

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

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

JANUARY 2017

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1.0 INTRODUCTION

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1.0 INTRODUCTION

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

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

1.0 INTRODUCTION

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2.0 PROJECT INFORMATION

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.

2.0 PROJECT INFORMATION

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.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gases | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> 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

City of Pacific Grove

Printed Name

Lead Agency

Director, Community & Economic Development

Title

2.0 PROJECT INFORMATION

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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.

3.0 PROJECT DESCRIPTION

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)



FIGURE 3.0-1
Regional Location



FIGURE 3.0-2
Project Location

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).

3.0 PROJECT DESCRIPTION

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.

3.0 PROJECT DESCRIPTION

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Source: RRM Design Group

Not To Scale

FIGURE 3.0-4
Central Avenue Frontage

Michael Baker
INTERNATIONAL



1. FOUNTAIN 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



2. CENTRAL AVE. ELEVATION

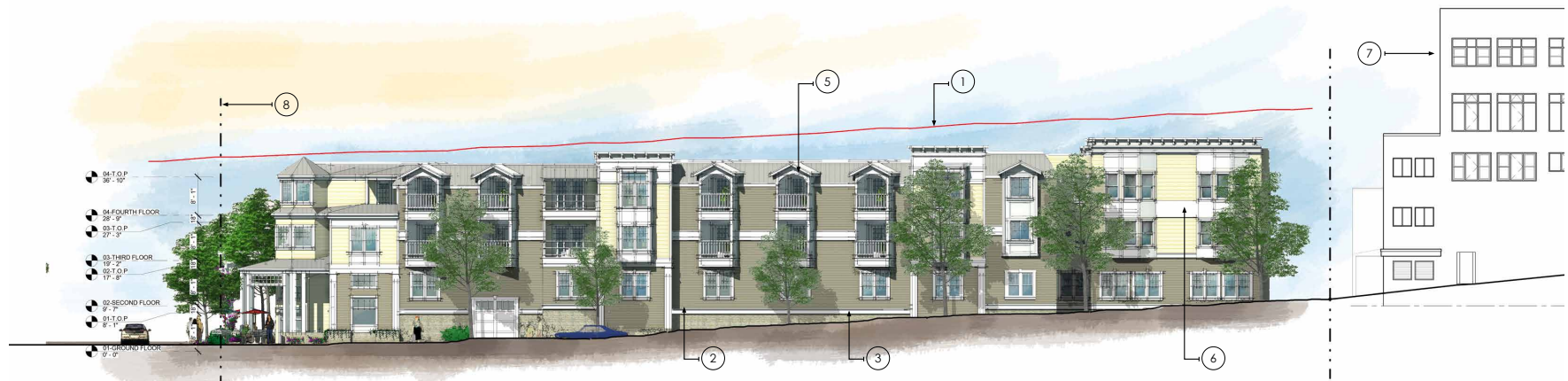
SCALE: 1"=10'

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

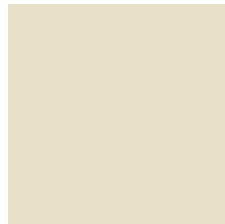
Not To Scale

FIGURE 3.0-5C
Building Elevations

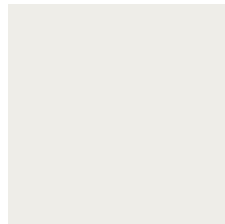
Michael Baker
INTERNATIONAL



1. HORIZONTAL SIDING:
SHERWIN WILLIAMS PAINT
SVELTE SAGE SW6165



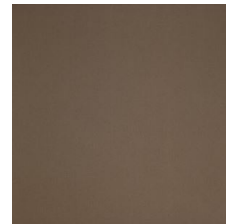
2. HORIZONTAL SIDING:
SHERWIN WILLIAMS PAINT
MUSLIN SW6133



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



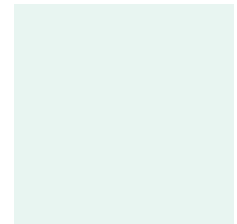
4. STONE:
EL DORADO STONE
RUSTIC LEDGE IN PINETOP



5. AWNINGS:
SUNBRELLA FABRICS IN COCOA



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

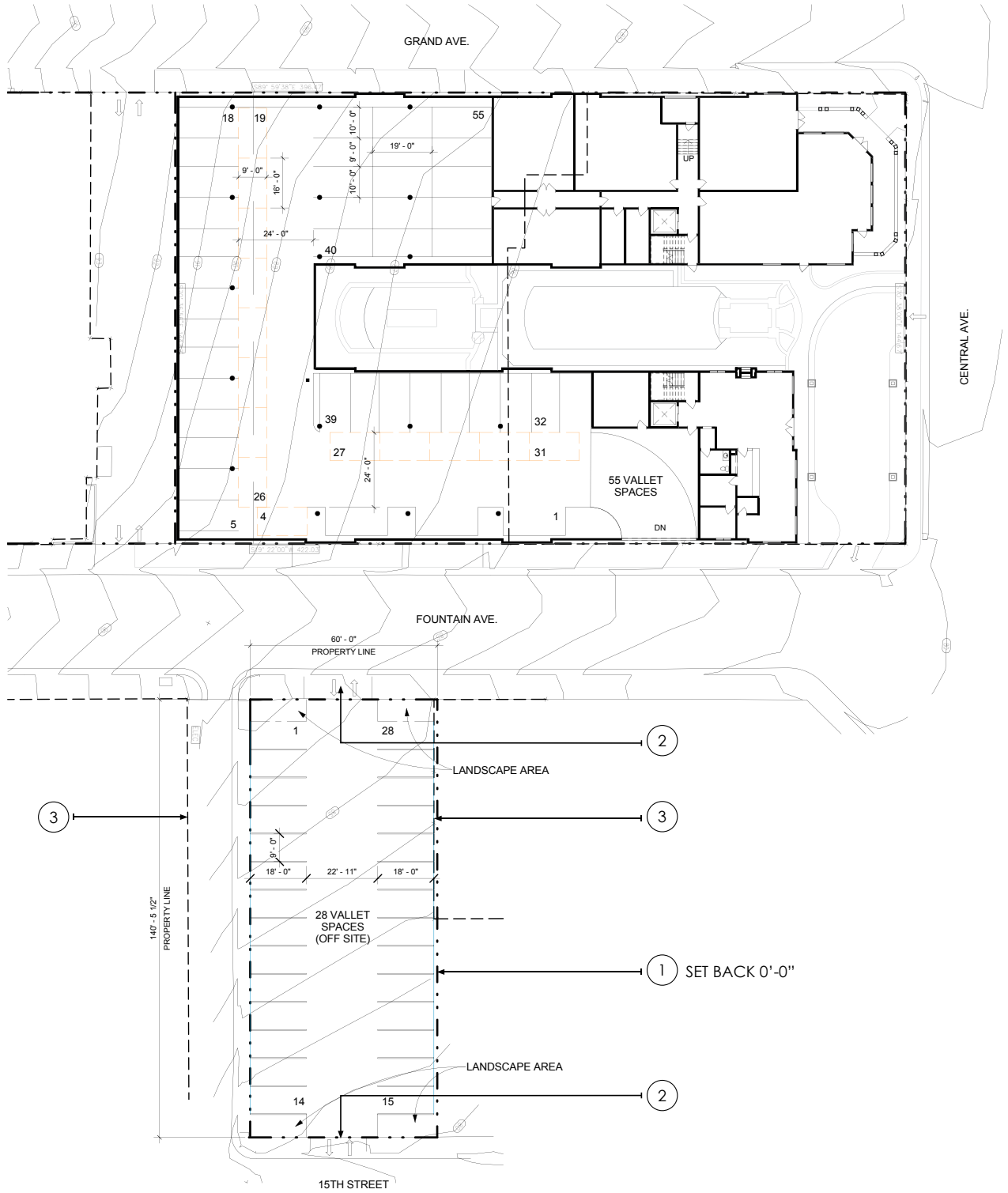


7. WINDOW FRAMES:
WHITE VINYL WINDOWS

Source: RRM Design Group

Not To Scale

FIGURE 3.0-6
Architectural Details



Source: RRM Design Group

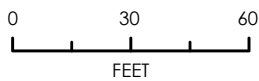


FIGURE 3.0-7
Project Off Site Parking

4.0 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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.

4.0 ENVIRONMENTAL CHECKLIST

- 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.

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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

4.0 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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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 (PM₁₀); the district's threshold for PM₁₀ 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 PM₁₀. 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-

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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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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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.

4.0 ENVIRONMENTAL CHECKLIST

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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).

4.0 ENVIRONMENTAL CHECKLIST

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. The 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 30, 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.

4.0 ENVIRONMENTAL CHECKLIST

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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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).

4.0 ENVIRONMENTAL CHECKLIST

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 of 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

4.0 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 (CO₂), methane (CH₄), and nitrous oxide (N₂O), 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. CO₂, CH₄, and N₂O are described below:

- CO₂ is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned.
- CH₄ 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.
- N₂O 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. CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), 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 CO₂ 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.

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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 (CO₂e) 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 ₂ e
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.

4.0 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.0 ENVIRONMENTAL CHECKLIST

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.

4.0 ENVIRONMENTAL CHECKLIST

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.

4.0 ENVIRONMENTAL CHECKLIST

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

4.0 ENVIRONMENTAL CHECKLIST

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

4.0 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

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- 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

4.0 ENVIRONMENTAL CHECKLIST

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.0 ENVIRONMENTAL CHECKLIST

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.

4.0 ENVIRONMENTAL CHECKLIST

	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

4.0 ENVIRONMENTAL CHECKLIST

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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)

4.0 ENVIRONMENTAL CHECKLIST

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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**.

4.0 ENVIRONMENTAL CHECKLIST

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.

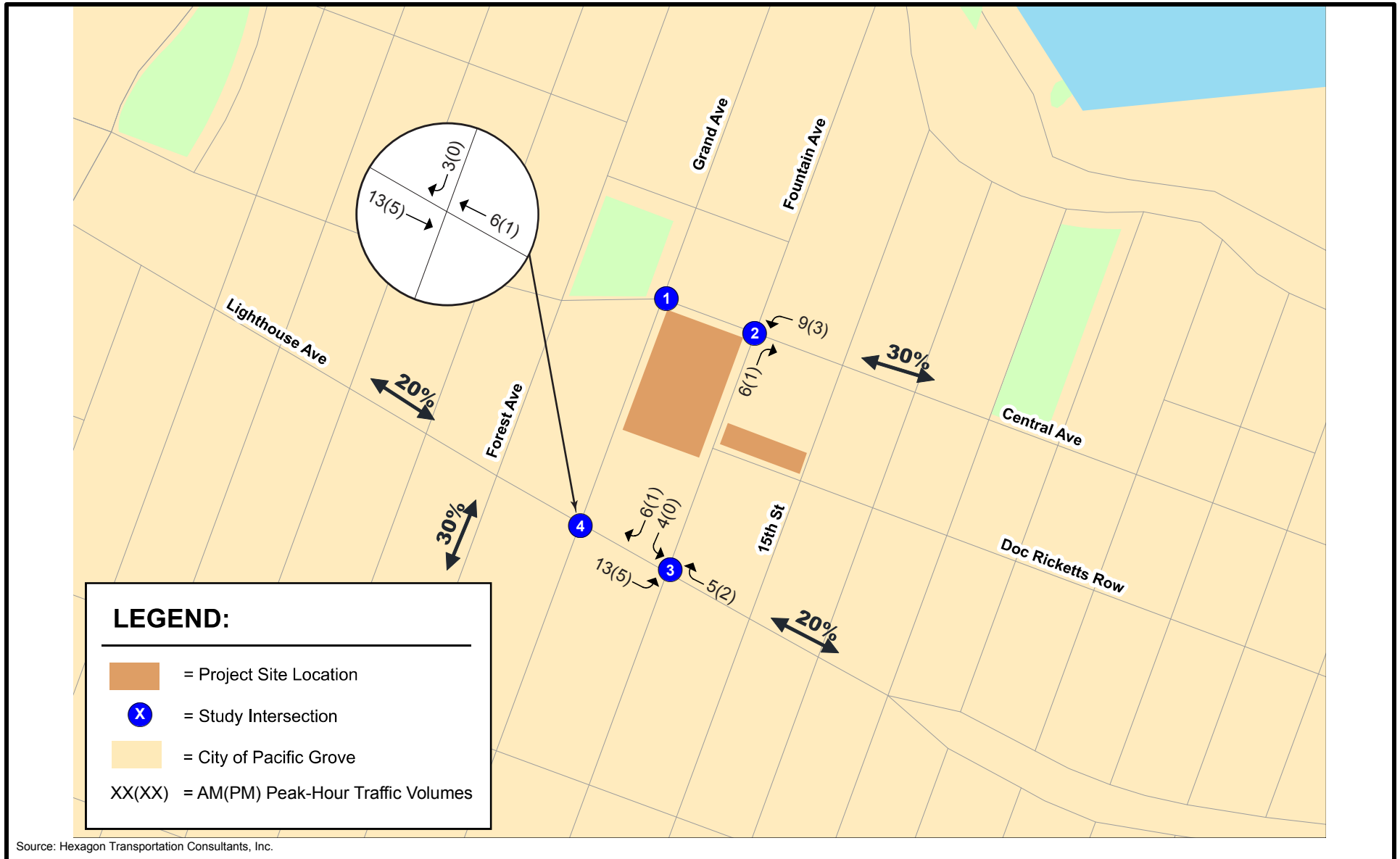
PEDESTRIAN ACCESS

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.



Source: Hexagon Transportation Consultants, Inc.



Not To Scale

FIGURE 4.16-1
Site Location and Study Intersections



Source: Hexagon Transportation Consultants, Inc.



Not To Scale

FIGURE 4.16-2
Site Location and Study Intersections

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 mitigate 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**.

4.0 ENVIRONMENTAL CHECKLIST

**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.

4.0 ENVIRONMENTAL CHECKLIST

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.0 ENVIRONMENTAL CHECKLIST

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.

4.0 ENVIRONMENTAL CHECKLIST

	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 CO₂ 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.

4.0 ENVIRONMENTAL CHECKLIST

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5.0 REFERENCES

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

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