1800e-003**	**1.1800e-003**	**0.0000**	**2.4270**	**2.4270**	**6.8000e-004**	**0.0000**	**2.4441**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	2.4000e-004	2.1000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3610	0.3610	2.0000e-005	0.0000	0.3615
Total	**2.4000e-004**	**2.4000e-004**	**2.1000e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3610**	**0.3610**	**2.0000e-005**	**0.0000**	**0.3615**

3.7 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	5.2600e-003	2.1800e-003	0.0000		2.4000e-004	2.4000e-004		2.2000e-004	2.2000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
Total	**4.3000e-004**	**5.2600e-003**	**2.1800e-003**	**0.0000**	**2.7000e-004**	**2.4000e-004**	**5.1000e-004**	**3.0000e-005**	**2.2000e-004**	**2.5000e-004**	**0.0000**	**0.4534**	**0.4534**	**1.4000e-004**	**0.0000**	**0.4569**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0206	0.0206	0.0000	0.0000	0.0206
Total	**2.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0206**	**0.0206**	**0.0000**	**0.0000**	**0.0206**

3.7 Site Preparation - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	5.2600e-003	2.1800e-003	0.0000		2.4000e-004	2.4000e-004		2.2000e-004	2.2000e-004	0.0000	0.4534	0.4534	1.4000e-004	0.0000	0.4569
Total	**4.3000e-004**	**5.2600e-003**	**2.1800e-003**	**0.0000**	**2.7000e-004**	**2.4000e-004**	**5.1000e-004**	**3.0000e-005**	**2.2000e-004**	**2.5000e-004**	**0.0000**	**0.4534**	**0.4534**	**1.4000e-004**	**0.0000**	**0.4569**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0206	0.0206	0.0000	0.0000	0.0206
Total	**2.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0206**	**0.0206**	**0.0000**	**0.0000**	**0.0206**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4319	1.7131	4.5854	9.9800e-003	0.7000	0.0137	0.7138	0.1881	0.0129	0.2010	0.0000	911.6812	911.6812	0.0570	0.0000	913.1069
Unmitigated	0.4319	1.7131	4.5854	9.9800e-003	0.7000	0.0137	0.7138	0.1881	0.0129	0.2010	0.0000	911.6812	911.6812	0.0570	0.0000	913.1069

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,021.25	1,023.75	743.75	1,865,664	1,865,664
Parking Lot	0.00	0.00	0.00		
Total	1,021.25	1,023.75	743.75	1,865,664	1,865,664

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.526395	0.032321	0.201107	0.146365	0.026644	0.006320	0.017996	0.025422	0.004154	0.003072	0.007973	0.001269	0.000961
Hotel	0.526395	0.032321	0.201107	0.146365	0.026644	0.006320	0.017996	0.025422	0.004154	0.003072	0.007973	0.001269	0.000961

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	148.2872	148.2872	6.7100e-003	1.3900e-003	148.8682
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	148.2872	148.2872	6.7100e-003	1.3900e-003	148.8682
NaturalGas Mitigated	0.0153	0.1391	0.1169	8.3000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.4324	151.4324	2.9000e-003	2.7800e-003	152.3322
NaturalGas Unmitigated	0.0153	0.1391	0.1169	8.3000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.4324	151.4324	2.9000e-003	2.7800e-003	152.3322

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	2.83774e+006	0.0153	0.1391	0.1169	8.3000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.4324	151.4324	2.9000e-003	2.7800e-003	152.3322
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0153**	**0.1391**	**0.1169**	**8.3000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**151.4324**	**151.4324**	**2.9000e-003**	**2.7800e-003**	**152.3322**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	2.83774e+006	0.0153	0.1391	0.1169	8.3000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.4324	151.4324	2.9000e-003	2.7800e-003	152.3322
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0153**	**0.1391**	**0.1169**	**8.3000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**151.4324**	**151.4324**	**2.9000e-003**	**2.7800e-003**	**152.3322**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	496014	144.2961	6.5200e-003	1.3500e-003	144.8615
Parking Lot	13719.2	3.9911	1.8000e-004	4.0000e-005	4.0067
Total		**148.2872**	**6.7000e-003**	**1.3900e-003**	**148.8682**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	496014	144.2961	6.5200e-003	1.3500e-003	144.8615
Parking Lot	13719.2	3.9911	1.8000e-004	4.0000e-005	4.0067
Total		**148.2872**	**6.7000e-003**	**1.3900e-003**	**148.8682**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2948	2.0000e-005	1.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4900e-003	3.4900e-003	1.0000e-005	0.0000	3.7300e-003
Unmitigated	0.2948	2.0000e-005	1.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4900e-003	3.4900e-003	1.0000e-005	0.0000	3.7300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0447					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4900e-003	3.4900e-003	1.0000e-005	0.0000	3.7300e-003
Total	**0.2948**	**2.0000e-005**	**1.8100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.4900e-003**	**3.4900e-003**	**1.0000e-005**	**0.0000**	**3.7300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0447					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2500					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4900e-003	3.4900e-003	1.0000e-005	0.0000	3.7300e-003
Total	**0.2948**	**2.0000e-005**	**1.8100e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.4900e-003**	**3.4900e-003**	**1.0000e-005**	**0.0000**	**3.7300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.3560	0.1036	2.4900e-003	9.6870
Unmitigated	6.3560	0.1036	2.4900e-003	9.6870

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.17085 / 0.352316	6.3560	0.1036	2.4900e-003	9.6870
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.3560**	**0.1036**	**2.4900e-003**	**9.6870**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	3.17085 / 0.352316	6.3560	0.1036	2.4900e-003	9.6870
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**6.3560**	**0.1036**	**2.4900e-003**	**9.6870**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.8927	0.8210	0.0000	34.4186
Unmitigated	13.8927	0.8210	0.0000	34.4186

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	68.44	13.8927	0.8210	0.0000	34.4186
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**13.8927**	**0.8210**	**0.0000**	**34.4186**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	68.44	13.8927	0.8210	0.0000	34.4186
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**13.8927**	**0.8210**	**0.0000**	**34.4186**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

On Road

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2012	Annual	Monterey (	LDA	Fuel	186.6494		
2012	Annual	Monterey (	LDT1	Fuel	17.93925		
2012	Annual	Monterey (	LDT2	Fuel	108.529		
2012	Annual	Monterey (	LHD1	Fuel	30.90059		
2012	Annual	Monterey (	LHD2	Fuel	6.726134		
2012	Annual	Monterey (	MCY	Fuel	2.300788		
2012	Annual	Monterey (	MDV	Fuel	127.9832		
2012	Annual	Monterey (	MH	Fuel	1.918776		
2012	Annual	Monterey (	PTO	Fuel	1.225972		
2012	Annual	Monterey (	SBUS	Fuel	1.507344		
2012	Annual	Monterey (	UBUS	Fuel	7.949015		
2012	Annual	Monterey (	Motor Coa	Fuel	1.933358		
2012	Annual	Monterey (	OBUS	Fuel	2.594958		
2012	Annual	Monterey (	All Other B	Fuel	1.955152		
					500.113	500113	182,541,246

Heavy Duty Equipment

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2012	Annual	Monterey (	T6 Ag	Fuel	0.617589		
2012	Annual	Monterey (	T6 CAIRP H	Fuel	0.059786		
2012	Annual	Monterey (	T6 CAIRP S	Fuel	0.183988		
2012	Annual	Monterey (	T6 Instate (	Fuel	0.425215		
2012	Annual	Monterey (	T6 Instate (	Fuel	1.950645		
2012	Annual	Monterey (	T6 Instate I	Fuel	4.214643		
2012	Annual	Monterey (	T6 Instate S	Fuel	9.4939		
2012	Annual	Monterey (	T6 OOS He	Fuel	0.034337		
2012	Annual	Monterey (	T6 OOS Sm	Fuel	0.105418		
2012	Annual	Monterey (	T6 Public	Fuel	0.422967		
2012	Annual	Monterey (	T6 Utility	Fuel	0.13161		
2012	Annual	Monterey (	T6TS	Fuel	5.313593		
2012	Annual	Monterey (	T7 Ag	Fuel	0.407802		
2012	Annual	Monterey (	T7 CAIRP	Fuel	8.044528		
2012	Annual	Monterey (	T7 CAIRP C	Fuel	0.44938		
2012	Annual	Monterey (	T7 NNOOS	Fuel	10.01146		
2012	Annual	Monterey (	T7 NOOS	Fuel	3.223189		
2012	Annual	Monterey (	T7 POAK	Fuel	0.394038		
2012	Annual	Monterey (	T7 Public	Fuel	0.931262		
2012	Annual	Monterey (	T7 Single	Fuel	4.904187		
2012	Annual	Monterey (	T7 Single C	Fuel	1.135572		
2012	Annual	Monterey (	T7 SWCV	Fuel	2.99214		
2012	Annual	Monterey (	T7 Tractor	Fuel	5.342453		
2012	Annual	Monterey (	T7 Tractor	Fuel	0.846592		
2012	Annual	Monterey (	T7 Utility	Fuel	0.067143		
2012	Annual	Monterey (	T7IS	Fuel	1.016383		
					62.71982	62719.82	22,892,735

On Road

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2013	Annual	Monterey (	LDA	Fuel	190.724		
2013	Annual	Monterey (	LDT1	Fuel	18.26983		
2013	Annual	Monterey (	LDT2	Fuel	108.64		
2013	Annual	Monterey (	LHD1	Fuel	29.82344		
2013	Annual	Monterey (	LHD2	Fuel	6.585571		
2013	Annual	Monterey (	MCY	Fuel	2.289754		
2013	Annual	Monterey (	MDV	Fuel	126.2334		
2013	Annual	Monterey (	MH	Fuel	1.857889		
2013	Annual	Monterey (	PTO	Fuel	1.255129		
2013	Annual	Monterey (	SBUS	Fuel	1.505645		
2013	Annual	Monterey (	UBUS	Fuel	7.900441		
2013	Annual	Monterey (	Motor Coa	Fuel	2.012235		
2013	Annual	Monterey (	OBUS	Fuel	2.522496		
2013	Annual	Monterey (	All Other B	Fuel	1.940263		
					501.56	501560	183,069,418

Heavy Duty Equipment

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2013	Annual	Monterey (	T6 Ag	Fuel	0.61759		
2013	Annual	Monterey (	T6 CAIRP H	Fuel	0.061624		
2013	Annual	Monterey (	T6 CAIRP S	Fuel	0.192825		
2013	Annual	Monterey (	T6 Instate (	Fuel	0.390673		
2013	Annual	Monterey (	T6 Instate (	Fuel	1.79363		
2013	Annual	Monterey (	T6 Instate I	Fuel	4.2031		
2013	Annual	Monterey (	T6 Instate S	Fuel	9.777702		
2013	Annual	Monterey (	T6 OOS He	Fuel	0.035436		
2013	Annual	Monterey (	T6 OOS Sm	Fuel	0.110481		
2013	Annual	Monterey (	T6 Public	Fuel	0.413984		
2013	Annual	Monterey (	T6 Utility	Fuel	0.133486		
2013	Annual	Monterey (	T6TS	Fuel	5.000173		
2013	Annual	Monterey (	T7 Ag	Fuel	0.407805		
2013	Annual	Monterey (	T7 CAIRP	Fuel	8.221261		
2013	Annual	Monterey (	T7 CAIRP C	Fuel	0.412882		
2013	Annual	Monterey (	T7 NNOOS	Fuel	10.19194		
2013	Annual	Monterey (	T7 NOOS	Fuel	3.294931		
2013	Annual	Monterey (	T7 POAK	Fuel	0.396434		
2013	Annual	Monterey (	T7 Public	Fuel	0.909771		
2013	Annual	Monterey (	T7 Single	Fuel	5.01462		
2013	Annual	Monterey (	T7 Single C	Fuel	1.03886		
2013	Annual	Monterey (	T7 SWCV	Fuel	3.024297		
2013	Annual	Monterey (	T7 Tractor	Fuel	5.441253		
2013	Annual	Monterey (	T7 Tractor	Fuel	0.774527		
2013	Annual	Monterey (	T7 Utility	Fuel	0.067035		
2013	Annual	Monterey (	T7IS	Fuel	0.966325		
					62.89264	62892.64	22,955,815

On Road

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2014	Annual	Monterey (	LDA	Fuel	195.0312		
2014	Annual	Monterey (	LDT1	Fuel	18.2954		
2014	Annual	Monterey (	LDT2	Fuel	108.9359		
2014	Annual	Monterey (	LHD1	Fuel	28.67852		
2014	Annual	Monterey (	LHD2	Fuel	6.378916		
2014	Annual	Monterey (	MCY	Fuel	2.284665		
2014	Annual	Monterey (	MDV	Fuel	123.92		
2014	Annual	Monterey (	MH	Fuel	1.798378		
2014	Annual	Monterey (	PTO	Fuel	1.25927		
2014	Annual	Monterey (	SBUS	Fuel	1.531568		
2014	Annual	Monterey (	UBUS	Fuel	7.784188		
2014	Annual	Monterey (	Motor Coa	Fuel	2.068325		
2014	Annual	Monterey (	OBUS	Fuel	2.457271		
2014	Annual	Monterey (	All Other B	Fuel	1.880822		
					502.3044	502304.4	183,341,102

Heavy Duty Equipment

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission
2014	Annual	Monterey (	T6 Ag	Fuel	0.617558
2014	Annual	Monterey (	T6 CAIRP H	Fuel	0.063751
2014	Annual	Monterey (	T6 CAIRP S	Fuel	0.198455
2014	Annual	Monterey (	T6 Instate (	Fuel	0.350805
2014	Annual	Monterey (	T6 Instate (	Fuel	1.604365
2014	Annual	Monterey (	T6 Instate I	Fuel	4.236877
2014	Annual	Monterey (	T6 Instate S	Fuel	9.905295
2014	Annual	Monterey (	T6 OOS He	Fuel	0.036644
2014	Annual	Monterey (	T6 OOS Sm	Fuel	0.113707
2014	Annual	Monterey (	T6 Public	Fuel	0.398023
2014	Annual	Monterey (	T6 Utility	Fuel	0.136424
2014	Annual	Monterey (	T6TS	Fuel	4.789807
2014	Annual	Monterey (	T7 Ag	Fuel	0.407749
2014	Annual	Monterey (	T7 CAIRP	Fuel	8.459632
2014	Annual	Monterey (	T7 CAIRP C	Fuel	0.372988
2014	Annual	Monterey (	T7 NNOOS	Fuel	10.33882
2014	Annual	Monterey (	T7 NOOS	Fuel	3.395104
2014	Annual	Monterey (	T7 POAK	Fuel	0.410706
2014	Annual	Monterey (	T7 Public	Fuel	0.88557

2014	Annual	Monterey (	T7 Single	Fuel	5.033693			
2014	Annual	Monterey (	T7 Single C	Fuel	0.925397			
2014	Annual	Monterey (	T7 SWCV	Fuel	3.049879			
2014	Annual	Monterey (	T7 Tractor	Fuel	5.578138			
2014	Annual	Monterey (	T7 Tractor	Fuel	0.692485			
2014	Annual	Monterey (	T7 Utility	Fuel	0.066927			
2014	Annual	Monterey (	T7IS	Fuel	0.922737			
					62.99154	62991.54	22,991,912	

On Road

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2015	Annual	Monterey (	LDA	Fuel	198.3452		
2015	Annual	Monterey (	LDT1	Fuel	18.00428		
2015	Annual	Monterey (	LDT2	Fuel	108.869		
2015	Annual	Monterey (	LHD1	Fuel	27.43921		
2015	Annual	Monterey (	LHD2	Fuel	6.161806		
2015	Annual	Monterey (	MCY	Fuel	2.280753		
2015	Annual	Monterey (	MDV	Fuel	120.8413		
2015	Annual	Monterey (	MH	Fuel	1.728144		
2015	Annual	Monterey (	PTO	Fuel	1.288147		
2015	Annual	Monterey (	SBUS	Fuel	1.584611		
2015	Annual	Monterey (	UBUS	Fuel	7.643658		
2015	Annual	Monterey (	Motor Coa	Fuel	2.167652		
2015	Annual	Monterey (	OBUS	Fuel	2.39094		
2015	Annual	Monterey (	All Other B	Fuel	1.883826		
					500.6285	500628.5	182,729,408

Heavy Duty Equipment

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2015	Annual	Monterey (	T6 Ag	Fuel	0.617527		
2015	Annual	Monterey (	T6 CAIRP H	Fuel	0.067512		
2015	Annual	Monterey (	T6 CAIRP S	Fuel	0.209898		
2015	Annual	Monterey (	T6 Instate (	Fuel	0.303667		
2015	Annual	Monterey (	T6 Instate (	Fuel	1.39179		
2015	Annual	Monterey (	T6 Instate I	Fuel	4.374298		
2015	Annual	Monterey (	T6 Instate S	Fuel	10.39203		
2015	Annual	Monterey (	T6 OOS He	Fuel	0.0388		
2015	Annual	Monterey (	T6 OOS Sm	Fuel	0.120264		
2015	Annual	Monterey (	T6 Public	Fuel	0.382437		
2015	Annual	Monterey (	T6 Utility	Fuel	0.137501		
2015	Annual	Monterey (	T6TS	Fuel	4.584096		
2015	Annual	Monterey (	T7 Ag	Fuel	0.407694		
2015	Annual	Monterey (	T7 CAIRP	Fuel	8.893078		
2015	Annual	Monterey (	T7 CAIRP C	Fuel	0.319729		
2015	Annual	Monterey (	T7 NNOOS	Fuel	10.71688		
2015	Annual	Monterey (	T7 NOOS	Fuel	3.573754		
2015	Annual	Monterey (	T7 POAK	Fuel	0.426091		
2015	Annual	Monterey (	T7 Public	Fuel	0.860055		
2015	Annual	Monterey (	T7 Single	Fuel	5.160235		
2015	Annual	Monterey (	T7 Single C	Fuel	0.792329		
2015	Annual	Monterey (	T7 SWCV	Fuel	3.062748		
2015	Annual	Monterey (	T7 Tractor	Fuel	5.844338		
2015	Annual	Monterey (	T7 Tractor	Fuel	0.593776		
2015	Annual	Monterey (	T7 Utility	Fuel	0.067006		
2015	Annual	Monterey (	T7IS	Fuel	0.867783		
					64.20532	64205.32	23,434,941

On Road

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2016	Annual	Monterey (	LDA	Fuel	201.5926		
2016	Annual	Monterey (	LDT1	Fuel	17.53481		
2016	Annual	Monterey (	LDT2	Fuel	108.9422		
2016	Annual	Monterey (	LHD1	Fuel	26.23907		
2016	Annual	Monterey (	LHD2	Fuel	5.958761		
2016	Annual	Monterey (	MCY	Fuel	2.290216		
2016	Annual	Monterey (	MDV	Fuel	117.6629		
2016	Annual	Monterey (	MH	Fuel	1.652335		
2016	Annual	Monterey (	PTO	Fuel	1.311922		
2016	Annual	Monterey (	SBUS	Fuel	1.627723		
2016	Annual	Monterey (	UBUS	Fuel	7.327161		
2016	Annual	Monterey (	Motor Coa	Fuel	2.260098		
2016	Annual	Monterey (	OBUS	Fuel	2.348569		
2016	Annual	Monterey (	All Other B	Fuel	1.861794		
					498.6101	498610.1	181,992,700

Heavy Duty Equipment

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission		
2016	Annual	Monterey (	T6 Ag	Fuel	0.617499		
2016	Annual	Monterey (	T6 CAIRP H	Fuel	0.070709		
2016	Annual	Monterey (	T6 CAIRP S	Fuel	0.219327		
2016	Annual	Monterey (	T6 Instate (	Fuel	0.286967		
2016	Annual	Monterey (	T6 Instate (	Fuel	1.311052		
2016	Annual	Monterey (	T6 Instate I	Fuel	4.488211		
2016	Annual	Monterey (	T6 Instate S	Fuel	10.7689		
2016	Annual	Monterey (	T6 OOS He	Fuel	0.040637		
2016	Annual	Monterey (	T6 OOS Sm	Fuel	0.125666		
2016	Annual	Monterey (	T6 Public	Fuel	0.36751		
2016	Annual	Monterey (	T6 Utility	Fuel	0.13838		
2016	Annual	Monterey (	T6TS	Fuel	4.431288		
2016	Annual	Monterey (	T7 Ag	Fuel	0.407651		
2016	Annual	Monterey (	T7 CAIRP	Fuel	9.260278		
2016	Annual	Monterey (	T7 CAIRP C	Fuel	0.298659		
2016	Annual	Monterey (	T7 NNOOS	Fuel	11.0201		
2016	Annual	Monterey (	T7 NOOS	Fuel	3.726036		
2016	Annual	Monterey (	T7 POAK	Fuel	0.447973		
2016	Annual	Monterey (	T7 Public	Fuel	0.837674		
2016	Annual	Monterey (	T7 Single	Fuel	5.263841		
2016	Annual	Monterey (	T7 Single C	Fuel	0.742845		
2016	Annual	Monterey (	T7 SWCV	Fuel	3.06728		
2016	Annual	Monterey (	T7 Tractor	Fuel	6.078891		
2016	Annual	Monterey (	T7 Tractor	Fuel	0.557751		
2016	Annual	Monterey (	T7 Utility	Fuel	0.067089		
2016	Annual	Monterey (	T7IS	Fuel	0.817833		
					65.46004	65460.04	23,892,915

On Road

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission
2017	Annual	Monterey (	LDA	Fuel	202.8052
2017	Annual	Monterey (	LDT1	Fuel	16.81303
2017	Annual	Monterey (	LDT2	Fuel	108.6734
2017	Annual	Monterey (	LHD1	Fuel	24.96807
2017	Annual	Monterey (	LHD2	Fuel	5.731392
2017	Annual	Monterey (	MCY	Fuel	2.296332
2017	Annual	Monterey (	MDV	Fuel	113.789
2017	Annual	Monterey (	MH	Fuel	1.573657
2017	Annual	Monterey (	PTO	Fuel	1.311997

Heavy Duty Equipment

calendar_y	season_mo	sub_area	vehicle_cla	pollutant	emission
2017	Annual	Monterey (	T6 Ag	Fuel	0.625914
2017	Annual	Monterey (	T6 CAIRP H	Fuel	0.072833
2017	Annual	Monterey (	T6 CAIRP S	Fuel	0.225605
2017	Annual	Monterey (	T6 Instate (	Fuel	0.267083
2017	Annual	Monterey (	T6 Instate (	Fuel	1.21684
2017	Annual	Monterey (	T6 Instate I	Fuel	4.541999
2017	Annual	Monterey (	T6 Instate S	Fuel	11.00442
2017	Annual	Monterey (	T6 OOS He	Fuel	0.041804
2017	Annual	Monterey (	T6 OOS Sm	Fuel	0.129263

2017	Annual	Monterey (SBUS	Fuel	1.650835			
2017	Annual	Monterey (UBUS	Fuel	7.150776			
2017	Annual	Monterey (Motor Coa	Fuel	2.31131			
2017	Annual	Monterey (OBUS	Fuel	2.294755			
2017	Annual	Monterey (All Other B	Fuel	1.836925			
				493.2067	493206.7	180,020,437	

2017	Annual	Monterey (T6 Public	Fuel	0.352447			
2017	Annual	Monterey (T6 Utility	Fuel	0.140121			
2017	Annual	Monterey (T6TS	Fuel	4.277378			
2017	Annual	Monterey (T7 Ag	Fuel	0.408187			
2017	Annual	Monterey (T7 CAIRP	Fuel	9.501461			
2017	Annual	Monterey (T7 CAIRP C	Fuel	0.274704			
2017	Annual	Monterey (T7 NNOOS	Fuel	11.18129			
2017	Annual	Monterey (T7 NOOS	Fuel	3.823582			
2017	Annual	Monterey (T7 POAK	Fuel	0.467723			
2017	Annual	Monterey (T7 Public	Fuel	0.813114			
2017	Annual	Monterey (T7 Single	Fuel	5.274197			
2017	Annual	Monterey (T7 Single C	Fuel	0.683514			
2017	Annual	Monterey (T7 SWCV	Fuel	3.066919			
2017	Annual	Monterey (T7 Tractor	Fuel	6.233163			
2017	Annual	Monterey (T7 Tractor	Fuel	0.514169			
2017	Annual	Monterey (T7 Utility	Fuel	0.06536			
2017	Annual	Monterey (T7IS	Fuel	0.775846			
				65.97894	65978.94	24,082,314	

Proposed Project
Total Construction
Fuel Usage

Project Action	CO2e (Metric tons)	Total Gallons of Fuel Consumed
Construction		
Project Construction	**95.5617**	9,415

Total Project Construction **9,415**

Notes:
Fuel used by vehicle hauling trips assumed to be diesel.

Sources:
Carbon Dioxide Equivalent Emissions: See Section 3.4; Conversion Ratios: Climate Registry 2015

Vehicle Type	Percent of Vehicle Trips[1]	Daily Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles per gallon)[4]	Total Annual Fuel Consumption (gallons)[5]
Passenger Cars	0.7957	594	1,484,509	21.6	68,727
Light/Medium Trucks	0.081	60	151,119	17.2	8,786
Heavy Trucks/Other	0.1233	92	230,036	6.1	37,711
TOTAL [6]	***1***	***746***	***1,865,664***	**--**	***115,224***

Notes:

1. Percent of Vehicle Trip distribution based on trip characteristics within the CalEEMod model.
2. Daily Trips calculated by multiplying the total daily trips by percent vehicle trips (i.e., Daily Trips x percent of Vehicle Trips).
3. Daily Vehicle Miles Traveled (VMT) calculated by multiplying percent vehicle trips by total VMT (i.e., VMT x percent of Vehicle Trips).
4. Average fuel economy derived from the Department of Transportation.
5. Total Daily Fuel Consumption calculated by dividing the daily VMT by the average fuel economy (i.e., VMT/Average Fuel Economy).
6. Values may be slightly off due to rounding.
7. Based upon data within the *Lido House Hotel Traffic Impact Analysis* , prepared by RBF Consulting, dated April 2014; refer to Appendix 11.3, *Traffic Impact Analysis* .
8. Total VMT are the reduced VMT (from project design features) obtained from the CalEEMod model.

Source: Refer to Appendix for CalEEMod assumptions used in this analysis.

Daily Trips 746

	Annual VMT
Project	1,865,664