

Initial Study and Mitigated Negative Declaration

1. **Project title:** Carmel Sands Hotel Redevelopment Project.
2. **Lead agency name and address:** City of Carmel-by-the-Sea
P.O. Drawer G
Carmel-by-the-Sea, California 93921
3. **Contact person/phone number:** Sean Conroy, Planning & Building Services Manager
(831) 620-2057
4. **Project location:** The property is located at the northeast corner of 5th Avenue and San Carlos Street, and is bounded by Mission Street to the east. **Figure 1** illustrates Carmel-by-the-Sea's regional location. **Figure 2** illustrates the project location.
5. **Project sponsor's name and address:** Carmel Sands Lodge Partners, LLC
650 Lighthouse Avenue, Suite 260
Pacific Grove, CA 93950-2673
6. **General Plan designation:** Core Commercial
7. **Zoning:** Service Commercial (SC)
8. **Description of the project:** The project includes demolition of an existing, 20,780 square-foot, 42-room motel, including a full-service restaurant/banquet space (approximately 3,500 square feet), and construction of a new 46,978 square foot, 42-room hotel, including a tapas bar (1,034 square feet), a day spa with four to five treatment rooms, meeting rooms (3,170 square feet), and retail space (1,400 square feet). The hotel development will be comprised of six buildings, ranging in size from 4,742 to 9,717 square feet. A 66-space subterranean parking garage (16,800 cubic yards required for excavation), as well as an interior courtyard with intra-block pass-through to surrounding public sidewalks. One oak tree classified as "significant" by the City Forester is proposed for removal and two "significant" oak trees are proposed to be relocated on-site.
9. **Surrounding land uses and setting:** The City of Carmel-by-the-Sea is located along the southern portion of the Monterey Peninsula, adjacent to Carmel Bay. The City is recognized as a unique small coastal community with a predominantly residential village character and is approximately one square mile in size. The Commercial District consists of approximately 45 acres and includes retail, motel, general services, residential, public and quasi-public uses. The Commercial District is surrounded by the Single-Family Residential (R-1) District. The project site is situated within the downtown commercial core, and is surrounded by a cottage-style hotel and multi-family residential units to the north; apartment buildings with ground-floor offices and a motel to the east; an office building, a restaurant and a gas station to the south; and two motels to the west.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):** Monterey Peninsula Water Management District, Monterey Bay Regional Water Pollution Control Agency; Monterey County Health Department

11. **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 checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

For the above referenced topics that are not checked off, there is no potential for significant environmental impact to occur from the proposed project and no further discussion in the Environmental Checklist is necessary.

Based upon this analysis, many of the above topics on the checklist do not apply. Less than significant impacts are identified for **aesthetics, air quality, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use planning, noise, and transportation / traffic**. These areas are discussed in more detail within the IS.

The project will not have a quantifiable adverse environmental effect on the categories not checked above, as follows:

Agricultural Resources: The project is an infill development and will not result in the conversion or otherwise removal of any prime farmland or agricultural land from production; therefore **no impacts** to agricultural resources will result.

Mineral Resources: No mineral resources have been know to occur historically on-site; therefore mineral resources will not be affected or disturbed by this project.

Population/Housing: The proposed project, a demolition of an existing 42 room motel and infill development of a 42 room hotel on the same site, will not affect population numbers or housing units in any way. The redevelopment of the project site is not anticipated to create a demand for additional housing within the City of Carmel-by-the-Sea.

Recreation: The project will not result in the development of housing or an increase in population, and therefore will not create additional demand for or affect existing recreational facilities.

Utilities and Service Systems: The project will utilize existing utilities and service systems and will not result in the construction of, or affect the demand for, additional utility and services systems. Therefore no impact to existing systems will occur.

12. 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 this NEGATIVE DECLARATION has been 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:

Sean Conroy, Building and Planning Services Manager
Printed Name For: City of Carmel-by-the-Sea

13. Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measures identified, if any, to reduce the impact to less-than-significant.

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

Discussion:

Setting

Situated along the highly scenic Monterey Coast, Carmel-by-the-Sea is recognized as a unique community with a residential village character in a forest setting, characterized by high-quality examples of revival styles of architecture in the community’s downtown commercial core. The City has adopted Commercial Design Guidelines and a design review processes to maintain its village character and preserve its scenic qualities. The Design Guidelines function in tandem with the applicable development standards for commercial zones in the City, found in the City’s Zoning Regulations. This discussion focuses on project compliance with the Design Guidelines to address potential aesthetic impacts. As discussed in **Section IX, Land Use and Planning**, the project complies with the commercial development standards of the Zoning Regulations. Project plans and exhibits are attached for reference as **Figure 3**.

A & B) The project site is situated within a compact downtown setting. Existing public and private views within the site area are mainly comprised of pine trees, oak trees and buildings, generally within the foreground. Some of the existing second floor apartments northeast of the project site have minor ocean views, however, these views are filtered by existing trees and buildings. No ocean or other scenic views are available from surrounding public streets or side walks.

Story poles and netting were installed on-site on November 12, 2008 to indicate the height and locations of the proposed buildings. Since that time, minor changes to the hotel design have been proposed; however, the story poles remain substantially representative of the massing and height of the project. An inspection of the poles from various public locations within the project area did not identify any scenic views that would be impacted by the project. No existing private views will be substantially impacted by the project, because most existing views are highly filtered by existing trees and buildings; and the building heights generally do not rise substantially above other immediately surrounding buildings. For these reasons, impacts on public and private views are considered **less than significant**.

C) Visual Character of Site and Surroundings

Project Site and Surroundings

Buildings of various architectural styles, heights and street setbacks surround the project site, comprising an eclectic architectural setting. A lodge comprised of one-story guest cottages and a two-story building abuts the project site to the north. Also abutting the site to the north is a single-story, craftsman-style house, with two-story, wood-sided apartments behind. Two-story, ranch-style motels characterized by simple, horizontal design elements and low-pitched roofs are situated on both the east and west sides of the project site. A gas station, a cottage-style restaurant, and a contemporary, wood-paneled two story office building are located across 5th Avenue to the south of the site. A lap-sided, cottage-style camera shop is located on the southwest corner opposite the project, and a two-story office and apartment

building is located on the southeast corner opposite the project, also of a cottage style characterized by half-timbering and dormers set within a steeply-pitched-roof. Building setbacks and parking arrangements also vary, for example, structures to the south and east have little or no setback, and the motels to the west are set back with surface parking in front.

The primary unifying elements in the immediate district are not the buildings, but rather the mature pine and oak trees, decorative garden and street plantings, and narrow sidewalks and streets representative of the village-like commercial core of Carmel.

Design Guidelines

The Commercial District Design Guidelines address three general areas of concern, including compatibility with the scale and massing of buildings in the immediate vicinity; establishment of a visually interesting pedestrian sidewalk corridor through careful design and placement of building frontages, plazas and planting features; and use of authentic exterior materials expressive of the intended building style, and avoidance of faux finishes and adornments. Ultimately, consistency with the Design Guidelines will be determined by the Carmel-by-the-Sea Planning Commission.

Massing and Scale Compatibility

As discussed above, surrounding buildings are one and two-story in height. With few exceptions, the surrounding two-story buildings have undifferentiated, long horizontal and/or vertical massing. Single-story buildings are cottage style, with simple massing characterized by single street-facing wall planes, with one or two recessed or projecting wall planes in some instances. Setbacks also vary, resulting in a general scale and massing pattern of one to three buildings per block facing the project site, varying from one to two stories.

The project site is larger than most adjacent sites creating the potential for a more massive project appearance. However, the project massing is broken up by dividing the hotel into four separate buildings facing the surrounding streets, deep, substantial wall recesses, and projections and rooflines, particularly on the 5th Avenue and Mission Street frontages, to respond to existing massing patterns. The buildings are two stories in height, with the exception of tower focal points. The building at the southeast corner of the site (Building #4), steps down to one story in height at the corner of Fifth Avenue and Mission Street. The project design is compatible in massing and scale with surrounding development.

Pedestrian Sidewalk Corridor

The project is located within the Commercial Core area of the City, and is designed with minimal setbacks on all frontages, in accordance with Design Guideline policies to establish a visually interesting “pedestrian wall” close to the front property line. The project design incorporates extensive visual relief through the use of projecting and recessing offsets; material and color changes, and incorporation of distinctive design features. The building is also extensively glazed, and includes prominent street-facing doorways, and decorative portals providing access to the proposed intra-block walkway. Small planters spaced at intervals along the building frontage and decorative exterior light fixtures also contribute to the visual interest of the building.

Finish Materials, Colors and Textures

The project design is responsive to the design guidelines calling for building materials and colors to respect the design traditions established in the commercial district; and encouraging the use of detailed wood, tile, moldings, corbels, stone and landscaping. Materials proposed for the project include, at intervals, hand-toweled plaster, Carmel and quarry stone, board and baton siding, richly-patterned ceramic tile, stacked barrel roof tile, and decorative wood doors with extensive wrought-iron detailing. Also proposed are functional balconies, windows framed with heavy timber; and recessed patio areas with distinctive barrel-tile screening.

Based on the discussion above, the project will be in compliance with the Commercial District Design Guidelines. While the building will change the character of the site and immediate surroundings, the design of the proposed hotel is expected to result in a substantial improvement over the existing motel design, therefore, impacts on the visual character of the site and surroundings are expected to be **less than significant**.

D) Light and Glare

The Commercial District Design Guidelines require lighting to be the minimum required for public safety and call for lighting fixtures to be discrete or compatible in design with building and site. The project material and fixture cut sheets specify decorative shaded lighting fixtures, which will create minimal, if any glare. To ensure that all fixtures do not result in significant new glare, and are also responsive to the Commercial Design District Guidelines, the following mitigation measure is included:

MM 1-1 A project lighting plan shall be included in the construction drawings prepared for the project. The lighting plan shall include cut sheets for all proposed exterior lighting fixtures. Prior to issuance of building permits, the Planning Department shall review the site plan for conformance with the Commercial Design Guidelines, ensure all fixtures include shading, glare cut-off shields or other glare-reducing features; that only intended areas are illuminated, and light spillage onto adjacent properties will be avoided.

With the mitigation measure above, potential light and glare impacts associated with the project will be **less than significant**.

II. AGRICULTURE RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 a non-agricultural use?				■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use?				■

Discussion: (A through C) The project is an infill development; therefore **no impacts** to agricultural resources will result. See previous Sections 8 (Project Description) and 9 (Surrounding land uses and setting) and Section 11 (Environmental Factors Potentially Affected), as well as the sources referenced.

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				■
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			■	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			■	

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?		■		
e) Create objectionable odors affecting a substantial number of people?				■

The analysis below addresses air quality impacts from both short term (construction phase) and long term (operational phase) perspectives.

Short-Term (Construction) Impacts

The project site is surrounded by existing residences, motels, restaurants, and offices, which could be impacted by airborne dust resulting from the earthmoving (excavation) phase of the project, as well as by airborne particulates from construction equipment diesel exhaust. This is considered a **potentially significant** localized air quality impact.

Discussion

Air Pollutant Emission Criteria Construction activities for the proposed project would generate fugitive dust emissions (PM10) associated with grading, movement of soil and other construction site preparation activities. Wind erosion and disturbance of exposed areas would also be sources of dust emissions. In addition, motor vehicle exhaust associated with construction equipment and construction personnel commuter trips, and material transport and delivery, would contribute to the generation of PM10.

Construction activities are phased and assumed to not overlap. Therefore, significance is judged by comparing significance thresholds to each phase of construction individually. The following table shows the quantified estimates of PM10 emissions from the construction activities associated with the proposed project, as well as estimates of emissions of other criteria air pollutants during the construction phase. As indicated in the table below, the project is not anticipated to exceed significance thresholds for criteria air pollutants.

Emissions Summary of Unmitigated Summer Construction Activities

Pollutant	VOC	NOx	CO	SO2	PM10	PM2.5	CO2
Demolition (lbs/day)	3	17	13	0	1	1	1,612
Grading (lbs/day)	3	27	15	0	6	2	2,353
Building (lbs/day)	1	10	8	0	1	1	1,118
Coating (lbs/day)	31	0	1	0	0	0	38
Thresholds of Significance (lbs/day)	137	137	550	150	82	No Standard	No Standard
Significant?	No	No	No	No	No	No	No

Source: URBEMIS 2007 v. 9.2.4 Outputs

Note: VOC- Volatile Organic Compounds, NOx - Nitrogen Oxides, CO – Carbon Monoxide, SO2 – Sulfur Dioxide, PM10 – Suspended Particulates, PM2.5 – Fine Particulate Matter, CO2 – Carbon Dioxide

Site Area Criteria A second type of emission threshold is based on the size of the area under construction. The MBUAPCD has determined that 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 were to exceed

2.2 acres per day (MBUAPCD 2004). Because the project site is less than one acre in size, the project will not involve daily construction-related activities that would disturb this amount of earth.

Although the project would not exceed criteria air pollutant thresholds, including PM10, during the construction phase, and would not exceed site area impact thresholds established by the air district, there is still potential for short term air quality impacts to be experienced by nearby businesses and visitors to the immediate area surrounding the project site. This is because the surrounding development pattern is relatively compact and existing residential and commercial uses are separated from the project site by very short distances. This proximity factor can increase the sensitivity of surrounding land uses to dust emissions, even while the project may not exceed established thresholds. For example, the Casanova Restaurant is located directly across 5th Avenue from the project site, and provides outdoor table service, which could be impacted by dust from the excavation phase of the project.

Additionally, the project will involve transporting a large amount of excavated soils off the site – approximately 16,800 cubic yards – to accommodate the proposed underground parking garage. Excavated earth will be loaded into trucks for off-site transport. This excavation would require approximately 33 truck trips per day, for a 45-day period along the haul-truck route, based on the construction schedule submitted by the project applicant. This off-site transport of the excavated soils could result in fugitive dust escaping from truck beds, and dirt being tracked off the site onto City streets. Dust could impact businesses and residences along the haul truck route for the project established by the City. See Figure 4.

The impacts above can be minimized, and reduced to a **less than significant** level, through implementation of the following mitigation measures:

MM 3-1 To minimize dust impacts during construction, the Applicant shall implement the following MBUAPCD-recommended Best Construction Practices (BCPs) during all phases of construction, as determined necessary by the Department of Community Planning and Building in consultation with the construction superintendent and/or foreman on site:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site.
- Post a publicly visible sign, which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within two hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be included on the sign to ensure compliance with Rule 402 (Nuisance).

Long-Term (Operational) Impacts

Operational air quality impacts associated with commercial development projects are generally associated with a substantial net increase in the number of vehicle trips generated by the project. The proposed hotel project would exceed the size of the existing motel; however, the number of hotel rooms will remain the same. Kurt's Carmel Chop House, an existing, full-service restaurant within the motel with a seating

capacity of 120 that is also used as meeting/banquet space, would be replaced with a limited service tapas bar with a seating capacity of 26, resulting in a substantial reduction in vehicle trip generation. This reduction would be partially off-set, however, by new traffic generation associated with the proposed new meeting space, a day spa with up to six treatment rooms, and approximately 1,400 square feet of new retail space. Because these new facilities are anticipated to be used primarily by hotel guests who have already traveled to the site, however, any increase in pollutants resulting from the project are anticipated to be minimal.

Further, as recommended by the Monterey Bay Unified Air Pollution Control District, the evaluation of whether or not a hotel or motel project would lead to significant air quality emissions should be based on whether the project is consistent with the regional AQMP. On October 21, 2008, the MBUAPCD found that the project is consistent with the MBUAPCD Air Quality Management Plan (MBUAPCD 2008). Therefore, any operational impacts of the project on air quality would be considered **less than significant**.

Cumulative Impacts on Climate Change

Construction of the proposed project would increase daily vehicle trips to and from the project site, thereby increasing greenhouse gas emissions (GHGs). However, the project would emit negligible net GHG emissions and be consistent with statewide efforts to reduce cumulative impacts to global climate change. This impact is considered **less-than-significant with** mitigation incorporated.

Discussion

No air district in California, including the MBUAPCD, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. However, no standards have yet been adopted quantifying 1990 emission targets. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions.

Given the challenges associated with determining project-specific significance criteria for GHG emissions, quantitative criteria are not proposed for the Carmel Sands project. For this analysis, the project's incremental contribution to global climate change would be considered significant if it would conflict with any of the emissions thresholds, statewide programs, or exposure criteria discussed below:

Substantial Increase in CO₂ Emissions

A project's incremental contribution to global climate change would be considered significant if it would result in substantial net increases in greenhouse gases and CO₂ emissions. A substantial net increase occurs if the proposed project exceeds any threshold of significance for criteria pollutants set by the MBUAPCD⁽¹⁾. Because no significance criteria have been established for CO₂ emissions by the air district, a quantitative comparison to a standard cannot be performed. Since the project's incremental additional contribution to the total CO₂ emissions of the City and region is negligible, it may be reasonably argued the increase is not substantial.

Exposure of Persons to Significant Risks

Emitting CO₂ into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO₂ in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO₂ into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the

¹ This approach is consistent with guidance from the California Air Pollution Control Officers' Association (CAPCOA), which notes that implementing CEQA without an explicit threshold prior to formal guidance from the State of California's Office of Planning and Research is appropriate. This approach is also consistent with CAPCOA's assertion that by defining substantial emissions of GHGs to performance standards (e.g., criteria pollutant emission thresholds), lead agencies would amass information and experience with specific project categories that would support establishing explicit thresholds in the future.

environment. However, since the project's incremental contribution to the total CO₂ emissions of the City and region is negligible, the additional emissions resulting from the project will not contribute significantly to the exposure of persons to significant risks associated with the effects of global climate change.

Conflict with Executive Order S-3-05

Executive Order S-3-05 was issued by Governor Arnold Schwarzenegger on June 1, 2005. In recognition of the state's vulnerability to the impacts of climate change, the order mandates that overall state GHG emissions meet the following targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The project does not result in a reduction of GHG emissions, however, since the project's incremental additional contribution to the total CO₂ emissions of the City and region is negligible; it may reasonably be argued that the project will not substantially conflict with or obstruct implementation of the goals or strategies of Executive Order S-3-05.

Inconsistency with the California Air Resources Board's (CARB) 44 Early Action Measures for AB 32 Compliance

In accordance with Part 4 of Assembly Bill 32 (California Global Warming Solutions Act), the CARB has made public a number of early action measures that can be implemented prior to adopting formal limitations on GHG emissions in 2012. Most of these measures are not directly related to construction and development activities, however, two of the measures are applicable to the project, and can be addressed by appropriate mitigation measures. These measures include:

CARB Measure 2: Transportation: Diesel-Off-road equipment (non-agricultural)

The goal of this measure is to reduce emissions of construction equipment through all feasible measures.

The following mitigation measure shall be implemented to make the project consistent with this goal:

MM 3-2 The proposed project shall be required to implement Best-Available Mitigation Measures for the control of emissions generated by off-road construction equipment, as recommended by the MBUAPCD at the time development is proposed. Such measures may include the use of low emission construction vehicles and use of emission reduction devices and alternative fuels. Idling of construction equipment for periods of greater than five minutes when not in use would be prohibited.

CARB Measure 11: Energy Efficiency: Cool communities

The objective of this measure is to reduce the need for air conditioning through the siting and design of buildings and site features.

The following mitigation measure shall be implemented to make the project consistent with this goal, resulting in **no significant impact** with consistency:

MM 3-3 The Applicant shall implement measures sufficient to increase building insulation and energy efficiency beyond that required for compliance with California Title 24 energy-efficiency requirements, and that the most current recommended measures are implemented to reduce energy-usage demands. Such measures may include, but would not necessarily be limited to, incorporation of increased building insulation features, use of alternative renewable energy sources (e.g., solar panels and water heating); as well as the installation of energy-efficient (e.g., Energy-Star rated) building components, appliances, and heating/cooling equipment.

Be subject to CARB's (California Air Resources Board) mandatory reporting requirements (generally required for projects producing more than 25,000 annual metric tons of CO₂).

Because the project is not anticipated to generate a substantial increase in overall vehicle trips the 25K annual metric ton threshold for reporting requirements would not be met. The project is therefore not subject to the CARB's mandatory reporting requirements.

Be inconsistent with the recommended global warming mitigation measures from the Attorney General, CAPCOA, Office of Planning and Research, or other appropriate sources.

In September 2008, the California Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming and climate change. Included were examples of various measures that may reduce GHG emissions of individual projects. These measures address incorporation of energy efficient and renewable energy features; water conservation and efficiency features; waste reduction; and reduction of vehicle emissions. This analysis will not address each measure specifically; however, the applicant proposes to implement LEED features into the project addressing site sustainability, water efficiency, alternative energy, materials and resources, indoor environmental quality, and design process, which are similar to measures recommended by the Attorney General.

Based on the discussion above, the project’s cumulative impact on global climate change is considered **less than significant** with mitigation incorporated.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?				■
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				■
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				■
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		■		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation?				■

Discussion:

A-D, F) The project is located within an urban setting, on an infill development site currently occupied in its entirety by an existing motel and surface parking. The only significant biological resources existing

on-site are cypress and oak trees deemed to be significant by the City Forester. These trees are discussed in (E) below. No impacts to species, habitats or plans listed in A-D, and F will take place with the project, therefore, **no impacts** to these resources will occur.

E) Preservation of Significant Pine and Oak Trees

Section 17.48 of the Carmel-by-the-Sea Municipal Code includes standards for tree removal when trees are proposed for removal for a private development project. Specifically, a tree removal permit is required for removal, replacement, cutting down or destruction of any tree identified on the Carmel-by-the-Sea Recommended Tree List having either an average diameter of greater than two inches; or a circumference greater than six and one fourth inches, measured at appoint four and one and half feet above ground level. Further, no tree classified as “significant” through the significant tree evaluation process may be removed unless a removal permit is granted by the City Forest and Beach Commission, after making findings for removal included in Section 17.48.070. Significant trees approved for removal may be required to be replaced by a new tree at a place, of a species, and of a size designated by the City Forester or the Forest and Beach Commission (17.48.060.D.)

The project site contains six oak trees, one redwood tree, and three cypress trees; eight of which have been classified as “significant” by the City Forester. Of these significant trees, one 18” oak tree is proposed for removal. There are also several Monterey Pine trees in the public right-of-way surrounding the site. On November 6, 2008, the Forest and Beach Commission approved the request for removal of this tree, on the condition that one additional 60” oak tree be planted on-site. In addition, the City Forester has conducted several inspections with the project applicant and a third-party arborist with the project plans to determine if the proposed development would negatively impact the health of significant trees. This included evaluating tree root systems for the oak trees and the redwood tree, which involved the removal of parking lot asphalt, hand digging and “air spading” in order to expose each tree’s root system. The City Forester has determined that the project, as mitigated will not negatively impact significant trees.

Two oak trees classified as “significant” will be relocated from the eastern portion of the site, in order to accommodate the project. The trees will be removed from their existing locations with their root balls and be replanted immediately on site, or stored and maintained by an arborist until such time as conditions permit replanting. Once replanted, the trees are required to be monitored by an arborist to ensure they remain in healthy, thriving condition. A \$30,000 bond was placed on the trees as an additional condition of approval by the Forest and Beach Commission. Should the relocated trees be damaged or fail, the \$30,000 bond will be used to replace each tree with a 60” box sized oak trees. Provided the following mitigation measures are implemented, impacts on the significant trees proposed for relocation will be **less than significant**:

- MM 4-1** Prior to issuance any construction or demolition for the project, the applicant shall remove, store, and maintain the significant trees proposed for replanting on-site in accordance with all requirements and specifications of the approved Arborist Report for the project.
- MM 4-2** Prior to issuance of certificate of occupancy for the project, the stored trees shall be replanted on site in accordance with the regulations and specifications of the approved Arborist Report. Any replanted trees that later die or exhibit serous decline within one year after relocation shall be replaced with a Coastal Live Oak 60” in diameter in the same location.

All trees on-site meeting the criteria of Section 17.48.050, and significant trees on the site not proposed for removal or relocation are required to be protected from on-and off-site construction activities. Impacts to these trees will be **less than significant** with implementation of the following mitigation measure:

- MM 4-3** Prior to issuance of demolition, grading or building permits for the project, on-site trees meeting the criteria of Section 17.48.050, and significant trees on the site not proposed for

removal or relocation, shall be protected in accordance with the City of Carmel Tree and Shrub code Section 12.28.340 protection requirements; especially:

- Oil, gasoline, chemicals and other construction materials shall not be stored within the drip line of any tree.
- Drains shall be installed according to City specifications so as to avoid harm to trees due to excess watering.
- Wires, signs and other similar items shall not be attached to trees.
- Cutting and filling around the base of trees shall be done only after consultation with the Director of Forest, Parks and Beach, and then only to the extent authorized by the Director of Forest, Parks and Beach.
- No paint thinner, paint, plaster or other liquid or solid excess or waste construction materials or wastewater shall be dumped on the ground or into any grate between the drip line and the base of the tree, or uphill from any tree where such substance might reach the roots through a leaching process.
- The property owner/contractor shall be required to erect protective barricades around all trees on a private building site.
- Earth surfaces within the drip line of any tree shall not be changed or compacted. All equipment, material, and soil storage shall be kept beyond the drip line of trees.
- Prior to the start of any construction or demolition activities, the property owner/contractor is required to spray or have a certified applicator spray the lower six feet of all pine tree trunks with a pesticide approved by the California Department of Food and Agriculture for the treatment of bark beetles.

Finally, a number of trees exist within the public right of way abutting the project; and two trees exist on the property abutting the project site at the northeast corner, and may also require protection during construction. Potential impacts to these trees will be reduced to **less than significant** with implementation of the following mitigation measure:

MM 4-4 All trees within the public right of way abutting the project and any other trees deemed appropriate by the City shall be subject to all applicable retention, protection, and replacement measures required by the City of Carmel.

No other biological resource exists on-site, or will be otherwise impacted by the project; therefore **no impacts** to other biological resources will occur as a result of the project.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				■
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		■		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		■		
d) Disturb any human remains, including those interred outside of formal cemeteries?		■		

Discussion: (A through D)

A records search was completed for the project by the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park on October 1, 2008. The record search encompassed the project site and an area within a quarter mile radius. The records search was conducted to identify the number and type of cultural resources (e.g., prehistoric sites, historic sites, historic buildings, or isolated artifacts) within and immediately adjacent to project boundaries. The records search did not identify any significant cultural resources within or adjacent to project boundaries.

A search of the University of California Museum of Paleontology (UCMP), University of California, Berkeley database was completed for the Project area on September 12, 2008. The database search identified paleontological resources within Monterey County, but did not identify any paleontological resources within or adjacent to project boundaries. The UCMP, however, listed two paleontological resources in the Carmel area and fifteen in the Pebble Beach area.

There are no historical resources as defined in §15064.5 within project boundaries. The City has determined that the existing motel does not qualify as a historical resource as defined in CEQA.

There are no known archaeological resources as defined in §15064.5 within project boundaries, but it is possible that excavation activities could uncover archaeological resources. Implementation of the mitigation measure would reduce potential impacts to any inadvertently discovered archaeological resources to **less than significant**.

MM 5-1 If cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are inadvertently discovered during project implementation, work shall be immediately halted within 50 feet of the discovery, the City shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology shall be retained to determine the significance of the discovery.

The City and project applicant shall consider mitigation recommendations presented by the archaeologist. The City and project applicant shall consult and agree upon implementation of measures that the City and project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.

There are no known unique paleontological resources or sites, or any unique geologic features within the project site, but it is possible that project related activities could uncover paleontological resources or unique geologic features. Implementation of the following mitigation measure would reduce any potential impacts to any inadvertently discovered paleontological resources to a **less than significant** level.

MM 5-2 If potentially unique paleontological resources are inadvertently discovered during project implementation, work shall be immediately halted within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery.

There are no known archaeological sites within or adjacent to the project boundaries and the project site has been previously disturbed. It is therefore unlikely that project related activities would disturb any human remains. Implementation of the following mitigation measure, however, would reduce any potential impacts of any inadvertent discovery of human remains to a **less than significant** level.

MM 5-3 If human remains are discovered during project implementation, all work shall be immediately halted within 50 of the discovery, the City shall be notified, and the County Coroner shall be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

In summary, it is not anticipated that the project would impact any historical, archaeological, or paleontological resources, or unique geologic features, or human remains. There is a possibility, however, for the inadvertent discovery of these resources during project implementation. Implementation of the above mitigation measures would reduce any potential impacts to these resources, however, to a **less than significant** level.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				■
i) Strong seismic ground shaking?		■		
ii) Seismic-related ground failure, including liquefaction?			■	
iii) Landslides?				■
b) Result in substantial soil erosion or the loss of topsoil?				■
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			■	
d) Be located on an expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			■	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				■

Discussion: (A through E)

According to the California Department of Mines and Geology, there are no Alquist-Priolo Earthquake Fault Zones within City boundaries. The closest faults to the project site include the Cypress Point fault, which is potentially active and located approximately one mile from the project site; and the San Gregorio fault and Monterey Bay Fault complex. These faults are active and located off shore. Therefore, **no impacts** to the project are anticipated resulting from rupture of a known fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map.

Based on the soils investigation, the project site is located in an area, which is susceptible to ground shaking. Structural damage can result from the transmission of earthquake vibrations from the ground into the structure, which could expose people and structures to seismic related hazards. This would be

considered a **potentially significant impact**. The following mitigation measure would ensure that exposure to seismic ground shaking would be reduced to a **less than significant** level.

MM 6-1 The applicant shall incorporate all the project geotechnical report recommendations into the future design and development of the project site and comply with the current addition of California Building Code.

Liquefaction, Land Sliding, Slope Failure, and Expansive Soils

According to a soils investigation prepared for the project site in 1987 for a previous development proposal, the potential for liquefaction at the project site is insignificant based on soil consistency, location of the ground water table and subsurface soil characteristics. The project site is relatively flat. Therefore, the potential for seismically-induced land sliding or slope failure at the project site is considered low. Laboratory analysis indicates the near surface soils consist of moderate low to low expansive properties. Therefore, impacts associated with expansive soils are considered **less than significant**.

The proposed project would utilize sewer services provided by the City of Carmel-by-the-Sea. Consequently, no septic tanks or alternative wastewater disposal systems would be used. Therefore, the proposed project would have **no impact** associated with septic tanks or alternative wastewater disposal systems.

VII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				■
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		■		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				■
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				■
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				■
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				■

VII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?				■

Discussion: (A through D)

On-Site Reconnaissance

An on-site reconnaissance of the project site was conducted by Geocon Consultants, Inc. in November, 2006, to assess any potential sources of contamination from neighboring properties. A mix of commercial and residential uses surrounds the project site. Commercial uses include lodging, restaurants, retail shops, and a Shell gasoline service station.

The project site and adjacent properties were evaluated during the site reconnaissance to identify potential “recognized environmental conditions,” including: evidence of current and/or past use or storage of toxic or hazardous materials; above ground storage tanks (ASTs) or underground storage tanks (USTs); pipes and pipelines; water wells; electrical transformers containing Polychlorinated Biphenyls (PCBs); visible soil discoloration; and drums, barrels and other storage containers.

Records Search – On-Site

A search of federal, state, and local environmental record databases concluded that the project site was not referenced in any of the databases as exhibiting potential recognized environmental conditions. While conducting the on-site reconnaissance no evidence of current or prior existence of hazardous material storage (storage barrels, drums, or evidence of leakages or spills) was found. No evidence was found of current or previously existing ASTs or USTs. No potential Polychlorinated Biphenyl (PCB) containing equipment such as pad-mounted electrical transformers or pole-mounted electrical transformers were observed on the project site.

Lead-Based Paints and Asbestos In researching the project site’s development history, Geocon concluded that given the age of the buildings on the project site it is possible that lead based paints may have been used during the building’s construction. Most of the site structures have existed since the early 1950s; however, it was not until 1978 that lead based paints were banned. In addition to lead based paints, the buildings may have also incorporated asbestos containing materials in their construction. There is no indication at this time of asbestos or lead paint; however, considering the date of construction it is recommended that a complete asbestos and lead containing paint survey be conducted prior to any structural demolition activities. Provided the measures below are implemented, potential impacts from asbestos or lead-based paints would be reduced to **less than significant**.

MM 7-1 Prior to issuance of demolition permit, the applicant shall hire a qualified professional to conduct a pre-demolition asbestos survey. If asbestos is encountered during the survey, the applicant shall have the asbestos removed, transported and disposed of in accordance with local, County and state regulations.

MM 7-2 Prior to issuance of a demolition permit, the project applicant shall contract with an approved Lead Inspector/Assessor to conduct a full site assessment for lead-based paint. Prior to general demolition and site clearing activity, all identified deteriorating lead-based paint shall be removed by a licensed lead paint abatement contractor and properly disposed of in accordance with Title 22 of the California Code of Regulations, subject to review and approval by the City of Carmel-by-the-Sea.

Records Search – Off-Site

Geocon conducted a database search of hazardous waste generating uses within a quarter mile of the project site. The search resulted in the identification of three small quantity generators of hazardous waste as well as properties containing an AST or UST.

A summary of these properties and their uses is listed below, including potential sources of contamination, such as ASTs, USTs, and any documented contamination such as spills or leakages. The likelihood of potential contamination originating from these properties impacting the project site is unlikely, for the reasons described below.

- The Shell service station is a commercial use property located across 5th Avenue south of the project site. It is listed as a small generator of hazardous waste and contains an active UST. This property has no record of violations or incidents.
- The Carmel Cleaners is a commercial use property located 1,050 feet northeast of the project site. It is listed as a small generator of hazardous waste. This property has no record of violation or incidents.
- Pacific Bell is a commercial use property located 1,225 feet southeast of the project site. It is listed as a small generator of hazardous waste and contains a UST. The property has no record of violations or incidents.
- The Carmel Mission Cleaners is a commercial use property located 730 feet southwest of the project site. It is listed as a property with a reported leaking UST resulting in soil contamination; however, a remediation plan has been approved for the property. The likelihood of contamination impacting the site from this property is minimal because contamination only affects the soil, and has not entered the groundwater flow.
- The Carmel Public Works Yard is a corporate yard property located 600 feet northeast of the project site. It has been listed as a property with a leaking UST and as a property that has provided notification about a contamination that could have impacted drinking water. Although this property is located hydraulically up gradient from the project site, the likelihood of contamination from the property is minimal due to the yard’s distance from the project site. Based on the closed regulatory status of the leaking UST, the lack of violations or incidents, and the discussion above, the site is not expected to pose a significant adverse impact to the project site.
- A property site located 600 feet northeast of the project site was at one time occupied by a Chevron service station. This property has been listed as a facility that had been historically operated as a UST. No violations or incidents have been recorded for this property.

For the reasons above, impacts to the project from contaminated materials are considered **less than significant**.

E and F) No airport or private airstrip is located within the vicinity of the project site. **No impacts** associated with airports or private airstrips are anticipated to occur.

G and H) The proposed project will not impair implementation of an adopted emergency response plan. The proposed project is located in an area that is already developed. **No impacts** to emergency response plans or wild land fires will occur.

VIII. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		■		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer			■	

VIII. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			■	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			■	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			■	
f) Otherwise substantially degrade water quality?			■	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				■
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				■
j) Inundation of seiche, tsunami, or mudflow?				■

Discussion: (A through J)

The project involves the demolition of an existing motel occupying an infill site and replacement with a new, hotel occupying the same site. Wastewater will continue to be disposed of via an existing connection to the City sanitary sewer system for treatment at the City’s wastewater treatment plant, thereby continuing to meet waste discharge requirements.

Impacts to surface water quality could result from the project during the construction phase, as well as the post construction/operational phase. Construction phase impacts could result from dirt leaving the site and entering the storm drain system by being tracked onto adjacent sidewalks and streets by haul trucks; by runoff from exposed earth and stockpile areas during rainy periods; and from wind-blown dirt and dust off-site from stockpiles. Construction runoff can also result from cleaning solvents and leaking fluids from construction equipment being used during project construction. Implementation of the following mitigation measures will reduce potential construction water quality impacts to a **less than significant** level:

MM 8-1 Prior to issuance of demolition or grading permits for the project, an Erosion and Drainage Control Plan shall be prepared by the applicant, and submitted to the City of Carmel Department of Public Works and Community Planning and Building Department for approval, in accordance with Section 17.43.030(A)(1) of the municipal code. The following measures shall be incorporated into the plan, and implemented during demolition, grading and construction along with all other applicable Best Management Practices as identified in the Monterey Regional Storm Water Management Program:

1. Schedule earthwork to occur primarily during the dry season to prevent most runoff erosion.
2. Barriers (berms or filtration barriers, such as filter fabric fences or straw wattles) shall be placed around the construction site.
3. Protect storm drain inlets from sedimentation with berms or filtration barriers, such as filter fabric fences or straw wattles.
4. Install gravel construction entrances to reduce tracking of sediment onto adjoining streets.
5. Sweep on-site paved surfaces and surrounding streets daily to collect sediment before it is washed into the storm drains or channels.
6. Store all construction equipment and material in designated areas away from and storm drain inlets.
7. Collect construction waste daily and deposit in covered dumpsters.
8. After construction is completed, clean all drainage culverts of any accumulated sediment and debris.

Post Construction / Operational Phase Impacts:

Surface Runoff/Storm Water Management: On-site sources of polluted runoff associated with commercial uses typically include surface parking areas and driveways, refuse storage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can potentially be washed into the storm drain system during storm events, thereby impacting surface water quality. Sources of polluted runoff from the proposed hotel project are anticipated to be minimal because the parking area, including the access driveway, are proposed to be drained to an on-site oil/water separator system, for ultimate disposal to the City's sanitary sewer system and treatment plant. Equipment wash areas and refuse storage areas will also be located below grade within the parking area, and will drain to the oil/water separator system. Surface planting areas are proposed for the project and could result in pesticides and fertilizer runoff. Implementation of the following mitigation measure will minimize these potential impacts to a **less than significant** level:

MM 8-2 The project shall include curbs or other runoff barriers around proposed planting areas and an efficient irrigation design to prevent over-watering, leading to overflow of the planting areas into the City storm drain system.

Water Quality for Subterranean Facilities: As discussed above, the below-grade parking area, including the access driveway, refuse storage areas and equipment cleaning areas are proposed for the project. These areas are proposed to be drained to an on-site oil/water separator system, for ultimate disposal to the City's sanitary sewer system and treatment plant. Additionally, the proposed tapas bar wash water is proposed to be drained to an oil and grease separator system before being released to the sanitary sewer system. The following mitigation measure will ensure that the oil and grease separator systems will be sufficient to meet the water quality discharge requirements of the City, thereby minimizing water quality impacts to a **less than significant** level:

MM 8-3 Prior to issuance of building permits, the design and specifications for the oil and grease/water separation systems shall be included in the mechanical construction drawings for the project, and submitted to the City of Carmel Department of Public Works for review and approval.

Water Supply

Potable water will continue to be supplied by California American Water Company, which obtains water from surface and groundwater sources apportioned by the Monterey Peninsula Water Management District. The proposed project will be limited to the existing water credits on-site and will utilize improved water saving fixtures compared to the current hotel. Construction drawings are required to be reviewed by the district to verify that water consumption will not exceed existing on-site water credits prior to release of building permits by the City of Carmel, therefore, **no impacts** to groundwater table levels will occur as a result of the project.

The project will use native plants and drought-tolerant landscaping wherever possible. The project will also install efficient irrigation systems, such as drip irrigation and automatic irrigation systems to minimize excess runoff.

Impacts to hydrology and water quality will therefore be **less than significant**.

IX. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		■		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				■

Discussion:

A and C) The project involves the replacement of an existing motel with a new hotel. The project will remain entirely within the existing site boundaries, and will therefore not result in physically dividing an established community. The project site is not within a natural community conservation plan; therefore, no conflicts will result. **No impacts** to existing communities or habitat conservation plans will therefore occur.

B) The project is subject to the policies of the City’s General Plan and Local Coastal Program (LCP), as well as development and use standards in the City’s Zoning Regulations. The General Plan and Zoning Ordinance have been adopted as the LCP by the City and the California Coastal Commission. This analysis is not intended to be an exhaustive discussion of project compliance with every applicable goal and policy, but a general discussion of conformance with the basic zoning regulations and primary policies applicable to the project, where these regulations and policies address environmental effects.

General Plan

Land Use Designation The project site is designated as “Core Commercial” by the General Plan. The General Plan states, “More intense commercial activities such as retail, restaurant and visitor commercial uses are appropriate for this area.” Implementing this General Plan designation for the site is the Zoning designation of “Service Commercial” (SC). Hotels are permitted in this zone with a Conditional Use Permit. The project use as a hotel is therefore consistent with the intent of the Core Commercial land use designation.

General Plan Policies The General Plan contains the following policies applicable to the project:

Policy P1-17 states: *[The City shall] Prohibit the creation of any additional motel units within the City.*

Preservation of the community character is a stated environmental goal of the City of Carmel. According to the General Plan, "...there is some risk that further visitor commercial development could unbalance the community in ways that would diminish its character and make it less of an attraction for visitors." The General Plan further states, "Carmel remains a functioning city where residents live, work, and play as they engage in community life," and "The existence of village life is part of Carmel's attraction and needs to be protected if the City is to fulfill the intent of section 30253 of the Coastal Act." This section of the Coastal Act states: (5) Where appropriate, protect special communities and neighborhoods, which, because of their unique characteristics, are popular visitor destination points for recreational uses. To this end, the City has adopted a cap on the number of hotel and motel rooms within the City boundaries of 948 units.

Consistency: The City cap on the number of guest rooms has been reached. The project proposes to demolish the existing 42 room motel and construct a new 42 room hotel. Therefore, the room cap would not be exceeded.

Policy P1-27 states: *[The City shall] Continue to ensure that development, whether commercial or residential does not diminish the village character by excessively blocking important public or private views and disturbing natural topography, mature trees, or native growth.*

Consistency: The project applicant erected story poles on the project site in early November, 2008, to facilitate evaluation of potential impacts of the project on existing public and private views in the area.

No significant impacts to public and private views are anticipated to occur with the project (see discussion in **Section 1, Aesthetics**).

A number of mature trees are located on the site. Trees deemed to be significant by the City Forester have been preserved in place or proposed for relocation on the site, consistent with Policy P1-27, with the exception of one 18" oak tree proposed for removal. The relocation of two trees, and removal one tree has been approved by the City. For complete discussion on tree preservation, please see **Section IV. Biology**.

Policy P1-69 states: *[The City shall] Continue to control the scale and mass of both one and two story buildings through design review. Guidelines should retain design flexibility, should not be so restrictive that all buildings would look alike, and should recognize that in certain areas, the absence of setbacks is positive and contributes to the character of Carmel.*

Consistency: The project will be subject to design review to ensure the scale and mass of the proposed hotel will be consistent with the Commercial Design Guidelines. The project will therefore be consistent with this policy. For complete discussion on compatibility of the project with the Design Guidelines, please see **Section I. Aesthetics**.

Zoning Regulations

The following basic standards applicable to the project are addressed within Section 17.14 of the Zoning regulations:

17.14.100 – Basic Standard of Review

The basic standard of review in the commercial district is whether the project constitutes an improvement over existing conditions – not whether the project just meets minimum standards. Much of the existing site is underutilized as it is covered with an asphalt parking lot. The existing buildings are not considered historic resources and do not contribute significantly to the character of the downtown. The proposed project incorporates architectural styles more consistent with the character of the downtown and places the parking lot underground. Ultimately, the Planning Commission must determine if this standard of review is met.

17.14.130.A – *Building Coverage*

The maximum allowable building coverage permitted on the site is 80 percent. A maximum of 95 percent is allowable if an exception is granted by the City. The proposed building coverage is 78 percent, and therefore consistent with this requirement.

17.14.130.B – *Build-To Line*

The ground level façade of each building is required to be established on the property line or within two feet of this line for at least 70 percent of each street frontage of the building. All buildings on the project site propose setbacks meeting this requirement.

17.14.140.A – *Floor Area Ratio (FAR)*, 17.14.140.C – *Maximum Floor Area*, 17.14.140.D.2 – *Floor Area Bonus*

Two-story buildings in the Service Commercial zone may not exceed a site floor area ratio of 135 percent of the site area, nor a maximum individual structure floor area of 10,000 square feet. Projects providing an intra-block walkway may receive an FAR bonus of 10 percent. The project is eligible for this bonus, allowing for an FAR of up to 145 percent. This is above the proposed FAR of 142 percent, therefore, the project complies with the site FAR limit. The project also complies with the 10,000-foot-per-structure floor area limit, because no individual building structure exceeds 10,000 square feet.

17.14.150 – *Building Height*

Section 17.14.150.A limits buildings in the Service Commercial zone to a maximum of two stories above grade. Additionally, Section 17.14.150.B establishes contextual limitations on building height, stating, “The allowable maximum building height shall be determined primarily by the design context established by the prevailing heights of nearby structures facing the same street or intersection and within the same pedestrian field of view (i.e., generally, within 100 feet to either side of, or across the street from the proposed structure).” This section also establishes a maximum height of 30 feet, as measured from the top of the building roof. Design features such as towers, steeples and ornamentation may exceed this limit if they do not exceed 10 percent of the proposed building coverage, and if approved by the Planning Commission.

As discussed in **Section I, Aesthetics**, the project site is located within an eclectic architectural setting comprised of both one and two-story buildings. Although the specific height of the surrounding two story buildings within 100 feet of the project site is not known, the story poles installed at the project site indicated that the proposed hotel will be generally within the height envelope established by the existing buildings. Additionally, the proposed hotel buildings incorporate varied roof lines, setbacks, and wall articulation designed to break up the overall massing and rooflines. The project also incorporates tower elements in excess of 30 feet, which may be permitted to exceed the 30-foot height limit with Planning Commission approval. The project is therefore consistent with the height limits of the SC zone. For complete discussion on building massing, please see **Section I. Aesthetics**.

Based on the discussion above, impacts resulting from conflicts with existing plans, policies and regulations are anticipated to be **less than significant**.

X. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				■

Discussion: (A and B) There are no known mineral resources associated with the property. **No impacts** to mineral resources will occur. See previous Sections 8 (Project Description) and 9 (Surrounding land uses and setting) and Section 11 (Environmental Factors Potentially Affected), as well as the sources referenced.

X. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				■
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?		■		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			■	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		■		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■

Discussion: (A through D)

Existing Noise Environment

On-Site Sources of noise associated with the current motel use are generally related to automobiles and trucks accessing the site for ingress and egress. Noise can be caused by engine idling, opening and closing of vehicle doors in the parking area, and audible conversations in the parking area. Noise from service vehicles accessing the site may be especially prevalent for short periods of time, such as during refuse pickup and service. Since hotels have 24-hour access, noise may be particularly noticeable during late night and early morning hours when hotel guests may be entering or leaving their hotel rooms.

Most of this existing noise originates in the northern portion of the site, where primary vehicle access exists. Service vehicles generally enter and exit the site at the restricted access points at the southeast corner of the site, at the intersection of Mission Street and 5th Avenue.

Surrounding Uses Two hotels with exterior room access are located immediately across the street from the site, on San Carlos Street and Mission Street, respectively. A cottage hotel, also including a two-story multi-room building, immediately abuts the site to the north. Also immediately adjacent to the site is a multi-family residential property, comprised of a single-family residence and a multi-unit building behind. This multi-family property is the most noise sensitive of the surrounding land uses, and also likely experiences existing noise from the motel most directly. A gasoline service station, restaurant and office building are located across 5th Avenue to the south of the project. Noise source from these uses

are similar to those of the existing hotel, and generally associated with auto and pedestrian activity in the immediate vicinity.

Existing ambient noise levels on the site and immediate vicinity were measured as part of a noise and vibration impact analysis prepared for the project by AMBIENT Consulting on behalf of the City. Based on the measurements conducted, average daytime noise levels (in dBA) in the project area generally range from the mid-50's to the lower 60's. Due to decreased vehicle activity along area roadways, evening and nighttime traffic noise levels in the vicinity of the project site typically decrease by approximately 5 to 10 dBA, respectively. Intermittent noise levels associated with vehicle pass-bys reached levels of approximately 68-74 dBA.

Noise Standards

The General Plan Noise Element contains standards for acceptable exterior noise levels for the range of land uses within the City. Noise levels exceeding these standards generally justify implementation of noise reduction measures, such as sound walls, dual-pane glazing, and interior noise insulation. Acceptable noise levels for the following uses are relevant for this analysis:

Land Use Category	Normally Acceptable	Conditionally Acceptable
Residential – Low Density, Single Family, Duplex, Mobile Homes	< 60 CNEL	55-70 CNEL
Residential – Multi-Family	< 65 CNEL	60-70 CNEL
Transient Lodging – Motels, Hotels	< 65 CNEL	60-70 CNEL
Office Buildings, Commercial and Professional Businesses	< 70 CNEL	67-77 CNEL

As defined by the Noise Element, “Normally Acceptable” noise levels are considered satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. “Conditionally Acceptable” noise levels indicate that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features are included in the design.

Impacts

Noise generated by the proposed project would occur during short-term construction and long-term operation. A noise and vibration impact study was prepared for the project by AMBIENT Consulting, to assess the short and long-term impacts. The findings of the study are incorporated into the impact and mitigation discussion below.

Short-term Construction Noise

Onsite Construction Activities

The project applicants have estimated the following timeframes required for each phase of the construction of the project:

Phase	Time Required
Demolition of existing structures	1-2 Days
Excavation for underground parking structure	4-6 Weeks
Completion of underground parking structures	6-12 Weeks
Completion of building structures	6 Months
Interior Finishes	4-6 Months

Predicted noise levels for the primary construction phases and modeling assumptions are summarized in the table below. Based on the modeling conducted for the project noise analysis, average-hourly construction noise levels would range from approximately 85 to 90 dBA at 50 feet from the noise source, without noise control. The highest noise levels would be anticipated to occur during site demolition. Noise levels generated during building construction would be lower than those predicted to occur during the demolition and excavation phases. Actual noise levels would vary depending on the onsite activities being conducted, equipment used, distance, and shielding provided by intervening structures.

Predicted Construction Phase Noise Levels

Construction Phase	Noise Level at 50 feet (dBA)
Demolition	90.1
Excavation	86.9
Building Construction	85.2

Based on the measurements of existing noise levels in the vicinity of the project discussed above, it is anticipated that noise levels within 50 feet of the project boundaries, without mitigation, could be periodically increased by 30-35 decibels during the various construction phases of the project, representing a **potentially significant** short-term impact. To reduce noise impacts, the following mitigation measure shall be implemented:

MM 11-1 A construction-noise mitigation plan shall be prepared. The construction-noise mitigation plan shall be approved by the Director of Planning and Building and/or the City Building Official prior to issuance of construction/grading permits. To help ensure that all construction personnel are aware of and comply with the noise-reduction measures to be employed, the noise mitigation plan shall be included as an appendix to construction contracts issued for this project. Measures to be included in the construction-noise mitigation plan shall include, but are not limited to, the following:

Onsite Construction Activities

- In accordance with the municipal code, noise-generating construction activities shall be limited to between the hours of 8:00 a.m. and 6:30 p.m., Monday through Saturday.
- To the extent possible, construction equipment staging areas shall be located at the furthest distance possible from adjacent noise-sensitive land uses.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- Quieter equipment shall be used, to the extent practical. Newer equipment is generally quieter than old equipment due, in part, to technological advancements and the lack of worn, loose, or damaged components. Electric powered equipment is typically quieter than diesel-powered equipment, and hydraulic powered equipment is quieter than pneumatic power.
- When not in use, motorized construction equipment shall not be left idling for periods in excess of 5 minutes.
- Prior to issuance of demolition, grading and building permits, the applicant shall provide the City with the name and telephone number of the individual responsible for project construction noise management. An information sign shall be posted at the construction site entrance that identifies the permitted construction hours and provides a telephone number to call to receive information about the construction project and to report complaints regarding excessive noise levels. Signage shall also identify the telephone number of City enforcement staff to be contacted for noise-related complaints. The designated construction contact shall

record all noise complaints received and actions taken in response to the complaint, and submit this record to the City upon request.

- A temporary construction barrier shall be constructed to shield onsite noise-generating activities/equipment from direct public exposure. Per the City's Municipal Code, Section 15.08.250, the "design and location of the construction barrier shall be approved by the Director of Planning and Building and/or the Building Official, who shall also determine the length of time such fence may remain installed." Approval of proposed construction barriers shall be obtained from the City prior to issuance of construction/grading permits. Temporary barriers shall be constructed of acoustical curtains, 3/4-inch plywood, or other suitable material of equivalent utility and density. For large construction areas involving the use of heavy-duty equipment, such as onsite excavation activities, temporary barriers shall be constructed to a minimum height of 8 feet with no visible air gaps between construction panels or at the base of the barrier. If necessary, portable three-sided enclosures constructed to a minimum height of 4 feet may be used to shield the use of jackhammers and pavement breakers from nearby land uses.

The use of quieter equipment and equipment fitted with noise-control devices (i.e., intake and exhaust mufflers, engine shrouds) can reduce equipment noise levels by approximately 10 dBA (U.S. EPA 1971). The use of temporary sound barriers would reduce construction noise levels at ground-level receptor locations by approximately 5 to 10 dBA (FHWA 2006).

With the use of equipment noise-control devices and assuming a minimum noise-reduction of 5 dBA for the construction barrier, construction-generated noise levels associated with the primary construction phases would range from approximately 73 to 84 dBA at 50 feet. Further, implementation of the above mitigation measures would prohibit noise-generating activities from occurring during the more noise-sensitive periods of the day. With mitigation, construction activities would comply with the hourly limitations identified in the City's municipal code for construction-related activities. For these reasons and given that construction activities would be temporary and short-term, this impact would be considered *less-than-significant with mitigation incorporated*.

Haul-Trucks

Construction of the proposed project would require the excavation of approximately 16,800 cubic yards of soil to accommodate the proposed underground parking garage, as well as, the demolition of existing onsite structures. Excavated soil and demolition materials will be transported offsite along the proposed construction haul-truck route (refer to **Figure 2**). Maximum daily haul-truck trips would occur during the excavation phase, which would require approximately 33 truck trips per day, for a 45-day period along the haul-truck route, based on the construction schedule submitted by the project applicant.

Existing noise levels at specific points along the City-required haul truck route were measured as part of the noise study prepared for the project. Noise levels were found to range from the low 50s to approximately 60 dBA, and were generally associated with vehicle traffic along the route. According to the noise study, dump trucks (haul trucks) can generate up to 84 dBA at 50 feet from the source mitigation, resulting in an up to 24 dBA increase within the haul truck corridors during truck pass-bys. This increased noise would likely be a source of annoyance to residents and businesses along the haul truck route, and is considered a **potentially significant** short term impact. To reduce this impact, the following mitigation measure shall be implemented:

MM 11-2 The operation of haul trucks shall be in conformance with the following limitations:

- Haul trucks shall utilize designated haul-truck routes approved for use by the City's Community Planning and Building Department.
- Use of haul trucks shall be limited to between the hours of 8:00 a.m. and 6:30 p.m., Monday through Saturday.
- Haul trucks shall not be left idling at the project site for periods in excess of 5 minutes.

- To the extent possible, truck loading areas shall be located at the furthest distance possible from adjacent noise-sensitive land uses.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

Implementation of the above mitigation measures prohibit haul-truck travel along the proposed haul routes, from occurring during the more noise-sensitive periods of the day, and would ensure that interior residential streets serving neighborhoods in the City would not be used. Haul truck activity would also comply with the hourly limitations identified in the City's municipal code. For these reasons and given that haul truck noise impacts would be temporary and short-term, this impact would be considered *less-than-significant*, with mitigation incorporated.

Long-Term Operational Noise

Long-term noise related impacts associated with the proposed project would be associated with the operation of onsite equipment, such as waste compactors and building mechanical equipment, material unloading activities, the proposed vehicle parking garage, and increased vehicle traffic along area roadways. Noise-related impacts associated with onsite activities and offsite vehicle traffic is discussed in more detail, as follows:

Building Equipment, Maintenance & Service Activities

Onsite noise would be primarily associated with the occasional operation of waste compactors, the unloading of materials from delivery trucks, the operation of building mechanical equipment (i.e., HVAC systems and boilers), waste collection, and landscape maintenance activities. To prevent potential noise-related disturbances and sleep disruption to guests, hotels are typically designed to minimize operational noise levels by shielding or enclosing noise-generating equipment and activities. Based on the proposed site plan, waste compactors, waste collection, and material unloading areas would be enclosed and located within the basement level of the proposed hotel. Building mechanical equipment would also be enclosed within the interior of the building. Ventilation for interior mechanical rooms would be provided at various rooftop locations, which would be shielded from direct line-of-sight of nearby land uses by a parapet that would extend around the perimeter of the proposed hotel. Based on a review of the proposed site plans, no major stationary noise sources were identified within the exterior areas of the proposed hotel.

Existing delivery truck unloading and waste-collection activities currently occur within unenclosed exterior areas of the existing hotel. Given that these activities, as currently proposed, would be enclosed within the interior of the proposed hotel, the proposed project would not be anticipated to result in a significant increase in ambient noise levels associated with material deliveries and waste collection activities, as perceived at nearby noise-sensitive land uses. Likewise, because building mechanical equipment would be enclosed within the interior of the proposed hotel, significant increases in exterior ambient noise levels associated with the use of building mechanical equipment would not be anticipated to occur.

Exterior landscape maintenance activities may result in significant increases in ambient noise levels. Activities occurring during the more noise-sensitive nighttime hours are of particular concern given the potential for increased levels of annoyance and sleep disruption. The proposed project does not identify hourly restrictions associated with onsite landscape maintenance activities. In the event activities were to occur during the more noise-sensitive nighttime hours, significant increases in ambient noise levels could potentially occur. As a result, noise generated by onsite landscape maintenance activities would be considered *potentially significant*. To minimize this potential impact, the following mitigation measure shall be implemented:

MM 11-3 Onsite landscape maintenance activities shall be limited to between the hours of 8:00 a.m. and 6:30 p.m., Monday through Saturday. The use of gas-powered leaf blowers shall be prohibited.

Onsite Vehicle Parking

Existing onsite parking spaces currently total 42 at-grade vehicle parking spaces, dispersed throughout the project site. A majority of the onsite parking is located within the southeastern portion of the project site, within line-of-sight of nearby existing hotel and residential land uses.

The proposed project would include a subterranean parking garage, consisting of 66 vehicle parking spaces. In comparison to existing conditions, the proposed parking garage would increase onsite parking capacity by 24 parking spaces. Given that the parking areas are proposed to be located below grade within the enclosed basement parking structure, noticeable increases in exterior ambient noise levels associated with onsite vehicle parking activities would not be anticipated to occur. As a result, noise generated by onsite vehicle parking activities would be considered *less than significant*.

Site Access

Existing site access is currently provided at four locations, with primary site access located near the northern boundaries of the project site, off San Carlos and Mission streets. Existing secondary site access, which is used predominantly for service vehicles, is also located at restricted access points at the southeast corner of the site, off Mission Street and 5th Avenue. With project implementation, site access would be centralized at one location near the northern boundary of the project site, off San Carlos Street. An ingress and egress driveway at this would provide access to the proposed subterranean parking garage, similar to the existing motel access. Existing vehicle traffic volumes on adjacent roadway segments average several hundred vehicles per day. Noise associated with vehicles accessing the project site, as perceived at nearby land uses, would be largely masked by roadway traffic noise emanating from adjacent roadways. For this reason, and given that the proposed project would access points located nearest existing residential land uses located adjacent to and east of the project site, noticeable increases in ambient noise levels associated vehicle access to the project site would be considered *less than significant*.

Offsite Vehicle Traffic

Given that the proposed hotel would include the same number of rooms as the existing motel, overall vehicle-trip generation associated with the proposed project would be similar to existing conditions. However, changes in site access would be anticipated to result in a slight increase in vehicle traffic at the project site's main entrance, which is located along the western site boundary off San Carlos Street. Typically, a doubling of vehicle traffic would be required before a noticeable increase (i.e., 3 dBA, or greater) in ambient noise levels would occur. However, implementation of the proposed project would not result in a doubling of vehicle traffic on area roadways, nor would ambient noise levels at nearby existing land uses be projected to exceed the City's noise criteria for land use compatibility with project implementation. The closure of existing site access located along Mission Street could potentially result in slight decreases in vehicle traffic and associated traffic noise levels at nearby existing residential dwellings located along Mission Street. For these reasons, long-term increases in traffic noise attributable to the proposed project would be considered *less than significant*.

The project also proposes to include an intra-block walkway combined with a paved outdoor plaza area. This area has the potential to be utilized for outdoor events, which could be disruptive to the abutting residential use during normal sleeping hours. The City Municipal Code contains the following provisions, which will be applicable to the project; therefore, noise impacts associated with events at the hotel are expected to be **less than significant**:

8.56.090 Residential Units in Commercial District.

Noise generated by or from business operations or about business premises, between the hours of 11:00 p.m. and 8:00 a.m., which noise can be heard inside apartments, condominiums, or other residential units and is of a character which prevents a reasonable person of normal sensitiveness from quietly enjoying the premises, including sleeping therein, is deemed to be Class D noise and is prohibited.

E-F) The project is not located within the vicinity of a private air strip, and will not result in additional air traffic; therefore, no impacts associated with aviation noise are expected.

XII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				■
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■

Discussion: (A through C)

The project involves the demolition of an existing motel and construction of a new hotel within the existing site boundaries. No housing units are associated with the project, and no additional infrastructure is required which could potentially facilitate an increase in the population of the City. **No impacts** associated with population and housing will therefore occur. See previous Sections 8 (Project Description) and 9 (Surrounding land uses and setting) and Section 11 (Environmental Factors Potentially Affected), as well as the sources referenced.

XIII. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 public services:				
Fire protection?				■
Police protection?				■
Schools?				■
Parks?				■
Roads?				■
Other public facilities?				■

Discussion:

The project involves the demolition of an existing motel and construction of a new hotel within the existing site boundaries. The project will not result in an increase in visitor serving facilities at the project site, but not in an increase in such facilities within the City overall, because no net increase in overall

guest rooms will result. **No impacts** associated with an increase in demand for public services are therefore anticipated. See previous Sections 8 (Project Description) and 9 (Surrounding land uses and setting) and Section 11 (Environmental Factors Potentially Affected), as well as the sources referenced.

XIV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				■

Discussion: (A and B)

The proposed number of hotel rooms will not result in a change in the existing number of motel rooms on site; since there is not a net increase in the number of rooms, the project will not result in increase usage of existing park and recreation facilities both within the City and surrounding area typically visited by tourists. Because the no overall net increase in guestrooms within the City will result from the project. **No impact** to recreation facilities and services will occur. See previous Sections 8 (Project Description) and 9 (Surrounding land uses and setting) and Section 11 (Environmental Factors Potentially Affected), as well as the sources referenced.

XV. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			■	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			■	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				■

e) Result in inadequate emergency access?				■
f) Result in inadequate parking capacity?			■	
g) Conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			■	

Discussion: (A and B)

Existing motel vehicle traffic is primarily generated by motel guests accessing the site, and by patrons of the existing restaurant. The proposed hotel project will not result in an increase in the number of guest rooms on-site, therefore, the amount of vehicle traffic attributable to guest room occupancy is not anticipated to change significantly as a result of the project. The proposed hotel will, however, include dedicated areas for services not currently provided by the motel, including a day spa, increased meeting space, and a small amount of specialty retail space within the hotel courtyard. These facilities would be available for use by the general public in addition to hotel guests; however, they are ancillary to the primary hotel use, and therefore expected to be used primarily by guests of the hotel. Nonetheless, a small amount of additional traffic would be attributable to these uses. This additional traffic, however, would be off-set by reduced traffic generated by the proposed tapas bar and lounge compared to that of the existing, full service restaurant on site, which is substantially larger in size and seating capacity to the proposed, limited service tapas lounge. Project impacts associated with changes in traffic generation are therefore anticipated to be **less than significant**.

C) The project will not affect air traffic patterns; therefore, no air traffic impacts will occur.

D-E) Site Access

The project will result in the reduction of the number of access points from four to one, resulting in changes to the number of vehicles accessing the project driveway, potentially causing traffic conflicts and/or delays. The existing motel property is accessed by four ingress / egress driveways, leading to common surface parking areas on-site. Two of these driveways serve as the primary vehicle access points to the site, and are located at the northwest and northeast corners of the site, respectively. The other two access driveways, located at the southeast corner of the project site, are presently chained off to regular vehicle access, and are used only for delivery and emergency access.

The proposed entry access driveway will remain at the existing driveway location at the northwest corner of the site, but will lead to an underground parking garage instead of a surface parking lot. No other vehicle driveways are proposed for the project. Because the net increase in the number of vehicle trips is not projected to increase substantially, and no existing driveway / street vehicle conflicts are presently apparent, no new potential conflicts are anticipated with the project. Further, all design specifications will adhere to required emergency provisions and access included in the City of Carmel Municipal Code. For these reasons, potential conflicts and/or delays associated with the changes to vehicle access are anticipated be **less than significant**.

Site Access – Construction Phase

The project site will be accessed by construction equipment and vehicles, such as loaders, delivery trucks, and haul trucks, during the construction phase of the project. These vehicles could conflict with normal daily traffic in the downtown core area of the City. Further, maximum daily haul-truck trips would occur during the excavation phase, which would require approximately 33 truck trips per day, for a 45-day period along the haul-truck route, based on the construction schedule submitted by the project applicant. Haul truck and heavy construction traffic has the potential to conflict with normal daily traffic, particularly within the downtown Carmel area, which is characterized by narrow streets and short, but frequent traffic delays resulting from drivers maneuvering to parallel park, and significant pedestrian traffic. These traffic conflicts will be addressed, however, by **MM 11-2**, requiring haul truck traffic to utilize a specific truck route designed to minimize potential conflicts. With implementation of this

mitigation measure, potential impacts associated with construction vehicle and daily traffic conflicts will be **less than significant**.

F) Parking Capacity

Development Phase Parking

The project will result in the temporary unavailability of existing on-street parking spaces. Much of the available parking for commercial uses in the downtown core area is provided on-street, as opposed to on-site. The on-street parking spaces abutting the project site on Mission Street, 5th Avenue, and San Carlos Street will be unavailable during the development phase of the hotel, and may result in a temporary, localized shortage of convenient parking for the immediately surrounding businesses.

Parking for construction workers during the early development phase of the project is proposed to be located at Rio Park behind the Carmel Mission to minimize off-site parking impacts from the development phase of the project. Once the parking garage is completed, staging may take place onsite. Given the temporary nature of construction-related parking impacts, these impacts are considered to be **less than significant**.

Operation Phase Parking

The project will result in the demand for on-site vehicle parking. Section 10.27.08 of the City of Carmel Municipal Code requires one parking space per room for hotel/motel uses. In addition, seven spaces will be required for the spa and tapas bar use, resulting in a total parking requirement of 58 spaces. The project will provide 66 parking spaces. Because the proposed project will supply 14 additional spaces above the number of spaces required by code, **no on-site parking impacts** are anticipated. It should also be noted that the elimination of three existing driveway access points will allow for additional street parking.

G) Alternative Transportation

The project does not involve the removal of any existing fixed route MST bus stops. The project will also be required to comply with City regulations concerning inclusion of alternative transportation support facilities and equipment, such as bike racks. A **less than significant impact** to alternative transportation is therefore anticipated.

XVI. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			■	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing significant environmental effects?			■	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			■	
e) Result in a determination by the wastewater treatment provider that serves, or may serve, the project that it has inadequate capacity to serve the			■	

XVI. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
project's projected demand in addition to the provider's existing commitments?				
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			■	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			■	

Discussion: (A through G)

All required utility and service systems exist and have adequate capacity to serve development of the property with the proposed hotel project.

Water supplies on the Monterey Peninsula are highly constrained and City ordinances require that any development be limited to using only the amount of water already established by past use as determined by the Monterey Peninsula Water Management District. The existing water credits available to the property are 6.74 acre feet annually (AFA) based on the existing hotel and restaurant use, as documented by the MPWMD. The project will be required through a standard building permit process to show that these water credits will not be exceeded by the new project, prior to issuance of building permits. It is anticipated that water savings will be achieved through installation of water saving devices, such as low-flow showerheads and toilets, thereby preventing the expanded hotel from consuming additional water over the existing use. As such, no additional water entitlements will be necessary.

City policies in the Local Coastal Land Use Plan require that runoff water generated on-site be retained and percolated into the soils to the maximum extent feasible. For additional discussion on this topic, see **Section VIII Hydrology and Water Quality**.

The potential impacts on utilities and service systems will therefore not occur or be **less than significant**.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			■	
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			■	
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			■	

Discussion: (A through C).

The proposed project involves the demolition of an existing, 42-room hotel and the construction of a new, 42-room hotel.

This Initial Study identifies the potential for impacts in every category except Agriculture, Mineral Resources, Population/Housing, Public Services, Recreation, and Utilities/Service Systems. In some cases the identified potential impacts are **potentially significant unless mitigated**. These categories include Aesthetics, Air Quality, Biology, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, and Transportation/Traffic. In each case, the potential impacts in these areas are either **less than significant** or can be mitigated to this level. Because the impacts identified are relatively minor in nature, and because the project involves the replacement of an existing and operational hotel use, no cumulative impacts are anticipated for this project.

14. References

- Project Plans Dated 10/24/08, Revision 4 July 2009, Eric Miller Architects, Inc.
- City of Carmel-by-the-Sea, General Plan and Coastal Land Use Plan, adopted June 3, 2003
- City of Carmel-by-the-Sea, Municipal Code
- City of Carmel-by-the-Sea, Commercial Design Guidelines, January 2000
- City of Carmel-by-the-Sea, Notice of Ineligibility for the Carmel Historic Resources Inventory, September 1, 2006
- AMBIENT Consulting, Noise and Vibration Impact Assessment for Carmel Sands Hotel Redevelopment Project, October, 2009
- David B. Teas, City Forester, Arborist Report, June 2007
- City of Carmel-by-the-Sea, Significant Tree Evaluation Worksheet, June 6, 2007
- City of Carmel-by-the-Sea, Forest and Beach Commission, tree removal and replacement approval, November 8, 2008
- David C. How, Harry N. How II., Applicants. Letter to Sean Conroy, Building and Planning Services Manager, July 29, 2008
- Jean Getchell, Supervising Planner, Planning and Air Monitoring Division, MBUAPCD. Consistency Determination for Sixteen New Rooms for Carmel Sands Motel, October 21, 2008
- David C. How, LEED for New Construction Registered Project Checklist (Draft), May 2008
- Governor of the State of California, Executive Order S-3-05, June 1, 2005
- Geocon Consultants, Inc., Phase I Environmental Assessment, November 2006.
- Jacobs, Raas & Associates, Consulting Geotechnical Engineers, Soil Investigation for Carmel Sands Development, August 10, 1987.

15. Preparers of the Initial Study

Lead Agency

City of Carmel-by-the-Sea
P.O. Drawer G
Carmel-by-the-Sea, CA 93921

Attachments:

- Figure 1 – Regional Location Map
- Figure 2 – Project Location Map
- Figure 3 – Project Plans and Exhibits
- Figure 4 – Excavation Haul Truck Route

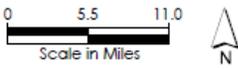
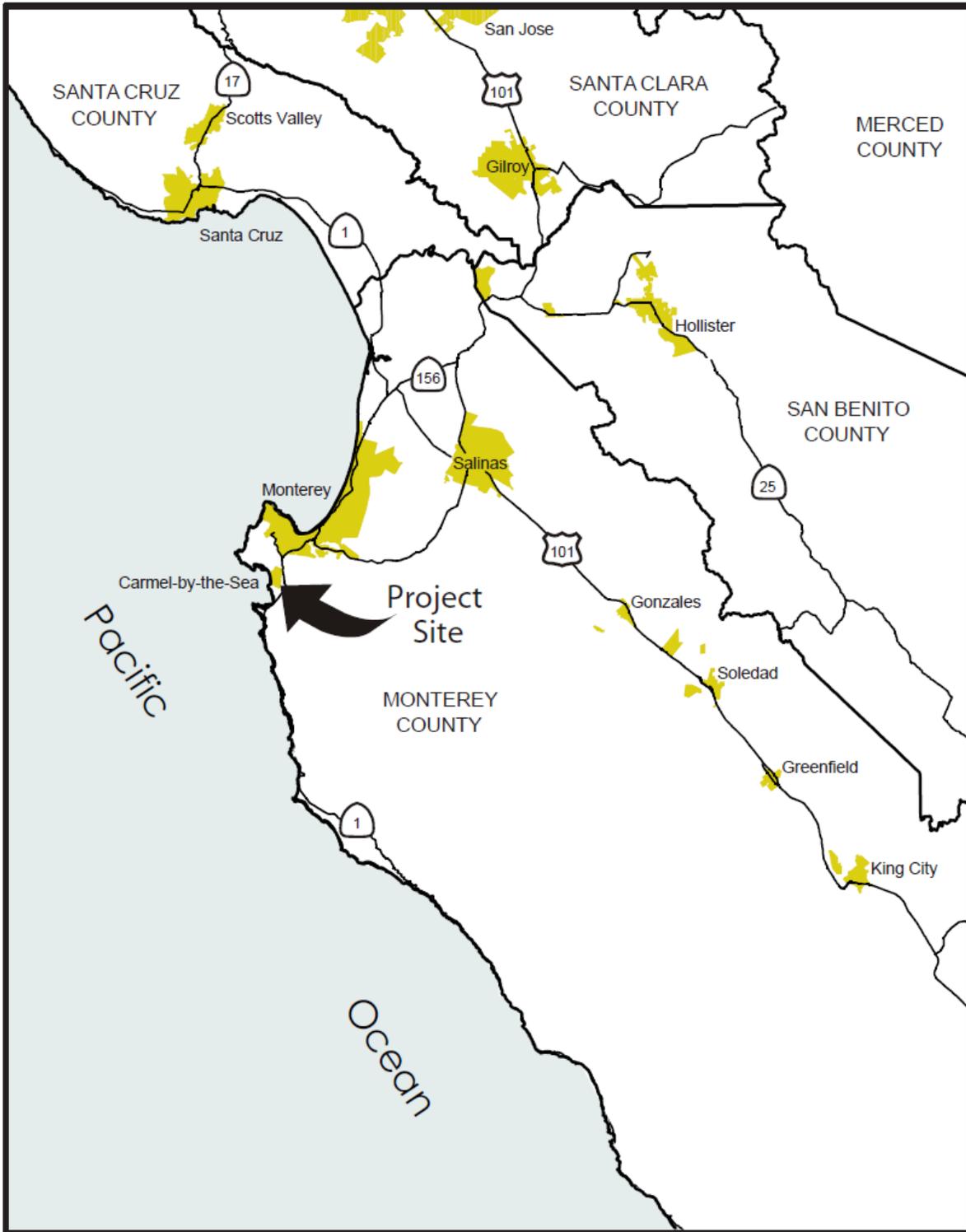


Figure 1
Regional Location



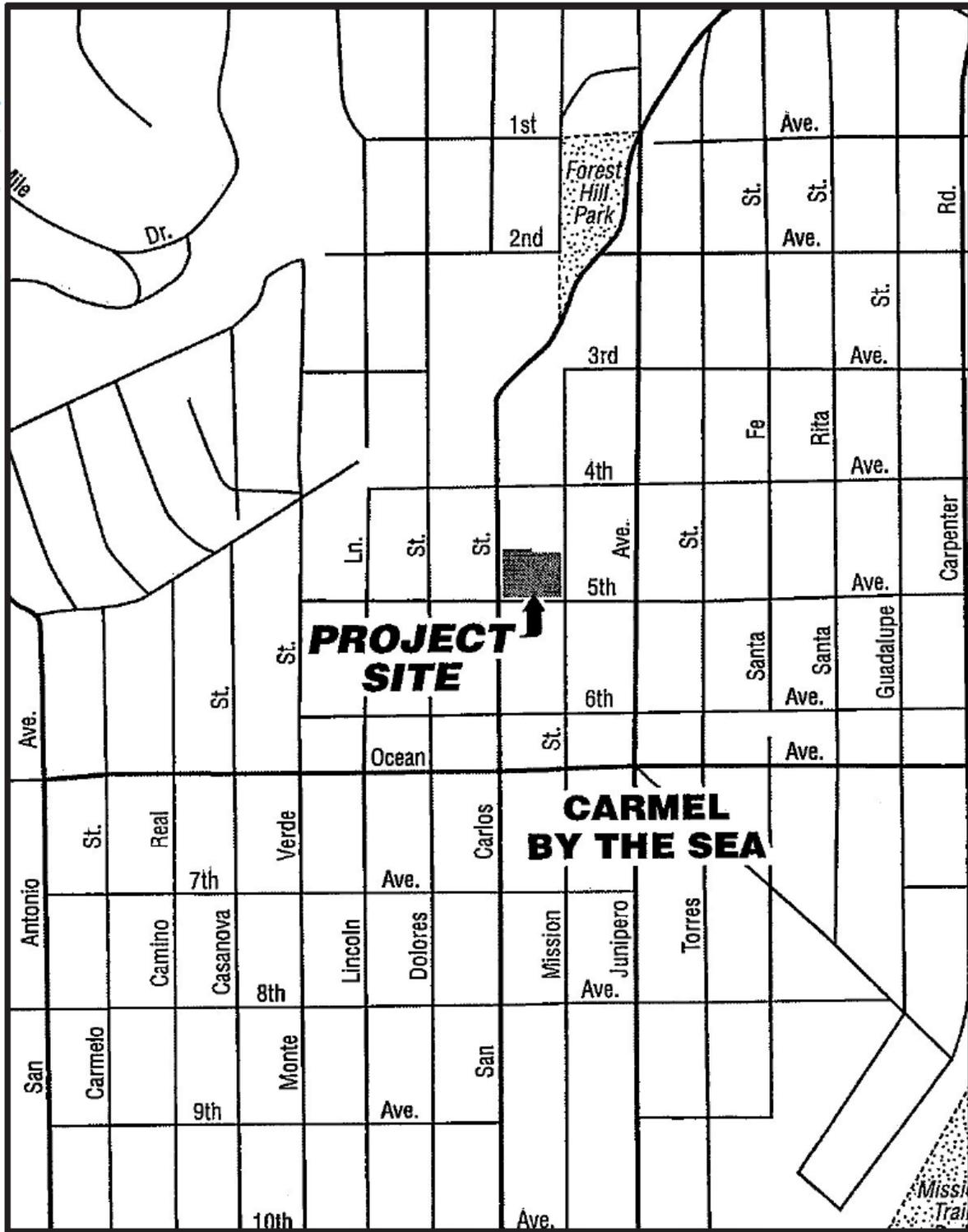
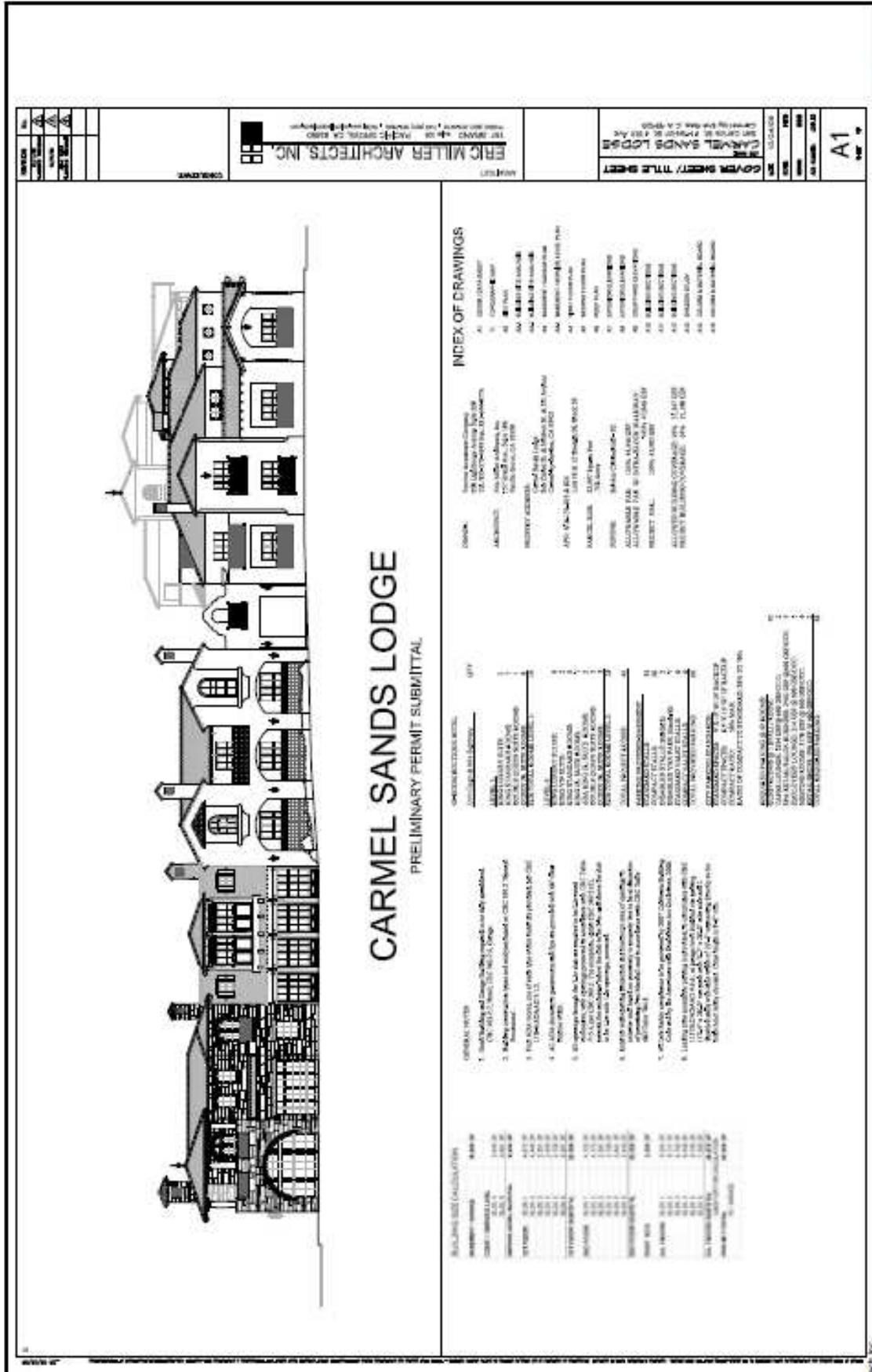


Figure 2
Project Location





CARMEL SANDS LODGE

PRELIMINARY PERMIT SUBMITTAL

REVISIONS NO. DATE BY		CONTRACTOR ERIC MILLER ARCHITECTS, INC. 1000 W. BROADWAY, SUITE 200 CARMEL, CA 95008	OWNER CARMEL SANDS LODGE 1000 W. BROADWAY, SUITE 200 CARMEL, CA 95008	DATE 11/2/09	SCALE AS SHOWN
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INDEX OF DRAWINGS

NO.	DESCRIPTION
01	GENERAL NOTES
02	FOUNDATION
03	FLOOR PLAN
04	SECTION
05	EXTERIOR FINISHES
06	MECHANICAL
07	ELECTRICAL
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OVERSIGHT AND CONTROL

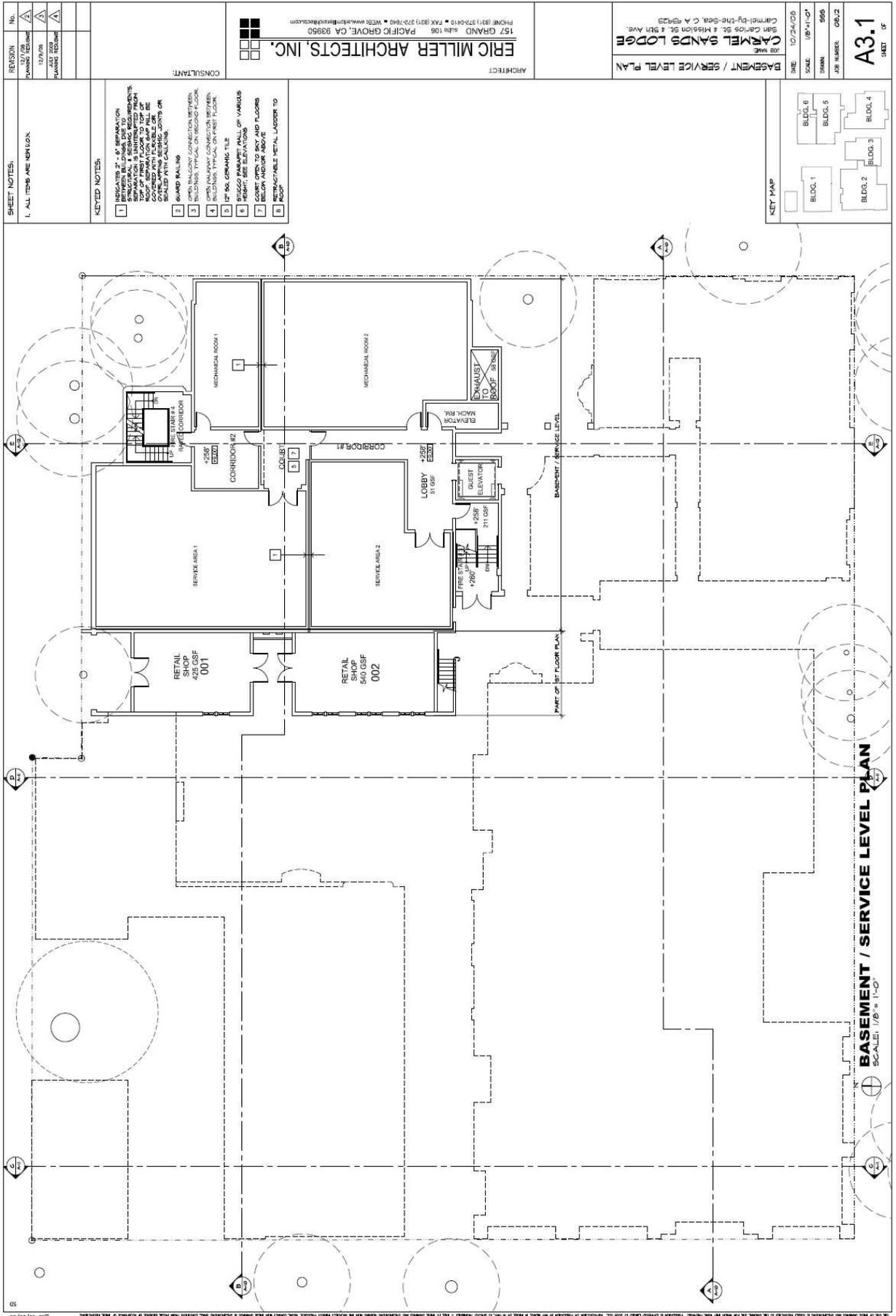
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100	CONTRACT ADMINISTRATION	11/2/09

- ### GENERAL NOTES
1. Read all drawings and specifications carefully and completely.
 2. All work shall be in accordance with the City of Carmel Building Code, Ordinance 1100, as amended.
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BILLING AND CALCULATION

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1	FOUNDATION	11/2/09
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100	CONTRACT ADMINISTRATION	11/2/09

Figure 3
Plans and Exhibits
PMC



REVISION	No.
PLANNED / RESUBMIT	12/7/08
PLANNED / REVISION	A
PLANNED / REVISION	A

CONSULTANT:
 157 GRAND PACIFIC GROVE, CA 93950
 PHONE (831) 372-0110 FAX (831) 372-7849 WEB www.ericmillerarchitects.com

ARCHITECT:
ERIC MILLER ARCHITECTS, INC.

CARMEL SANDS LODGE
 850 CARMEL BY THE SEA, CA 93923

BASEMENT / GARAGE PLAN
 DATE: 10/24/08
 SHEET: 108 OF 107
 JOB NUMBER: 091.2

A3
 SHEET OF

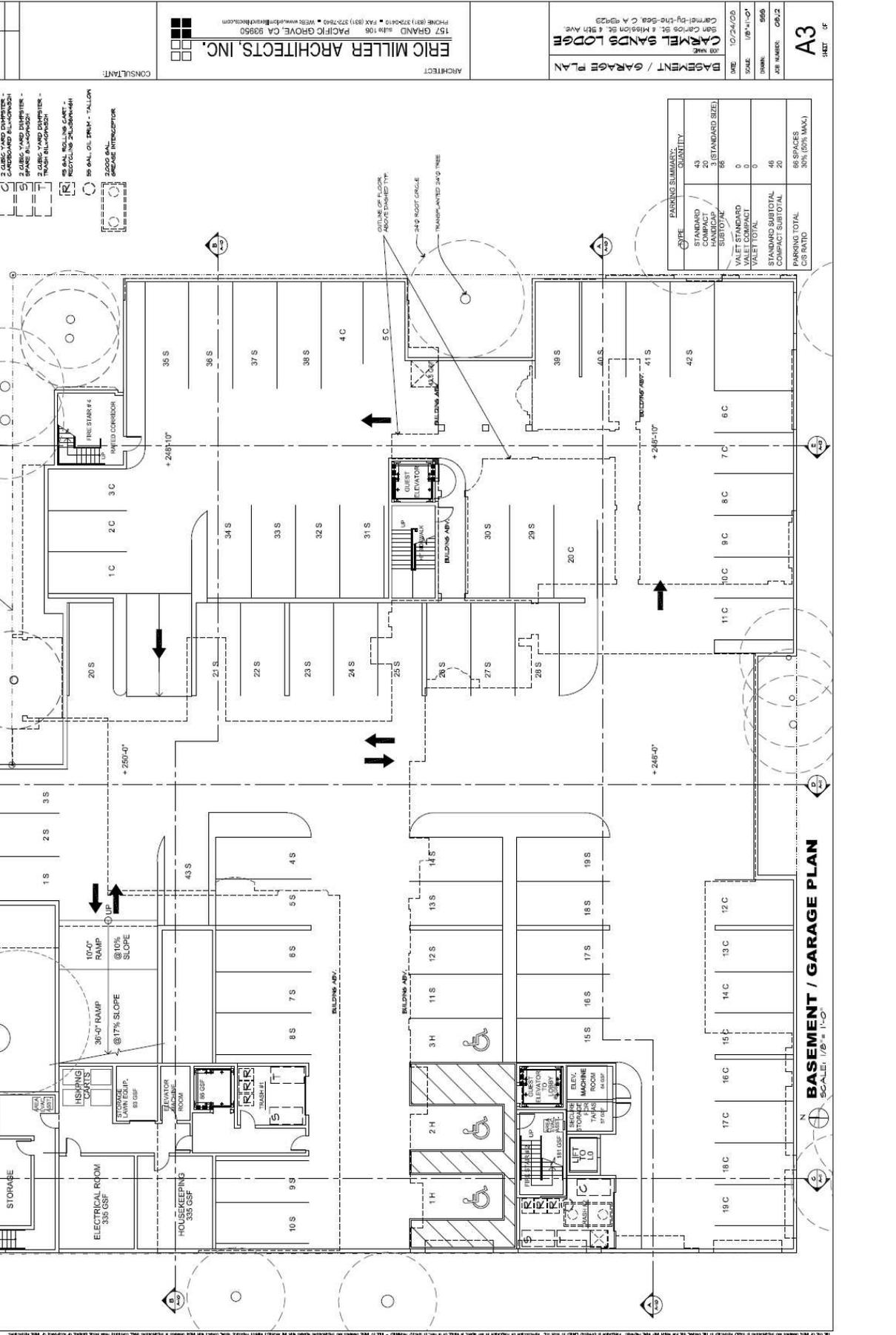
LEGEND:
 TRASH COMPACTOR
 2 CUBIC YARD COMPACTOR - CARBONADO BUILDING
 2 CUBIC YARD COMPACTOR - TRASH BUILDING
 2 CUBIC YARD COMPACTOR - TRASH BUILDING
 55 GAL. OIL DRUM - TAILOR
 2000 GAL. FUEL OIL INTERLOCK

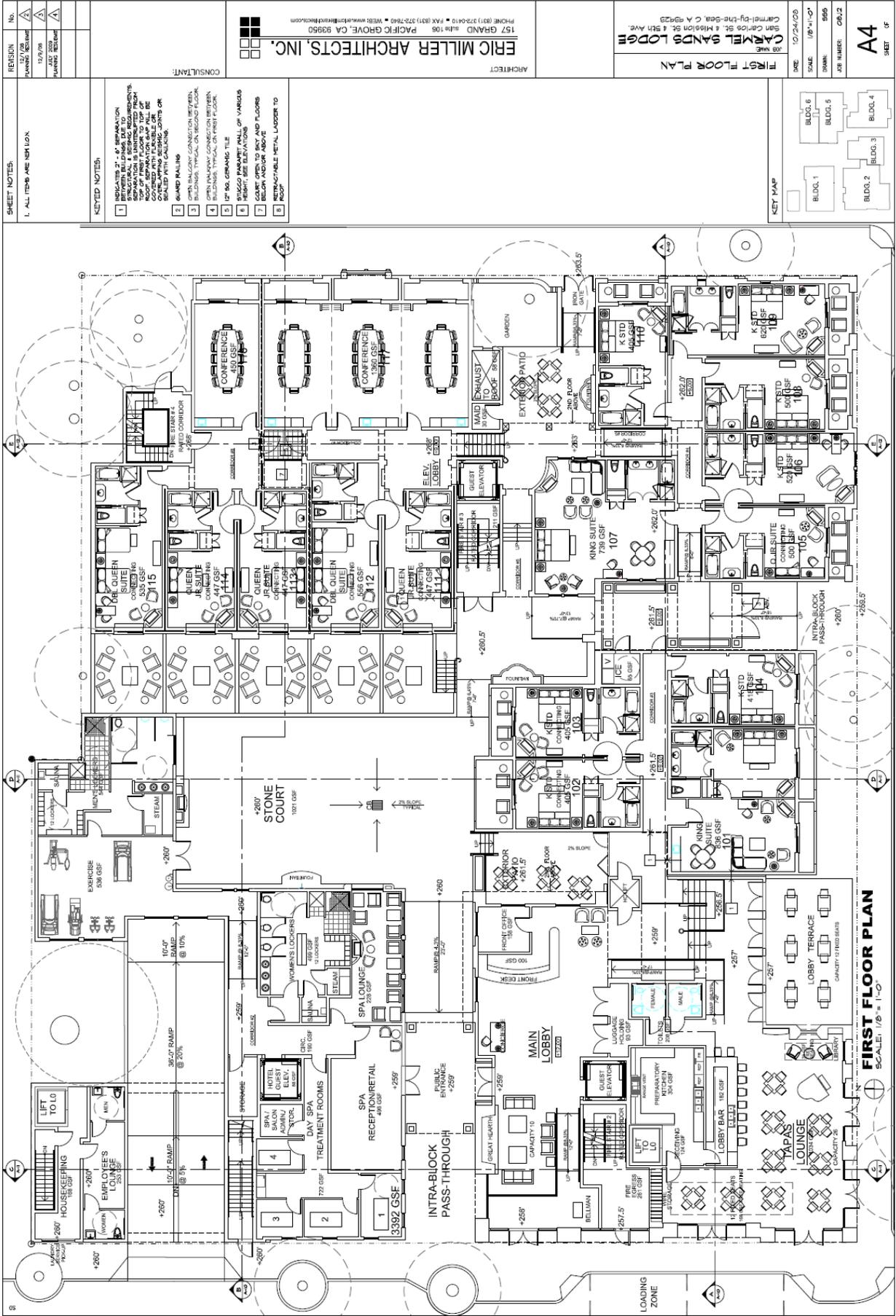
TYPE	QUANTITY
STANDARD	43
COMPACT	3
VALET TOTAL	46
STANDARD SUBTOTAL	46
COMPACT SUBTOTAL	0
PARKING TOTAL	46 SPACES
C/S RATIO	30% (50% MAX)

PROPERTY LINE (TYP)
 10'-0" RAMP @10% SLOPE
 36'-0" RAMP @17% SLOPE
 10'-0" RAMP @10% SLOPE
 UP
 DOWN

BASEMENT / GARAGE PLAN
 SCALE: 1/8" = 1'-0"

10/6/08 05





REVISION

No.	REVISION
1	12/10/08
2	12/17/08
3	12/23/08
4	12/23/08
5	12/23/08
6	12/23/08
7	12/23/08
8	12/23/08

KEYED NOTES:

1. ALL ITDS ARE 1/8" DIA.

KEYED NOTES:

1. MINIMUM 1" x 4" SEPARATION BETWEEN BUILDINGS. SEE TO BE MAINTAINED THROUGHOUT. SEPARATION IS MAINTAINED FROM EXTERIOR PATIO TO EXTERIOR PATIO. EXTERIOR PATIO TO EXTERIOR PATIO. EXTERIOR PATIO TO EXTERIOR PATIO. EXTERIOR PATIO TO EXTERIOR PATIO.
2. GARDEN RAILING
3. OPEN RAILWAY CONNECTION BETWEEN BUILDINGS. TYPICAL ON FIRST FLOOR.
4. 12" x 12" x 1/2" GRANITE TILE
5. STUCCO PARAMOUNT WALL OF VARIOUS HEIGHTS. SEE ELEVATIONS
6. STUCCO PARAMOUNT WALL OF VARIOUS HEIGHTS. SEE ELEVATIONS
7. STUCCO PARAMOUNT WALL OF VARIOUS HEIGHTS. SEE ELEVATIONS
8. RETRACTABLE METAL LADDER TO ROOF

CONSULTANT:

ERIC MILLER ARCHITECTS, INC.
 157 GRAND AVENUE, SUITE 108
 PACIFIC GROVE, CA 93950
 PHONE (805) 372-0410 FAX (805) 372-7840
 WWW.ERICMILLERARCHITECTS.COM

ARCHITECT:

ERIC MILLER ARCHITECTS, INC.

PROJECT:

CARMEL SANDS LODGE
 157 GRAND AVENUE, SUITE 108
 PACIFIC GROVE, CA 93950

DATE: 12/23/08
SCALE: 1/8" = 1'-0"
DRAWN: 9995
CHECKED: 9995
DATE NUMBER: 08/2

SHEET: A4
OF: 17

KEY MAP

BLDG. 1
 BLDG. 2
 BLDG. 3
 BLDG. 4
 BLDG. 5
 BLDG. 6

SCALE: 1/8" = 1'-0"

LOADING ZONE

STONE COURT

EXERCISE

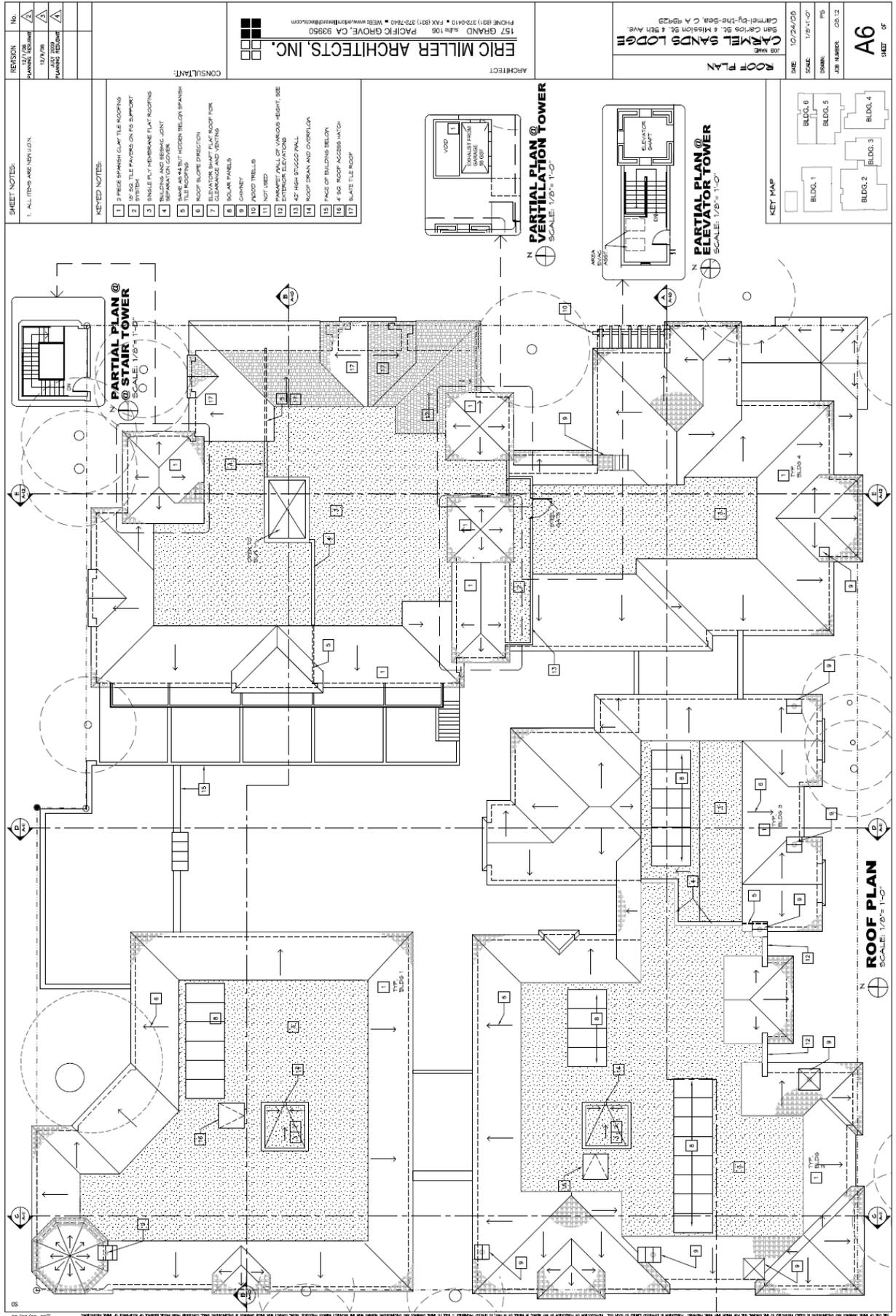
HOUSEKEEPING

RECEPTION

SPA

CONFERENCE

QUEEN SUITE



SHEET NOTES:
1. ALL ITEMS ARE IN PLACE.

- KEYNOTES:**
- 1 2 PIGE SPANISH CLAY TILE ROOFING
 - 2 1/2" x 1/2" x 1/2" TILE PAVING ON FS SUPPORT
 - 3 SINGLE PLY MEMBRANE FLAT ROOFING
 - 4 BUILDING AND REMAINING GUTS
 - 5 REPAIRATION COVER
 - 6 SAME AS 4 BUT HIDDEN BELOW SPANISH TILE ROOFING
 - 7 ROOF SLOPE DIRECTION
 - 8 SOLAR PANELS
 - 9 GANNET
 - 10 FOOD WELLS
 - 11 NOT USED
 - 12 PRIMARY WALL OF VARIOUS HEIGHT, USE EXTERIOR ELEVATIONS
 - 13 42" HIGH STUCCO WALL
 - 14 ROOF DRAIN AND OVERFLOW
 - 15 FACE OF BUILDING BELOW
 - 16 4" x 8" ROOF ACCESS HATCH
 - 17 SLATE TILE ROOF

REVISION

No.	REVISION
1	PLANNING REVISION
2	12/9/09
3	PLANNING REVISION
4	PLANNING REVISION

CONSULTANT:

ERIC MILLER ARCHITECTS, INC.
157 GRAND PACIFIC GROVE, CA 93950
PHONE (831) 372-6110 • FAX (831) 372-7840 • WEB: WWW.ERICMILLERARCHITECTS.COM

ARCHITECT:

CARMEL SANDS LODGE
Carmel-by-the-Sea, CA 93923
555 California St. & Mission St. & 5th Ave.
DATE: 10/24/09
SCALE: 1/8" = 1'-0"
DRAWN: PVS
JOB NUMBER: 0512

KEY MAP

BLDG. 1
BLDG. 2
BLDG. 3
BLDG. 4
BLDG. 5
BLDG. 6

PARTIAL PLAN @ STAIR TOWER
SCALE: 1/8" = 1'-0"

PARTIAL PLAN @ VENTILATION TOWER
SCALE: 1/8" = 1'-0"

PARTIAL PLAN @ ELEVATOR TOWER
SCALE: 1/8" = 1'-0"

ROOF PLAN
SCALE: 1/8" = 1'-0"

A6
SHEET 05

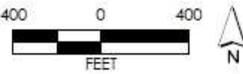


Figure 4
Excavation Haul Truck Route



Mitigated Negative Declaration

Date:

Notice: PURSUANT TO THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA - PUBLIC RESOURCES CODE, SECTIONS 21100 ET. SECTIONS 21100 ET. SEQ.), THE CITY OF CARMEL-BY-THE-SEA HAS DETERMINED THAT THE PROJECT REFERENCED HEREINAFTER WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

Project Title: Carmel Sands Hotel Redevelopment Project

Applicant Name/Address: Carmel Sands Lodge Partners LLC
650 Lighthouse Avenue, Suite 260
Pacific Grove, CA 93950-2673

Project Location/Area: The property is located at the northeast corner of 5th Avenue and San Carlos Street, and is bounded by Mission Street to the east. **Figure 1** illustrates Carmel-by-the-Sea's regional location. **Figure 2** illustrates the project location. Figures are attached to the Initial Study.

Project Description: The project includes demolition of an existing, 20,780 square-foot, 42-room motel, including a full-service restaurant/banquet space (approximately 3,500 square feet), and construction of a new 46,978 square foot, 42-room hotel, including a tapas bar (1,034 square feet), a day spa with four to five treatment rooms, meeting rooms (3,170 square feet), and retail space (1,400 square feet). The hotel development will be comprised of six buildings, ranging in size from 4,742 to 9,717 square feet. A 66-space subterranean parking garage (16,800 cubic yards required for excavation), as well as an interior courtyard with intra-block pass-through to surrounding public sidewalks. One oak tree classified as "significant" by the City Forester is proposed for removal and two "significant" oak trees are proposed to be relocated on-site.

A copy of the Initial Study, documenting reasons to support the findings that said project will not have significant effect on the environment, is attached hereto for public review.

An environmental impact report is not proposed for this project.

RESPONSIBLE OFFICIAL - Sean Conroy, Building and Planning Services Manager
TELEPHONE NUMBER - 831-620-2010