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FINAL BACKGROUND REPORT

PACIFIC GROVE LOCAL COASTAL PROGRAM UPDATE

PREPARED FOR
City of Pacific Grove

January 12, 2015

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A LAND USE PLANNING & DESIGN FIRM

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INTRODUCTION

I.1 LOCAL COASTAL PROGRAM UPDATE SUMMARY

A local coastal program (LCP) is a basic planning tool used by local governments in partnership with the California Coastal Commission (“coastal commission”) to guide development in the coastal zone. An LCP consists of a local government’s land use plan (LUP) and implementation plan (IP) (e.g. zoning ordinances, zoning district maps, etc.) that implement the provisions and policies of the LCP. The City of Pacific Grove (“city”) began the process of preparing its LCP for its coastal zone more than 35 years ago. Due to unique characteristics of the various areas along the city’s coast, the Pacific Grove coastal zone was broken down into seven “planning areas” which are listed at the end of this section in [Table 1-1, Pacific Grove Coastal Zone Planning Areas](#). See [Figure 1-1, Location Map](#), for the city’s location and [Figure 1-2, Coastal Zone and Planning Areas](#), presented at the end of this section, for identification of the city’s coastal zone and coastal zone planning areas.

Each of the planning areas listed in [Table 1-1](#) are described in detail in [Section 3, Coastal Resources](#), of this background report. On December 15, 1988, the coastal commission certified the City of Pacific Grove LUP for its entire 458-acre coastal zone. Although the city has a certified LUP, the second component of the LCP, the IP, was never certified and thus LCP process is incomplete.

The city has been operating with one half of the required LCP for almost 25 years. The coastal commission discourages a piecemeal approach to managing coastal resources, which is why the Coastal Act requires each coastal city and county to prepare an LCP. Pacific Grove is undertaking the LCP update with the support of the coastal commission, which awarded about \$145,000 in grant funding towards the effort in the spring of 2014. About 72 percent of the 128 LCP segments of the 76 coastal jurisdictions have certified LCPs and are issuing Coastal Development Permits (CDPs). Because coastal resources vary from one community to the next,

1.0 INTRODUCTION

1.1 LOCAL COASTAL PROGRAM UPDATE SUMMARY

local context reflected in local policies and implementation measures is important. Implementing ordinances will increase opportunities for public participation by the creation of local review opportunities and public hearings, provide consistent policy implementation procedures, increase administrative efficiency, and reduce procedural uncertainty.

The LUP contains written policies that provide direction for decision-makers, property owners, and the public regarding the types and intensities of land uses that are most suited to each coastal area. The LUP also includes significant planning data and background analyses that support the LUP policies. In a general sense, conditions within much of the city's coastal zone have remained relatively unchanged since 1989. However, an assessment of current conditions to reflect relevant circumstances and new scientific information, including our new understanding of climate change, is necessary to update the LUP and to guide the development of implementing measures in an IP. New information based on current circumstances is a key to supporting existing policies, new policies, the IP and implementing procedures, and to address consistency with the Coastal Act.

This *Pacific Grove Local Coastal Program Update Background Report* (background report) provides updated information on existing and anticipated conditions within the city's coastal zone. The intent of this background report is to support the city's LCP certification process by providing updated information on existing and anticipated conditions within the city's coastal zone including information on the effects of climate change and sea level rise on coastal resources. This information will assist the city in the review of existing LUP policies for adequacy and support development of new LUP policies related to climate change.

This report is organized as follows:

Chapter 1.0	Introduction
Chapter 2.0	History of LCP Planning Efforts
Chapter 3.0	Coastal Resources
Chapter 4.0	Policy Audit
Chapter 5.0	Frequently Used Acronyms and Terms
Chapter 6.0	Resources and References

1.2 LOCAL COASTAL PROGRAM (LCP) OVERVIEW

The California Coastal Act of 1976 (Coastal Act) requires each coastal city and county to prepare an LCP that establishes the kind, location, and intensity of land and water uses appropriate to its portion of the coastal zone. The Coastal Act is part of the state’s Public Resources Code (PRC), beginning at section 30000. LCP policies, in turn, are intended to reflect and carry out the coastal resource protection provisions of the Coastal Act contained in Chapter 3 of the Coastal Act (PRC section 30200). Among the Chapter 3 policies are those that encourage the provision of public access to and along the shoreline; the LCP is required to have an identifiable “public access component” in order to address existing and proposed opportunities for the public to get to the shore.

LCPs contain the ground rules for future development by specifying appropriate location, type, and scale of new or changed uses of land and water and the protection of coastal resources by governing decisions that determine the short- and long-term conservation and use of coastal resources. While each LCP reflects unique characteristics of individual local coastal communities, regional and statewide interests and concerns must also be addressed in conformity with Coastal Act goals and policies.

The two primary components of the LCP are the LUP and the IP, or the zoning/implementation plan. They also include land use, zoning, and coastal resource maps.

1.2.1 Land Use Plan (LUP)

The LUP provides policy direction for decision-makers, all public agencies, property owners, and the public regarding coastal land use. The LUP also includes a land use map that shows generally the uses that are appropriate in each area, maps of sensitive biological resources, and maps of other coastal resources, as appropriate, such as coastal public accessways and scenic resources.

1.2.2 Implementation Plan (IP)

The zoning/implementation plan, or IP, includes the relevant portions of the local government’s zoning code, which regulates land uses and establishes appropriate height, bulk, and setback requirements for structures, as well as specific standards based upon LUP policies. The IP also contains zoning maps that show which zoning rules apply to each lot. In addition, the IP contains procedural requirements that govern the types of projects requiring a Coastal Development Permit (CDP), how a CDP can be obtained, and the opportunities for public participation in CDP review.

1.2.3 Related Documents

Another component of the LCP is updated zoning/IP procedural documents intended to assist property owners and the public in understanding the day-to-day application of the LCP. These documents and procedures include CDP application forms, the “categorical exclusion orders” that determine what types of development activities are excluded from CDP requirements and are approved by the Commission under a process separate and distinct from the LCP ((as specified in Coastal Act Section 30610(e)), and a chart that summarizes CDP requirements and exemptions. Often these documents are contained within an administrative manual.

1.2.4 LCP Certification Process

When reviewing an LCP submittal, the coastal commission votes separately on the two components of the LCP, first on the LUP, and then on the IP. The coastal commission staff prepares a written recommendation on each component of the LCP for review by the commission, the city, and members of the public. Under the Coastal Act, in order to certify the LCP, the coastal commission must determine (1) that the LUP conforms to the requirements of Chapter 3 of the Coastal Act, and (2) that the zoning and implementation provisions are consistent with, and adequate to carry out, the LUP policies. In other words, for each land use plan policy, there must be zoning or other implementing measures that reflect that policy and ensure that it will be applied to coastal projects. The overall intent of the LCP structure is that CDP decisions, and more specifically the land development and other projects that they authorize, will reflect the goals and objectives of the LCP. Once approved, the LCP (including LUP and IP components) remains unchanged, unless and until the City adopts and the coastal commission subsequently certifies amendment(s) to it. Upon final approval by the coastal commission, the City of Pacific Grove will assume responsibility for reviewing and issuing coastal development permits.

1.2.5 CEQA Compliance

Pursuant to the California Environmental Quality Act (CEQA), land use plans and zoning ordinances adopted by counties and cities are typically accompanied by environmental review documents, such as an environmental impact report (EIR) or negative declaration. However, the preparation and adoption of a local coastal programs by local governments is statutorily exempt from CEQA ((Section 15265(a)1)) and the city plans to file a Notice of Exemption for the LCP.

The California Secretary for Resources has determined that the coastal commission’s process of reviewing and adopting local coastal programs itself provides the consideration of environmental impacts, project alternatives, and mitigation measures required by CEQA, and is legally the

“functional equivalent” of the documentation provided in an EIR or negative declaration. As such, the coastal commission’s published reports and findings supporting its action on a local coastal program must contain a discussion of environmental impacts, project alternatives, and suitable mitigation measures, as appropriate.

1.3 THE CITY’S COASTAL ZONE

The “coastal zone” is the geographic area to which the policies of the Coastal Act apply. The coastal zone is defined by the Coastal Act section 30103 and is shown on a set of maps prepared by the California Coastal Commission. The coastal zone extends landward a variable distance, depending on topography, and changes to its boundary can be made only by the Legislature, except for certain minor circumstances (e.g. to avoid bisecting a lot).

In Pacific Grove, the coastal zone encompasses approximately 458 acres (see [Figure 1-2](#), presented at the end of this section). The coastal zone extends from the Monterey Bay Aquarium located at the city’s northeastern city limits abutting the City of Monterey and extends along to the city’s southwestern city limits abutting the community of Pebble Beach, located in unincorporated Monterey County. As mentioned earlier, the coastal zone is broken down into seven planning areas, which are discussed in detail in Section 3 of this report.

For regulatory purposes, federal lands, such as the Coast Guard installation and Naval Reserve Center within the Point Pinos Lighthouse Reserve and the National Oceanic and Atmospheric Administration (NOAA) Southwest Fisheries Science Center (both located in Planning Area IV-B), are not technically within the coastal zone.

The coastal commission has the authority, under federal laws and rules, to determine whether certain federal actions are consistent with California’s federally-recognized California Coastal Management Program (CCMP). Federal agencies are not subject to the permit jurisdictions of either the City of Pacific Grove or the coastal commission.

Land use decisions on federal lands are generally subject to a type of coastal commission jurisdiction known as “federal consistency review” provided by the federal Coastal Zone Management Act of 1972 (CZMA). Non-federal development on these federal lands will be potentially subject to both the federal consistency process under CZMA, and the coastal commission’s permit jurisdiction. The policies of the certified LCP provide guidance to the coastal commission in making federal consistency decisions.

I.4 COASTAL DEVELOPMENT PERMITS (CDPs)

A CDP is permit is required for any development within the coastal zone that is required pursuant to PRC section 30600(a), unless otherwise exempted or waived. The primary purpose of a CDP is to ensure that development within the coastal zone is consistent with LCP and California Coastal Act (Coastal Act) policies. “Development” is defined in the Coastal Act by PRC section 30106. In accordance with the Coastal Act, many different types of projects including subdivisions, road extensions, grading, design review, conditional use permits, etc., may require a CDP. Certain projects can be waived from requiring a CDP if the development is an emergency, de minimus, or minor (PRC section 30624). An emergency permit is a CDP that requires follow up.

I.4.1 Coastal Development Permit (CDP) Authority

The city’s LCP/LUP was certified in 1989, but several attempts by the city to prepare implementing ordinances in support of a certified IP were not successful. As such the Coastal Commission is the agency responsible for reviewing and issuing CDPs for development within its jurisdiction area. CDPs are required for activities defined as “development” by the Coastal Act, unless otherwise exempted.

Once the city’s LCP/IP is certified, the city will have review and permit authority for applications for proposed development in most areas of the coastal zone. However, the coastal commission will retain permanent jurisdiction (also known as “original jurisdiction”) even after LCP certification over developments on tidelands, submerged lands, and public trust lands.

The current process is two-tiered; first an application is made to the city, reviewed by the appropriate review authority (staff, Architectural Review Board, Planning Commission, etc.), and if approved by the city the applicant then makes an application to the coastal commission. The coastal commission reviews the application and makes a determination on approval. The coastal commission meets monthly on a rotating basis at locations throughout the state. The current process has historically resulted in cumbersome, lengthy and expensive permit processing, sometimes for minor requests that could be ministerial.

The new process would enable the city to issue CDP permits under review authority procedures to be developed as a part of the IP. The city could chose a similar procedure to the current regulations, require a modified procedure, or could even require that all CDPs, regardless of scope, be processed the same way (i.e., reviewed by the Planning Commission). However, the Coastal Act and its regulations have minimum requirements for local government's review and processing of CDPs as identified in the Commission’s regulations (California Code of Regulations, Title 14, sections 13560-13574). A local government can be stricter in terms of hearing and noticing requirements, but can't be less.

1.4.2 Appeal Authority

The coastal commission will also retain appeal jurisdiction over certain CDP applications that will be reviewed by the City of Pacific Grove (See [Figure 1-3, Coastal Commission Appeal Authority](#), presented at the end of this section). There are two kinds of “appealable” development projects in the city’s coastal zone. One kind consists of projects located within a geographic appeals area defined by the Coastal Act. Generally, this would be the area located between the Pacific Ocean, including the Monterey Bay, and the first public road paralleling the ocean, in addition to areas near streams and wetlands. Some of these geographic appeal areas are shown on maps adopted by the coastal commission; however, not all geographic areas are, or can be, accurately reflected on maps.

The second kind of appealable development consists of projects within areas designated as “sensitive coastal resource areas.” Thirdly, major public works and major energy facilities are appealable to the coastal commission.

In most cases opportunities for appeal to the coastal commission are available only to those projects that are approved, rather than denied, by the city. Additionally, the coastal commission generally requires that all appealable developments are afforded a public hearing by the city decision maker(s), or at least the opportunity for a public hearing, if requested by an interested party. In general, the coastal commission requires that all opportunities for local appeal to be “exhausted” (that is, taken through all available levels) prior to the filing of an appeal with the coastal commission. However, if the city charges an appeals fee, a prospective appellant may file an appeal directly with the coastal commission, which generally does not charge an appeals fee (PRC section 30603).

When the coastal commission considers an appeal of a Coastal Permit decision made by the city, the LCP provides the “standard of review” against which the proposed development is considered. The city’s LCP thus forms the basis for both the city’s initial decision on a project and, should the project be appealed to the coastal commission, for any subsequent decision the coastal commission might make on the project. Furthermore, to approve a development on a site located between the sea and the nearest public road, the city (or the coastal commission, if the project has been appealed to that body) must make an additional specific finding that the project is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act.

The Coastal Act also offers the option of “consolidated review” for any single project that would require both a Coastal Permit from the city and a Coastal Permit from the coastal commission. Such a case can arise for a project site located near the shoreline, for instance, where part of the project is in the coastal commission’s “original jurisdiction” area, while the remainder is in the city’s jurisdiction area. If the applicant, the city, and the coastal commission (through its

1.0 INTRODUCTION

1.4 COASTAL DEVELOPMENT PERMITS (CDPs)

executive director) agree, then the coastal commission may process and act upon a consolidated coastal development permit. Doing so would result in an applicant needing only one, rather than two separate, Coastal Permits. The standard of review for a consolidated Coastal Permit is Chapter 3 of the Coastal Act, with the LCP used as guidance (PRC section 30601.3).

Table 1-1 Pacific Grove Coastal Zone Planning Areas

Area Number	Area Name
I	Point Cabrillo
II	Pacific Grove Retreat
III	Lovers Point
IV-A	Ocean View Area
IV-B	Point Pinos
V	Union Pacific Railroad
VI	Asilomar

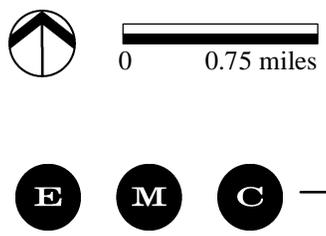
Source: City of Pacific Grove 1989



Source: City of Pacific Grove, Google Earth 2013

- Legend**
- City of Pacific Grove
 - Major Roads
 - Coastal Zone

Figure 1-1
Location Map



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0 1800 feet

Legend

- Planning Area Boundaries
- City of Pacific Grove
- Major Roads
- Coastal Zone

Source: City of Pacific Grove, Google Earth 2013

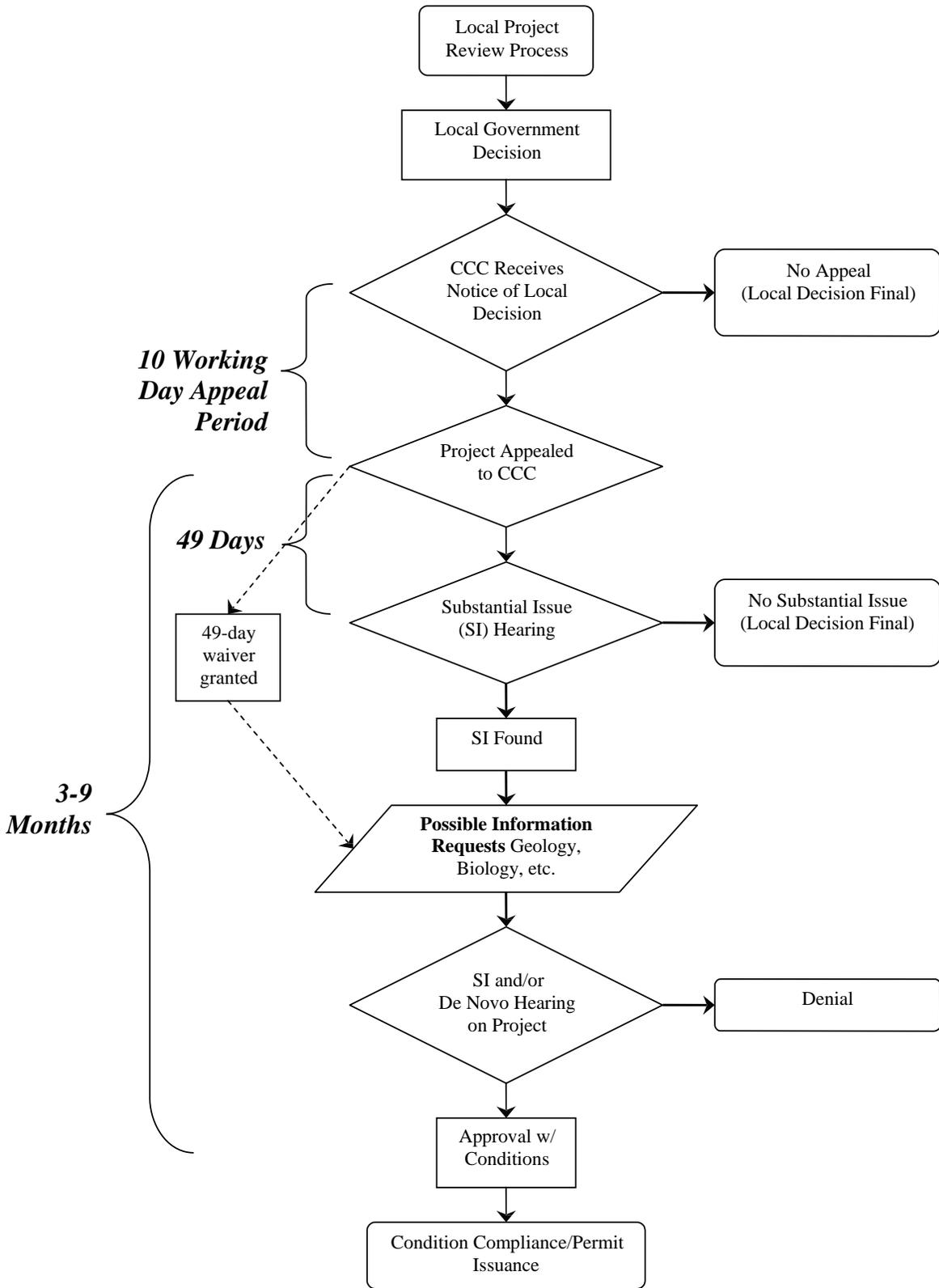


Figure 1-2
Coastal Zone and Planning Areas

Pacific Grove LCP Update Background Report

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CALIFORNIA COASTAL COMMISSION (CCC) APPEALS PROCESS



Source: California Coastal Commission 2007

Figure 1-3

Coast Commission Appeal Process

Pacific Grove LCP Update Background Report

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2.0

HISTORY OF LCP PLANNING EFFORTS

2.1 THE CITY'S CERTIFIED LUP

The planning, events, and certification efforts leading to the 1989 certification of the city's LUP are summarized at the end of this section in [Table 2-1, Events Leading to Certification of the 1989 LUP](#).

As identified above, the Pacific Grove City Council ("city council") approved the LUP on September 17, 1987, and the coastal commission certified the LUP on December 15, 1988. The City of Pacific Grove's LUP component of its LCP took effect on June 7, 1989.

2.2 PRIOR EFFORTS TOWARDS IP CERTIFICATION

Following certification of the LUP, the city attempted to prepare the implementing ordinances necessary to fully certify the LCP. The city worked with a consultant, Crawford, Multari & Clark Associates, who prepared the ordinances. Several meetings were held during this time, including the following:

- **February 9, 1999, Community Workshop.** At this workshop, the city staff and consultant introduced the community to the process of preparing the implementing ordinances, upon receiving a grant from the coastal commission to develop the ordinances.
- **January 6, 1999, Asilomar Dunes Workshop.** At this workshop, issues discussed were focused on how the implementing ordinances would affect the Asilomar Dunes neighborhood focusing on: biological habitat/potential habitat, biological surveys, conservation easements, deed restrictions, habitat restoration and maintenance, and monitoring.
- **March 29, 2000, Joint City Council/Planning Commission Special Meeting/Workshop.** At this meeting/workshop, the consultant introduced the draft implementing ordinances and explained the proposed reorganization of the zoning ordinance to incorporate the coastal regulations. Coastal commission staff was represented at the meeting. The consultant, city, and coastal commission staff gave background information, explained what was being proposed and why, and answered questions from the community.

The city submitted a public review draft of the proposed implementing ordinances to the coastal commission for review in March 2000. Then on July 10, 2000, the California Coastal Commission submitted a letter to the city including proposed revisions to the draft IP. Following receipt of this letter, the city's consultants prepared an "Addendum and Errata" in October 2000, in response to the coastal commission's letter. The effort to certify the IP eventually came to a halt mostly due to a lack of political will and no further efforts were pursued until now.

2.3 OTHER RELATED ACTIONS TAKEN SINCE LUP CERTIFICATION

The city has adopted zoning amendments, city council policies, and citizens' initiatives that are related to development and certain other activities within the city's coastal zone.

General Plan – Adopted 1994 (Including 2011 Housing Element)

1994 General Plan

The 1994 *City of Pacific Grove General Plan* (“general plan”) superseded the city's 1973 general plan and any and all elements of the general plan subsequently adopted. The LUP, which is published as a separate document, remains an element of the 1994 general plan. In 1986, the city decided to consolidate and update its general plan to provide public decision-makers and private developers with clearer and more effective policy guidance. The eight-year process to prepare the general plan began with the hiring of a multi-disciplinary consulting team late in 1986 and culminated in the adoption of a new plan in 1994. The result of this effort was a new general plan built upon the ideas of City of Pacific Grove's citizens. It is a guide in text and maps to opportunities and conditions for conservation and development of the city and its resources, based on an optimal balance among the social, environmental, and economic needs of, and costs to, the community.

The general plan can be found on the city's website at:
<http://www.ci.pg.ca.us/index.aspx?page=96>.

2011 Housing Element

On May 18, 2011, the city council adopted the 2007-2014 Housing Element. The Housing Element is one of the seven mandated “elements” of the *City of Pacific Grove General Plan*. It is the only element that is statutorily required to be updated and certified by the State of California Department of Housing and Community Development (HCD). State Housing Element law, enacted in 1969, recognizes the vital role local governments play in the supply and affordability of housing. The law acknowledges that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development.

The Housing Element can be found on the city's website at:
<http://www.ci.pg.ca.us/modules/showdocument.aspx?documentid=1324>

Coastal Parks Plan (an element of the IP) – Adopted 1998

On January 24, 1991, the city held a public workshop to identify goals and objectives for the preparation of the Coastal Parks Plan, and to record issues raised by local residents and city staff. Based on information gathered during this workshop and field surveys, an Issues and Opportunities report was prepared. This report provided the analytical foundation for the Coastal Parks Plan.

On June 18, 1991, the city conducted a second workshop with the Trails Committee to generate design alternatives based on existing issues and opportunities. A Draft Coastal Parks Plan was prepared during September 1991. On October 24, 1991, this draft was presented to the community during a Trails Committee meeting and during a public workshop. Based on comments received during these workshops, the Draft Coastal Parks Plan was revised and made available for public comment and review by the City of Pacific Grove Planning Commission (“planning commission”) and city council. Following subsequent recommendations by the Shoreline Preservation Committee, the Bicycle Advisory Committee, the ADA Compliance Advisory Committee, and the Natural Resources Committee, a revised draft was prepared in 1996. The City Council adopted the final version of the Coastal Parks Plan on July 1, 1998 through Resolution No. 8-037.

The purpose of the Coastal Parks Plan is to establish provisions to guide the design, management, restoration, and enhancement of the coastal parks planning area consistent with state and community objectives. The Coastal Parks Plan is both a vision and a program for the future of the Pacific Grove shoreline. As an element of the IP, the Coastal Parks Plan is consistent with, and should be used as a companion to, the LUP.

The Coastal Parks Plan can be found on the city’s website at:

<http://www.ci.pg.ca.us/modules/showdocument.aspx?documentid=3511>.

Draft Lovers Point Master Plan – Drafted in 1999

A draft copy of the Lovers Point Park Master Plan was prepared on September 27, 1999 by the Beals Group. Adoption of a final version of this plan has not been located in the city’s record as of the date of this background report preparation; however, the city has typically ensured that improvement projects within the park (e.g., improvements to, and uses within, the Beach House and Grill buildings) comply with the provisions in the draft version of the master plan as a matter of protocol. The planning process for this plan started in March of 1999 with a task force meeting that resulted in the creation of a mission statement and outlined the various roles of the stakeholders, including the task force itself, the community, city, and consultant. Ultimately the plan outlines facility improvements taking design alternatives, opportunities, and constraints at the park into consideration.

The Draft Lovers Point Park Master Plan can be found on the city’s website at:
<http://www.ci.pg.ca.us/modules/showdocument.aspx?documentid=9430>

Measure C, Measure U, and R-3-M Zoning Code Amendment – Approved 2011

Measure C was passed by the electorate in June 1986, and was intended to limit growth and intensity of hotels and motels in the city’s R-3-M District. Measure C was codified as Chapter 23.52 in the Pacific Grove Municipal Code (PGMC), through the city council’s adoption of Ordinance No. 1536. PGMC section 23.52.030 sets forth the regulations for the applicable R-3-M uses.

The city record acknowledges that most motels built prior to 1986 were rendered legal nonconforming upon voter approval of Measure C (codified as PGMC chapter 23.52) and could not be expanded or altered without bringing the entire use into zoning compliance. PGMC section 23.52.030 (g), states the following:

“(g) Uses which do not conform hereto as of the date of publication of the notice of intention to circulate the petition for the ordinance codified in this section may continue if legally installed prior thereto. Any expansion or alteration of such existing nonconforming use shall require complete compliance herewith for the entire use. The conversion of sliding doors to swinging doors, and similar changes, are not considered an expansion or alteration.” (City of Pacific Grove 1986)

Because of these limiting factors, Measure U was passed by the electorate in November 2011, and was intended to provide more opportunities for innkeepers to upgrade their motel properties that were restricted by Measure C regulations, stimulate Transient Occupancy Tax revenues, and preserve the original intent of Measure C to protect the residential character of the city and prevent motel impacts on surrounding neighborhoods.

Thus, the general intent of bringing Measure U to the voters was to relax some of the Measure C regulations so that certain hotels and motels could make improvements without having to bring all nonconforming aspects and features of a property into conformance with PGMC chapter 23.52.

The special regulations resulting from Measure U can be found online at:
<http://www.codepublishing.com/CA/pacificgrove/html/PacificGrove23/PacificGrove2352.html#23.52.035>.

Historic Context Statement – Approved 2011

The city council approved its Historic Context Statement on October 19, 2011. The Historic Context Statement presents an overview of Pacific Grove’s history with a specific emphasis on describing the historic themes and patterns that contributed to the city’s development. It is intended to support the identification and evaluation of historic properties, as well as inform future preservation efforts. The Historic Context Statement is neither a policy nor a regulatory document, but serves as a technical report supporting documentation of the city’s historic resources.

The Historic Context Statement can be found on the city’s website at:
<http://ci.pg.ca.us/index.aspx?page=97>.

Dewey Parking Program – Approved as amended 2012

The coastal commission approved the city’s Pacific Grove’s Dewey Avenue Parking Program on November 6, 2012, through an amendment to coastal development permit (CDP) No. 3-04-027. The amendment was to implement a two-hour time-restricted public parking program for 31 parking spaces on Sloat Avenue and Ocean View Boulevard between 1st Street and Dewey Avenue, and implement a preferential residential permit parking program that allows residents to park in these spaces for an unlimited period of time.

Harbor Seal Protection Code Amendment – Adopted 2013

The city council adopted Ordinance No. 13-018 on November 6, 2013, which amended Pacific Grove Municipal Code chapter 14.04, Marine Refuge, adding sections relating to the protection of public beaches and harbor seals during the pupping season. The new regulations outline protection activities, coordination with state and federal agencies during the pupping season, and unlawful acts during the pupping season.

The need for the code amendment had been on the city’s radar as early as 2007. The Beautification and Natural Resource Committee’s October 23, 2007 findings state:

Seals now crowd the west beach of Hopkins Marine Station. In 2006 a few mother seals used the next beach west at 5th Street to bear their pups. The result is that the beach was closed and temporary fences were erected to protect the seals from the public. More harbor seals used the 5th Street beach for pupping in 2007. The concern that prompted our discussion is that seals may continue to migrate westward if crowding continues. The next beach west is Lovers Point, a popular human destination for thousands who sunbathe, swim, surf, scuba dive, and kayak.

On December 19, 2007, the city council approved a resolution to establish a policy to deter harbors seal from establishing habitat on Lovers Point and to establish protection procedures in the event of seal births at Lovers Point Beach. Since adoption of this policy, there has been continued public controversy over its implementation. As a result of concerns that arose during the spring of 2013 pupping season, it was determined that the 2007 policy should be adopted as an ordinance in the Municipal Code in order to create enforceable mechanisms not provided for by resolution or city council policy.

The Marine Refuge chapter of the Municipal Code can be found online at:

<http://www.codepublishing.com/CA/pacificgrove/html/PacificGrove14/PacificGrove1404.html#14.04>.

Table 2-1 Events Leading to Certification of the 1989 LUP

Date	Action	Document of Record
1980	The coastal commission prepared an LUP for the City of Pacific Grove, but the city declined to adopt the commission's version.	Referenced in 11/28/88 Coastal Commission Staff Report
September 16, 1987	The Pacific Grove City Council adopted the LUP for formal submittal to the coastal commission.	Referenced in 11/28/88 coastal commission staff Report
March 15, 1988	The LUP was formally submitted to the coastal commission.	Referenced in 11/28/88 Coastal Commission Staff Report
December 15, 1988	The coastal commission certified the LUP subject to modifications.	Referenced in City Council Resolution No. 5998 and coastal commission letter date 1/5/89
January 5, 1989	Edward Y. Brown, District Director, Coastal Commission Central Coast District, officially notified Morris G. Fisher, Mayor of the City of Pacific Grove, of the coastal commission's actions certifying the LUP if modified according to the suggested modifications adopted by the Commission. In this communication, Mr. Brown attached the Commission's adopted resolutions and suggested modifications.	Coastal commission letter date 1/5/89
June 7, 1989	The Pacific Grove City Council accepted the coastal commission approval of the LUP.	City Council Resolution No. 5998

Source: City of Pacific Grove Community Development Department, California Coastal Commission

3.0

COASTAL RESOURCES

Section 3.1 identifies resources specific to each planning area located in the coastal zone. Section 3.2 discusses coastal resources that can be found in all planning areas.

3.1 PLANNING AREAS AND SPECIFIC COASTAL RESOURCES

As briefly discussed previously in Section 1 of this report, Pacific Grove's 458-acre coastal zone is broken down into seven planning areas (refer back to [Figure 1-2](#)). Coastal resource topics for coastal areas include: public access, recreation and visitor-serving uses, water quality, scenic and visual resources, biological resources, cultural resources, and coastal hazards. These general coastal resources topics affect most of the planning areas in the coastal zone, and applicable regulations and coastal commission guidance for addressing these topics are discussed in Section 3.2.

The planning areas within the city's coastal zone, as well as key issues particular to each area, are described below.

3.1.1 *Planning Area I: Cabrillo Point*

Planning Area I extends from the city limits which bisect the Monterey Bay Aquarium property and ends at 3rd Street. The area includes the Hopkins Marine Station property at Point Cabrillo, a seal pupping beach just south of Point Cabrillo, the Monterey Peninsula Recreation Trail, and commercial (including the American Tin Cannery building) and residential parcels inland from Ocean View Boulevard in the Pacific Grove Retreat tract.

3.0 COASTAL RESOURCES

3.1 PLANNING AREAS AND SPECIFIC COASTAL RESOURCES

While the city owns the immediate shoreline within this area, fencing of the Stanford University property (Hopkins Marine Station) to keep the public separated from shoreline research activities has eliminated public access to this area's three beaches. Vertical access to the shoreline at the west end of the Stanford University property is provided by an easement required by the city in connection with re-subdivision of a portion of the Stanford University property. It is connected to Ocean View Boulevard via a 10 foot-wide strip which has been deeded to the city from Southern Pacific Railroad.

Pedestrian use of the acquired and improved Southern Pacific Railroad right-of-way, north of Ocean View Boulevard, is continuous and constitutes a major lateral access facility. Negotiations are continuing to acquire the remaining section of right-of-way with all of the right-of-way through the golf course and cemetery acquired for use by the course and cemetery operations. The balance of the right-of-way from Lighthouse to Sunset would be acquired for open space and an informal trail.

Signs directing visitors to the shoreline are located at the 1st Street/Central Avenue intersection, and the Ocean View Boulevard/Eardley Avenue intersection. A "bike route" sign is located on the north side of Ocean View, at the foot of Eardley; this is one of two bike route signs within the city's coastal zone.

A parking lot between Sloat and Central Avenues, connected by a pedestrian bridge to the American Tin Cannery, provides parking for that development. Ten striped parallel spaces on the south side of Ocean View Boulevard provide additional parking. Street parking is available throughout the area. Unobstructed bay views are available at the inland coastal zone boundary along Central Avenue at 1st Street and Eardley Avenue.

Key Issues in Planning Area I

Key issues specific to Planning Area I are: visual resource rehabilitation to facilities, protection of marine mammals, and restoration of native plants.

There are two properties in this area that the city and the coastal commission have identified for improvement opportunities: the Hopkins Marine Station and the American Tin Cannery.

Improvements identified in the existing LUP for the Hopkins Marine Station property are Policy 2.3.5.4, which encourages the removal of ice plant and restoration of native plants on a rocky outcrop area and Policy 5.5.2.g, which encourages the replacement of the existing chain link fence. Views from Ocean View Boulevard toward the bay north of this point are currently blocked by the Hopkins Marine Station buildings and cypress trees on Point Cabrillo.

In addition, the city has recently adopted Ordinance No. 13-018 on November 6, 2013, which amended Pacific Grove Municipal Code Chapter 14.04, Marine Refuge, adding sections relating

to the protection of public beaches and harbor seals during the pupping season. The new regulations outline protection activities, coordination with State and Federal agencies during the pupping season, and unlawful acts during the pupping season. Specifically, harbor seals now crowd the west beach of Hopkins Marine Station. In the last several years, seals have migrated westward due to crowding. The next substantial beach to the west is Lovers Point Beach.

Improvement opportunities at the American Tin Cannery property have long been discussed by the community. Currently the property is designated Visitor-Commercial in the LUP, which allows for a range of visitor-serving uses, including visitor accommodations per LUP Policy 3.3.4.2.

3.1.2 Planning Area II: Pacific Grove Retreat

Planning Area II extends from 3rd Street to Fountain Avenue. The area includes several parks such as Andy Jacobsen, Berwick, Caledonia, Chase, Greenwood, Jewell, and Shoreline Parks, the Monterey Bay Recreation Trail, as well as residential properties located in the city's historic Pacific Grove Retreat tract.

There are no formal or designated accessways in this area, but a path network over the bluff top of Shoreline Park provides continuous pedestrian access between Area I and Area III. Vertical access to a pocket beach is available by descending steep paths or by climbing over riprap. Access on the bluff top and headlands and to the beaches is unmanaged. Concerns for user safety deserve attention.

The pedestrian path on the old railroad right-of-way is used along its entire stretch through this area. Access to the path is available through Berwick Park and near 13th Street. Parking along either side of Ocean View Boulevard is available throughout Area II. From Central Avenue there are clear bay views along many of the local streets. The view down Grand Avenue of the rocks at Lover's Point is especially impressive. Along Ocean View Boulevard, continuous views of the bay are available. The undeveloped bluffs and headlands afford fine views of Lovers Point and Monterey.

Key Issues in Planning Area II

The key issue specific to Planning Area II is the preservation of historic resources in the Pacific Grove Retreat. The existing LUP contains several policies to this end, including Policies 3.2.4.1 to 3.2.4.3 and 3.2.5.1 to 3.2.5.5, which is discussed in Section 3.2.6.

3.1.3 Planning Area III: Lovers Point

Planning Area III extends from Fountain Avenue to the intersection of Ocean View Boulevard and Sea Palm Avenue. The area includes Lovers Point Beach and Park, Perkins Park, the city's only mobile home park Monarch Pines, and residential uses.

The Lovers Point area contains three beaches – one on either side of the pier, and one just west of the point itself. Stairways have been developed to serve all three beaches, and are connected by walkways and sidewalks on the bluff top. The beaches are utilized by tourists, sunbathers, picnickers, and skin divers among others. Handicapped access is available to the pier and to the beach south of the pier.

A path system commences at Lovers Point and continues westward to Perkins Park. Benches are located along the paths at several locations west of 17th Street. Small steps at the Ocean View Boulevard curb line provide direct access to the paths. Maintenance of the trails and vegetation has resulted in little danger to the bluff top habitat, however, erosion potential could be reduced by directing pedestrians to beach stairways. Access to the pedestrian path on the old railroad right-of-way is available from the parking lot at the foot of Forest Avenue and 16th Street. Access to the railroad path is not available west of 17th Street for the portion of the path that runs through the mobile home park due to fencing at either end of the park.

The Lovers Point area contains approximately 100 two-hour spaces located along Ocean View between Forest Avenue and Marine. Parking is unrestricted along the other portions of Ocean View in Area III. Twelve striped spaces (with no time limits) are located in front of the vacant property at the intersection of Briggs and 19th Streets. Views of the bay are generally continuous along Ocean View Boulevard. Lovers Point Park and Perkins Park provide numerous prime bay vantage points for the pedestrian. Bay views are also available to guests of multi-level motels along Ocean View Boulevard.

Key Issues in Planning Area III

The key issues specific to Planning Area III are: marine mammal protection, beach management including shoreline protective devices, and the need to provide clarity on the land use allowances for ancillary uses to open space under Policy 3.3.4.2.

Section 3.2.1 provides a discussion on the city's marine mammal protection regulations that affect Lovers Point Beach.

The LUP allows for visitor commercial uses at Lovers Point Park. Although not indicated as such on the LUP land use map, in addition to the site being designated Open Space Recreational (OS-R), it is also designated "Visitor Commercial" (V-C) by LUP policy 3.3.4.2, which states

that “all existing visitor accommodations and restaurants” are reserved for visitor-serving uses. Permitted uses under the V-C designation include food and drink establishments and visitor-oriented retail. These clarifications should also be reflected on the updated LUP maps.

3.1.4 Planning Area IV-A: Ocean View Area

Planning Area IV-A extends from Sea Palm to Asilomar Avenue. The area includes Perkins and Marine Gardens Parks, and only includes lands on the ocean side of Ocean View Boulevard. A continuous path network runs the length of this portion of Perkins Park, from Sea Palm to Asilomar Avenues, providing a bluff top pedestrian link between Areas III and IV-B.

Numerous benches are located along the paths. The maintained status of most trails and vegetation results in little danger to the bluff top habitat. Again, erosion potential could be reduced by directing pedestrians to stay on designated paths. At four points (near the foot of Coral Street, Beach Street, Shell Avenue, and Palm Avenue) stairways provide vertical access to small beaches. Access to a small beach near the foot of Acropolis Street is possible by descending the rocky bluff.

Parking is unrestricted in this area. Four pullouts on the bay side of Ocean View (at Sea Palm Avenue between Beach Street and Shell Avenue, at Otter Point between Acropolis and Coral Streets, and between Asilomar Avenue and Acropolis Street) provide additional parking. The combined capacity for these pullouts is estimated to be about 70 cars. Picnic facilities are located at the Asilomar/Acropolis pullout. There is a Class III (shared right-of-way) bicycle route in this area. Striping and signs have not been provided. Unrestricted bay views are available from Ocean View Boulevard, and from the paths and auto pullout areas in Perkins Park. Otter Point affords a popular vantage point for viewing the bay.

Key Issues in Planning Area IV-A

Coastal resource topics for this area include: public access, recreation, water quality, scenic and visual resources, cultural resources, and coastal hazards. These general coastal resources topics affect most of the planning areas in the coastal zone, and applicable regulations and coastal commission guidance for addressing these topics are discussed in Section 3.2.

There are no key issues specific to Area IV-A that have not been addressed in Section 3.2.

3.1.5 Planning Area IV-B: Point Pinos

Planning Area IV-B extends from Asilomar Avenue to Lighthouse Avenue. The area includes the Point Pinos Lighthouse, the Coast Guard Facilities, the city’s former sewer treatment plant

3.0 COASTAL RESOURCES

3.1 PLANNING AREAS AND SPECIFIC COASTAL RESOURCES

(the city's "Local Water Project" for converting the plant into a reclaimed water facility, mostly for irrigation the Pacific Grove Golf Links are underway), Crespi Pond (a wetland feature), the Naval Reserve Center, the National Oceanic and Atmospheric Administration (NOAA) Southwest Fisheries Science Center, and a portion of the Pacific Grove Golf Links, all of which are located on what is referred to as the Point Pinos Reserve.

In this area, owned by the U.S. Government (with the exception of the city-owned sewer treatment plant), an informal path continues from the west end of Perkins Park, westward along the headlands and then southward to the last Ocean View Boulevard pullout, near the third hole of the municipal golf course. Pedestrian access to the beaches is readily available. Unmanaged pedestrian access in the headlands area has resulted in considerable trampling of vegetation.

Parking in the pullouts in this area is haphazard, with some vehicles parked at the very edge of the headlands. Impacts of parking to the bluff vegetation, and resulting erosion are evident in several areas. Combined capacity of the three pullout areas is estimated to be 70 cars.

Vehicle parking also occurs on the shoulder of Ocean View Boulevard, adjacent to the dunes. Inland of Ocean View, parking is available (dirt parking lot, with an estimated capacity of 50 cars) on the Lighthouse grounds, and also on Asilomar Avenue at the entrance to the Lighthouse grounds (21 striped spaces). There are no parking restrictions in Area IV-B.

Signs stating "Marine Refuge" are located at the Ocean View Boulevard pullout at the foot of Asilomar Avenue, and on Ocean View at the foot of Lighthouse Avenue. Signs prohibiting water contact activities and climbing on the Point Pinos rocky headlands are located on the beach opposite the Coast Guard fog horn. Visitor-directional signs are located at the Asilomar/Lighthouse Avenues intersection, and directly in front of the lighthouse entrance on Asilomar Avenue.

Unrestricted bay/ocean views are available from Ocean View Boulevard, as well as from the Asilomar/Lighthouse Avenues intersection at the southeast corner of Area IV-B.

Key Issues in Planning Area IV-B

Key issues in this area are dune habitat restoration, wetland and riparian protection at Crespi Pond and the Majella Slough.

The LUP contains protective policies for these key issues. See [Appendix A](#), Policies 2.3.5.1.e, 2.3.5.1.i, 2.3.5.3.a, 2.3.6.4, and 2.5.5.4.c for dune and habitat restoration and Policies 2.2.4.3, 2.2.4.4, 2.2.6.1, and 2.3.5.2.d.3 for wetland and riparian protection at Crespi Pond and the Majella Slough.

3.1.6 Planning Area V: Southern Pacific Railroad

Planning Area V encompasses the extent of the abandoned railroad right-of-way that is currently used by the community as a walking trail connecting the Monterey Bay Recreation Trail to the Spanish Bay Trail. The route of the right-of-way from the mobile home park at Lovers Point passes through the city golf course and then through areas developed with single- and multi-family homes and motels. No ocean views are available from the right-of-way. Access to the right-of-way is provided at the various road intersections with the tracks, from Del Monte Boulevard to Pico Avenue.

In 1982, a joint powers agency consisting of the cities of Pacific Grove and Monterey, together with the Monterey Peninsula Regional Park District, acquired the portion of the abandoned South Pacific right-of-way between Custom House Plaza (Monterey) and Lovers Point. In 1984, the portion of the right-of-way between the Monterey Bay Aquarium and Lovers Point was developed as a recreational trail for pedestrians and cyclists. Although to the west of Lovers Point the trail would not provide access along the immediate shoreline, the trail in this area would provide access to and along the coast by linking the Lovers Point/Cannery Row area to the Asilomar/Spanish Bay area. The city has continued to work with the City of Monterey and the Monterey Regional Park District to develop the portion of the right-of-way between the Monterey Bay Aquarium and Customs House Plaza in Monterey.

Key Issues in Planning Area V

Key issues in this area are monarch habitat protection and the acquisition of the abandoned railroad right-of-way by the city for continued use by the community as a recreation trail connecting to the Monterey Bay Recreation Trail to the east and the Spanish Bay Trail to the west.

The LUP contains protective policies for these key issues. See [Appendix A](#), Policies 2. 2.3.4.1, 2.3.5.2.e, 2.3.6.5.a for monarch habitat protection, Policies 3.3.4.3, 3.5.1.1, 4.2.6.4 and 5.5.6 for acquisition and development of the railroad right-of-way and related issues.

3.1.7 Planning Area VI: Asilomar Dunes

Planning Area VI extends from Lighthouse Avenue to just east of Crocker Avenue, incorporating several commercial properties. The area includes the Asilomar Dunes Neighborhood, Asilomar Conference Grounds, Asilomar State Beach, and mostly low-density residential uses to the east of Sunset Drive.

Asilomar Conference Grounds

Dunes within the Asilomar Conference Grounds are continually subject to moderate or heavy recreational use, depending on location within the conference grounds. Interpretive signs have been used with limited success to guide people away from sensitive areas. A striped pedestrian way crosses Sunset Drive.

Development of the proposed recreational trail along the railroad right-of-way would provide an additional access opportunity. The only public parking facilities in the area are those at the Asilomar Conference Grounds. There are no restrictions on street side parking in Area VI. Visitor-directional signs are located at the Asilomar Avenue intersections with Sinex Avenue and with Sunset Drive. Within the area there is no designated bicycle route.

Any new development within this area will be on the inland side of Sunset Drive. Consequently, there is no possibility for development to interfere with ocean views from that road. The Conference Grounds' dune areas adjacent to Sunset Drive possess considerable visual interest, and should be protected.

Asilomar Addition (Dunes Neighborhood)

The Asilomar Dunes Neighborhood is made up of mostly single-family residential uses located in a highly scenic and environmentally-sensitive habitat area. It comprises about 400 acres that had been subdivided into residential parcels and was partially developed prior to its annexation into the city in 1980.

Asilomar State Beach makes up the majority of this planning area's shoreline lands. Seven contiguous privately-owned lots, two of which contain single-family residences, are situated between the northern boundary of the State Beach and southern boundary of the Point. Pinos open shorefront lands. Access is not available through these parcels. A continuous trail network, providing both lateral and vertical access opportunities, extends the length of the State Beach property and continues to the Rocky Shores open space through trail easements over the privately-owned lots.

There are no designated public parking facilities within Area VI. Vehicle parking occurs on the shoulders of Sunset Drive, with the heaviest concentrations occurring south of Pico Avenue. There are no restrictions on parking, other than overnight parking. For a considerable distance, large rocks have been placed along the east side of Sunset Drive to prevent automobile intrusion onto State park property. Signs identifying the State Beach, warning of rip current hazards, and prohibiting camping and unleashed dogs are located at frequent intervals along Sunset Drive. No designated bike route exists in Area VI.

Continuous unobstructed ocean views are available from Sunset Drive, except at the two single-family residences opposite Jewell Avenue. Remaining vacant lands in the Asilomar dunes area, on the inland side of Sunset Drive, serve to lessen the contrast between existing development and the undisturbed open space of Asilomar State Beach and Asilomar Conference Grounds. Maximum retention of open areas within the Asilomar Dunes will help protect the visual qualities of this area.

Sunset Commercial District

The Sunset Commercial District is located along the Sunset Drive, south of the Asilomar Conference Grounds. This commercial area consists of only four lots, the existing uses of which are commercial in nature. One lot is located to the north of Sunset Drive and has an existing lumber yard, Hayward Lumber; the three lots to the south are a storage facility, PG Self Storage on the western lot, and the Russell Service Center on the two eastern lots.

Key Issues in Planning Area VI

Key issues in this area are ESHA protection, bluff maintenance, erosion control, dune restoration, limited lot coverage, a need for clarity on what is considered “new development” by the city and coastal commission, permanent fencing, and the lack of mitigation and monitoring program regulations.

Development in this planning area typically triggers, at minimum, a negative declaration to be prepared under CEQA for environmental review due to impacts to ESHA and in certain cases where positive archaeological resource finds occur.

The LUP contains protective policies for some of these key issues. See [Appendix A](#), Policies 2.3.4.4, 2.3.5.1, 2.3.5.2 for ESHA protection, 2.1.4.3, Policy 2.1.5.1 for bluff maintenance, Policy 2.3.5.3.a for dune restoration, Policy 2.2.5.1 for erosion control, Policy 2.3.5.1.e for fencing and Policy 3.4.5.2 for lot coverage regulations in the Asilomar Dunes Neighborhood.

3.2 COASTAL RESOURCES GUIDANCE

The Coastal Commission’s *Local Coastal Program (LCP) Update Guide Part I, Updating LCP Land Use Plan (LUP) Policies* (“LCP update guide”) provides guidance for updating LUPs and includes eleven topics for local jurisdictions to consider addressing in LUP updates. The LCP update guide notes the importance of taking local context into consideration, as coastal resources vary from one community to the next. The following topics are not applicable to the City of Pacific Grove’s coastal zone, and are not discussed further in this report: energy and industrial development, renewable energy, aquaculture, timberlands, agricultural lands, harbors, campgrounds, lakes, or development in rural or agrarian areas.

The existing LUP addresses many of the topics identified in the LCP update guide that should be covered in LUPs: public access, recreation, visitor-serving uses, water quality, environmentally sensitive habitat areas, planning and siting of new development, cultural resource protection, scenic and visual resources, coastal hazards, and erosion and protective devices. Though the existing LUP has policies addressing these issue areas, updates may be required based on updated conditions and/or regulations.

As such, [Appendix A, Existing LUP Policies and Actions](#), outlines the existing LUP policies and actions and identifies which coastal resources are addressed by each policy or action. Within each topic below in the Update Guidance Review sections, issues that are already covered by existing LUP policies are noted with a reference to [Appendix A](#), citing which policies and actions apply.

The *City of Pacific Grove LCP Update Vulnerability Assessment* (“vulnerability assessment” or “assessment”) (December 2014) was prepared to assess the city’s vulnerability to impacts associated with climate change. The assessment identifies potential exposure to structures, functions, and populations from the following impacts associated with climate change: changes in temperature, changes in precipitation, sea level rise, severe storms and ocean acidification, and increases in wildfire hazards. Where appropriate, the assessment is referenced herein for supporting information needs.

3.2.1 Public Access

Introduction and Updates

One of the fundamental goals of the Coastal Act is to provide maximum public access to the coast. This includes protecting existing and providing new public access. The authority for this mandate partially derives from the California Constitution, which declares that “access to the

navigable waters of this State shall be always attainable for the people thereof.” (Article 10, Section 4 of the California Constitution.) The Coastal Act also recognizes that the provision of public access needs to take into account public safety concerns and the protection of private property and natural resources from overuse. In light of continuing population growth that may increase demand to use California’s beaches and shoreline recreational resources, updated LCP Access Components need to reflect new information and changed conditions. Access components should also reflect new laws related to both the California Coastal Trail (CCT) and complete streets.

California Coastal Trail. Local, regional, state and federal agencies are all essential partners in ensuring that the California Coastal Trail (CCT) will eventually connect along the coast from Oregon to Mexico. Long envisioned as a statewide goal, the CCT has also been recognized by the federal government as California’s Millennium Legacy Trail. Underscoring the importance placed on the completion of the CCT, the State legislature in 2001 directed the Coastal Conservancy, in consultation with the California Coastal Commission and State Parks, to further coordinate the development of the trail and prepare a report to the legislature. The LCP update needs to address how the CCT will span the city’s coastal frontage.

Complete Streets. Complete Streets entails accommodating all users (e.g., pedestrians, bicyclists, transit riders, elderly, and the disabled). These provisions can be incorporated into the LCP update.

Existing Transportation System Analysis. An analysis of the city’s existing transportation system in the coastal zone was prepared by Hatch Mott MacDonald on November 6, 2014. This analysis is incorporated herein.

Transportation System Overview. This section provides an overview of the transportation system the serves the Pacific Grove coastal zone.

Road Network. The coastal zone is accessed regionally via Lighthouse Avenue-Central Avenue and Highway 68 (Holman Highway/Sunset Drive). Within the Coastal Zone, Ocean View Boulevard and Sunset Drive provide a continuous two-lane drive that parallels the Pacific Grove shoreline. Other key circulation roadways in the Coastal Zone area include Central Avenue and Asilomar Avenue. [Table 3-2, Arterial and Collector Roadways Serving Pacific Grove’s Coastal Zone](#), presented at the end of this section, provides a complete listing of arterial and collector roadways that serve the coastal zone. Besides these roadways, several north-south local residential streets provide additional circulation within the coastal zone, particularly in Area II.

Transit Service. Monterey-Salinas Transit (MST) provides transit service to Pacific Grove. MST serves Monterey County and Southern San Cruz County. MST Routes 1 and 2 provide service to Pacific Grove, with Route 1 providing service to portions of the Coastal Zone. Connections to

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3.2 COASTAL RESOURCES GUIDANCE

other transit routes that serve the region are provided at the Monterey Transit Plaza, located in downtown Monterey. Route 1 provides service between the Monterey Transit Plaza and Pacific Grove with service to portions of the Pacific Grove Coastal Zone. Locations served by Route 1 include the Asilomar Conference Center, Pt. Pinos Lighthouse and Lovers Point Park. Service is provided on one-hour headways on weekdays and weekends. Route 2 circulates within Pacific Grove, but does not serve areas within the Coastal Zone. Route 2 interfaces with Route 1 at a stop located at Lighthouse Avenue and Fountain Avenue.

Bicycle Facilities. The Coastal Zone contains the southernmost section of the Monterey Bay Sanctuary Scenic Trail (MBSST). The Monterey Bay Sanctuary Scenic Trail provides a public trail along the shoreline of the Monterey Bay National Marine Sanctuary extending between Pacific Grove and the Pajaro River, located at the northern Monterey County border. The segment of the MBSST in Pacific Grove extends between the easterly city limits near Eardley Avenue to Ocean View Boulevard at Lovers Point has a paved portion (a Class I Bike Path) and an adjacent gravel path is designated for pedestrians. The path varies in width from 10 feet to 22 feet. As a shared path, bicyclists, pedestrians and surreys use the path. Ocean View Boulevard extending from Eardley Avenue to Asilomar Avenue is a Class III bikeway. Ocean View Boulevard, which turns into Sunset Drive, between Asilomar Avenue to Seventeen Mile Drive is striped with Class II bike lanes. A Class II bikeway provides a separate, striped bike lane on the outside of each travel lane.

Pedestrian Facilities. Sidewalks are provided along most, but not all streets in the Coastal Zone Areas I-III. In Areas IV-A, IV-B and VI there are typically no sidewalks, but portions of these areas contain pedestrian trails as a part of Asilomar State Beach along the shoreline. Area V is the abandoned railroad right-of-way that is currently, and has historically been, used as a walking path by the community.

Transportation System Operations. Generally, the transportation system in the Coastal Zone operates well, but there are areas where congested conditions occur, particularly on weekends when recreation and tourist activity is high. The Coastal Zone sits at the fringe of the Monterey Peninsula such that a large percentage of the traffic on the Coastal Zone road network is recreation and tourist related and not weekday commuter or business related. Ocean View Drive and Sunset Drive are scenic drives and are intended for recreational travel. The views presented along these routes can encourage leisurely driving, which can cause isolated conditions of delayed travel for some motorists. However, existing traffic volumes shown in Table 3-2 are not at levels associated with operational deficiencies due to insufficient capacity. Specific transportation related issues involving traffic operations, vehicle/pedestrian-bicyclist conflicts and parking are described in the individual discussions of each area presented below.

Future Conditions. The City of Pacific Grove is largely built-out. Growth in traffic as well as increases in pedestrian and bicycle usage in the Coastal Zone area is expected mainly to be

related to growth in recreation and tourist activity in the area. Tourist and recreation activity can be expected to grow at about the same rate as population increases in the Monterey region. According to population forecasts published by the Association of Monterey Bay Area Governments (AMBAG), the population in the AMBAG region is forecast to increase about 20% between 2010 and 2035, or about 0.8 percent per year on average. Pacific Grove population is forecast to increase at an average rate of 0.5 percent per year between 2010 and 2035 according to AMBAG population forecasts. Therefore, traffic volumes as well as tourist and recreation activity is expected to increase about 20 percent over the next 25 year period.

For the most part, traffic increases of 20 percent would not result in significant impacts to traffic operations in the Coastal Zone. Central Avenue at Eardley Avenue is a principal gateway to the Coast Zone and a location where traffic growth could impact existing traffic operations. Increases in parking demand in the Coastal Zone where the supply of spaces is limited could also create parking impacts and/or exacerbate parking intrusion into residential neighborhoods. Growth in pedestrian and bicycle traffic would increase the potential for conflicts between vehicle traffic and pedestrians/cyclists. In the sections below, transportation conditions and issues within each of the planning areas are described in greater detail.

Planning Area I

Visitor-oriented commercial and residential uses are developed in Area I. The commercial uses include the American Tin Cannery retail complex on Ocean View Boulevard between Eardley Avenue and Dewey Street. Other relevant commercial uses are the businesses on Central Avenue at the gateway into the city, and a portion of the Nob Hill lot. The Hopkins Marine Station of Stanford is also located in Area I, immediately adjacent to the Monterey Bay Aquarium.

Road Network. The following roadways provide primary circulation opportunities within Area I:

- 1st Street between Ocean View Boulevard and Central Avenue is a two-lane collector roadway with non-restricted parking allowed on both sides of the roadway. Sidewalks are provided on both sides of the street and the street is fronted by residential uses.
- Eardley Avenue between Lighthouse Avenue and Ocean View Boulevard is a two-lane collector roadway with metered parking provided on both sides of the street. Sidewalks are provided on both sides of the street. The street provides access to commercial uses.
- Ocean View Boulevard between the Monterey City Limits and 1st Street is a two-lane collector roadway. Between Eardley Avenue and Dewey Avenue, two-hour metered parking is allowed between 9:00 am and 6:00 pm on any day. For a portion of this block, parking is allowed only on the north (ocean) side of the street. Between Dewey Street and

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1st Street, no parking is allowed on the north side of the road at any time and parking is limited to two hours between 9:00 am and 6:00 pm on any day on the south side of the road except for residential parking permit participants. A sidewalk is provided on the south side of the street segment. The street is fronted with residential uses on the south.

- Central Avenue between the city limits and 1st Street is a two-lane arterial with left turn channelization provided at Dewey Street and Eardley Avenue. Between the easterly city limits and Dewey Street, two-hour parking is allowed between 9:00 am and 6:00 pm on any day. Between Dewey Street and 1st Street, un-restricted parking is allowed on both sides of the street. Sidewalks are provided on both sides of the street.

In addition to these streets, Dewey Street and Sloat Avenue provide traffic circulation within the area. Sloat Avenue is one-way circulating from Central Avenue to Eardley Avenue and Dewey Street is one-way circulating from Central Avenue to Sloat Avenue. Two-hour metered parking is provided on Dewey Street between Sloat Avenue and Ocean View Boulevard and on Sloat Avenue between Dewey Avenue and Eardley Avenue. On Sloat Avenue between 1st Street and Dewey Street, parking is limited to two hours between 9:00 am and 6:00 pm except for residential parking permit participants.

Parking. Most of the streets in Area I have two-hour parking time limitations to discourage Cannery Row and Monterey Bay Aquarium visitors from using the public streets in the area for parking and to provide parking turnover for the commercial retail use located on Ocean View Boulevard and Central Avenue between Eardley Avenue and Dewey Street. A residential parking permit program in Area I exempt the residential population in Area I from the two-hour time limitations on residential streets. A parking lot is located west of Eardley Avenue between Sloat Avenue and Central Avenue and is connected via a pedestrian bridge to the American Tin Cannery retail complex. One on-street parking space designated for use by persons with disabilities is marked on westbound Ocean View Boulevard, immediately west of the intersection with Eardley Avenue. ADA accessible curb ramps are provided on each side of Ocean View Boulevard at Eardley Avenue.

Pedestrian - Bicycle Facilities. Besides the sidewalks described previously, the Monterey Bay Sanctuary Scenic Trail parallels Ocean View Boulevard in Area I. The Scenic Trail is a Class I bike facility from Eardley Avenue to Lovers Point, and a Class III bike route along Ocean View Boulevard from Eardley Avenue to Asilomar Avenue. The "Bike Route" sign at Eardley Avenue and Ocean View Boulevard has been removed and replaced with a trail sign for the separated path. Appropriate signage for the Class III bikeway is being developed.

Transit. Area I is not directly served by MST Transit. The nearest MST service to Area I is located on David Avenue at the Monterey Bay Aquarium, which is located approximately 340 feet southeast of the Ocean View Boulevard/Eardley Avenue intersection.

Transportation System Operations

Central Avenue. Central Avenue at Eardley experiences periods of traffic congestion associated with the operation of the traffic signal at the Lighthouse Avenue/David Avenue intersection. Vehicle queues on the eastbound Central Avenue-Lighthouse Avenue approach to David Avenue frequently extend through the Eardley Avenue intersection. The Central Avenue/Eardley Avenue intersection is unsignalized with stop controls on the Eardley Avenue approaches to Central Avenue. The vehicle queues on Central Avenue reduce the capacity of the Eardley Avenue approaches to Central Avenue

The Pacific Grove 2014-2015 to 2018-2019 Capital Improvement Program includes a project that would install traffic calming measures on Central Avenue between Eardley Avenue and 1st Street. The improvements include a pedestrian bulbout on Central Avenue at Eardley and median channelization improvements on Central Avenue. The improvements are scheduled for construction by 2016. These improvements are intended to improve traffic operations and safety on Central Avenue.

Other improvements may be warranted in the future if traffic volumes increase even modestly. Installing a traffic signal at the Central Avenue/Eardley Avenue intersection is not desirable given the close spacing to the Lighthouse Avenue/David Avenue intersection (240 feet). However, signalization of the intersection could be considered if the two signals were operated in coordination. In the future, prohibiting left turn movements from Eardley Avenue onto Central Avenue could be considered. In addition, installation of in-roadway lights in the crosswalk that crosses Central Avenue at Eardley Avenue should be considered to enhance the visibility of pedestrians in the crosswalk to motorists entering the intersection. Should the commercial areas in Area I propose redevelopment, traffic circulation patterns and property access plans should be evaluated to provide an efficient traffic circulation plan and traffic controls to meet project traffic and parking demands.

Parking. Area I experiences high parking demand, particularly on weekends, associated with tourist and recreation activities. Major destinations in the area include the Monterey Bay Aquarium, Cannery Row, American Tin Cannery, Monterey Bay Sanctuary Scenic Trail and the bay shore lands. Metered parking is implemented on the streets in the general vicinity of the American Tin Cannery retail complex, which encourages parking turnover and discourages on-street parking in the area for extended periods of time. A residential parking permit program has also been implemented for portions of the residential development in Area I near the commercial area. The parking pay lot located west of Eardley Avenue between Sloat Avenue and Central Avenue provides parking beyond the two-hour on-street limitation.

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The on-street parking spaces on Eardley Avenue and Ocean View Boulevard adjacent to the American Tin Cannery and on Ocean View Boulevard between Dewey Avenue and 1st Street were observed to be fully utilized during the mid-afternoon on September 6, 2014. On-street parking utilization was also high on Central Avenue and residential streets in Area I.

Opportunities for providing additional parking supply in Area I is constrained because most parcels are developed at this time. In the event that the commercial area in Area I re-develops in the future, providing additional parking supply for the area in the form of a parking garage should be evaluated. In the meantime, the demand for parking in the area is expected to increase at about the rate of increases in population in the region. The need to expand the residential parking permit program should be monitored as there is a potential for additional intrusion of parking into the adjacent neighborhoods, particularly on weekends.

Pedestrian/Bicycle. Pedestrians and bicyclists share the Monterey Bay Sanctuary Scenic Trail for its entire length from the city limits to Lovers Point. Signage regarding appropriate path etiquette is not provided on the path. It is recommended that informational signage be installed at the primary entrances to the path that provides pedestrians and bicyclists with path rules and safety guidelines. Not all bicyclists use the Scenic Trail to travel between Monterey and Lovers Point. Experienced bicyclists avoid the trail during periods of peak demand to avoid conflicts with pedestrians and recreational bicyclists. Ocean View Boulevard in Area I is designated as a Class III bikeway, meaning that it is considered a bike route, although striped bike lanes are not provided. It is recommended that Shared Lane Markings be installed on the segment of Ocean View Boulevard that are designated as a Class III bike route. The marking assists bicyclists with lateral positioning and alerts motorists of the potential presence of bicyclists in the travelway.

Planning Area II

Area II is primarily developed with residential uses between Ocean View Boulevard and Central Avenue.

Road Network. The following roadways provide primary circulation opportunities within Area II:

- 17th Street and Forest Avenue between Ocean View Boulevard and Central Avenue are two-lane collector streets with parking allowed on both sides of the streets and sidewalks on both sides of the street.
- Pacific Avenue between Jewell Avenue and Lighthouse Avenue is a two-lane collector with parking allowed on both sides of the street. There are several large gaps in the sidewalk on Pacific Avenue.

- Central Avenue between 1st Street and Caledonia Avenue is a two-lane arterial with parking allowed on both sides of the street and sidewalks provided on both sides of the street.
- Ocean View Boulevard between 1st Street and Grand Avenue is a two-lane collector roadway. A sidewalk is provided on the south side of the street and parking is allowed on both sides of the street.

In addition to these streets, a number of local residential streets provide north-south circulation between Ocean View Boulevard and Central Avenue.

Parking. On-street parking spaces in Area II are not subject to time limitations other than restrictions regarding overnight parking on Ocean View Boulevard. One on-street parking space designated for use by persons with disabilities is marked on westbound Ocean View Boulevard, on the east end of Berwick Park at 9th Street. An ADA accessible curb ramp is provided immediately adjacent to the parking space and a path extends from the ramp to the Scenic Trail.

Pedestrian - Bicycle Facilities. Besides the sidewalks described previously, the Monterey Bay Sanctuary Scenic Trail, which serves both pedestrians and bicyclists, parallels Ocean View Boulevard in Area II. Ocean View Boulevard is designated as a Class III bike route.

Transit. The most easterly portion of Area II is served by MST Transit Route 1, which circulates on Jewell Avenue west of 17th Street and Pacific Street between Jewell Avenue and Lighthouse Avenue.

Transportation System Operations. There are no significant traffic operational issues in Area II. Pedestrian and bicycle conflicts on the Scenic Trail are discussed in the evaluation of Area I. It is recommended that Shared Lane Markings be installed on the segment of Ocean View Boulevard that are designated as a Class III bike route.

Parking. Parking occupancy on Ocean View Boulevard in Area II was observed on Saturday, September 6, 2014. Nearly all of the spaces on the bay side of the road were occupied in mid-afternoon. On-street parking spaces on the inland side of the road were fully occupied between 1st Street and 7th Street, with some parking intrusion on residential streets intersecting Ocean View Boulevard. West of 7th Street, the inland side of Ocean View Boulevard was sparsely parked.

Increases in visitor and recreation usage will increase the demand for parking in Area II. Increased demand for parking may result in increased parking intrusion into the adjacent neighborhoods, particularly on holidays when visitation to the Coastal Zone may exceed typical weekend conditions. Expansion of the parking permit program to Area II would provide a limited amount of control over parking conditions, but would not address the potential imbalance between parking demand versus parking supply.

As described for Area I, the construction of a parking garage would increase the parking supply provided in the Coastal Zone. In lieu of, or possibly in addition to, a parking garage in Area I, construction of a parking garage in the downtown area could provide a source of additional parking for Areas I, II and III. On weekdays, a parking garage in the downtown area would serve the parking demands of the downtown area. On weekends, a downtown parking garage could be used to serve the parking demands for the shore areas, particularly in Areas I, II and III. A shuttle bus would be required to transport visitors from the downtown area to the shore lands. This could be accomplished by expanding the WAVE transit shuttle that currently operates in Monterey during the summer to also serve Pacific Grove.

Planning Area III

Area III includes Lovers Point Park, visitor-oriented commercial development and residential development.

Road Network. Ocean View Boulevard and 17th Street adjacent to Lovers Point Park are the primary circulation roadways in Area III. Ocean View Boulevard and 17th Street are two-lane collector roadways. A sidewalk is provided on the south side of Ocean View Boulevard between Grand Avenue and 17th Street. Parking is allowed on both sides of the Grand Avenue to the 17th Street segment, except along the westbound Ocean View Boulevard approach to 17th Street. Sidewalks are provided on both sides of 17th Street between Jewell Avenue-Ocean View Boulevard and Ocean View Boulevard. On-street parking is provided on both sides of the 17th Street in Area III. A sidewalk is provided on the north side, but not on the south side of Ocean View Boulevard between 17th Street and Moss Street. Parking is allowed on both sides of Ocean View Boulevard between 17th Street and Moss Street. The residential development located within Area III is served by Mermaid Avenue, which is a one-lane street.

Parking. On-street parking spaces on 17th Street are subject to a two-hour time limitation. On-street parking spaces on the north side of Ocean View Boulevard between Grand Avenue and 17th Street and parking on the north side of Ocean View Boulevard for a distance of approximately 400 feet west of 17th Street are subject to a two-hour time limitation.

Besides the on-street parking spaces, a 32-space parking lot with a two-hour time limitation is located at the Ocean View Boulevard/17th Street intersection. Five of the parking spaces in this lot are designated for use by persons with disabilities. This parking lot is located at the westerly terminus of the Monterey Bay Sanctuary Scenic Trail. In addition, a small parking lot with a two-hour time limitation that contains 17 diagonal, curbside and interior parking spaces is located on the outside of the roadway curve between 17th Street and Ocean View Boulevard. Two of the spaces in this parking area are designated for use by persons with disabilities. An ADA accessible curb ramp located between these two spaces provides access to a pedestrian trail that connects to Lovers Point Park and overlooks the shore land area.

Pedestrian - Bicycle Facilities. The Monterey Bay Sanctuary Scenic Trail terminates at 17th Street near Lovers Point Park. 17th Street adjacent to Lovers Point Park and Ocean View Boulevard between 17th Street and Moss Street are designated a Class III bikeway. Bike lanes are not striped on these segments of roadway. Besides the sidewalks previously described, a pedestrian trail extends westward from Lovers Point Park.

Transit. Area III is served by MST Transit Route 1, which circulates on Jewell Avenue west of 17th Street, 17th Street adjacent to Lovers Point Park and Ocean View Boulevard between 17th Street and Moss Street.

Transportation System Operations. As with Areas I and II, it is recommended that Shared Lane Markings be installed on the segment of Ocean View Boulevard that is designated as a Class III bike route.

Ocean View Boulevard-Jewell Avenue/17th Street Intersection. Observations of the Ocean View Boulevard-Jewell Avenue/17th Street intersection operations on Saturday, September 6, 2014, including a spot count of traffic volumes entering the intersection, indicate the intersection operates at LOS A at the current time, which represents a very good operating condition. The Ocean View Boulevard-Jewell Avenue/17th Street intersection serves pedestrian and bicycle traffic generated by local residents as well as visitors that park south and/or west of Lovers Point Park. According to data provided by the city, no accidents occurred at the intersection in 2013 and the intersection is not included on the list of high accident locations for 2011, 2012 and 2013.

The existing signing and striping is adequate for the intersection. The intersection is operated with all-way stop control. Pedestrian crosswalks are provided on the west and east intersection legs. Crosswalks are not required at all-way stop control intersections, but the crosswalks at this intersection identify the path pedestrians should use to cross the intersection. Bulbouts, which would enhance pedestrian visibility and shorten pedestrian crossing distances, are not recommended at this intersection, particularly in the northeast corner of the intersection. The vehicles using the intersection include tour buses that require a large turning radius that would be restricted with the bulbouts. To enhance motorist awareness of the intersection, solar powered LED stop signs could be installed at the intersection. LED's are located along the border of the stop sign and flash simultaneously at a rate of 50 to 60 times per minute.

Parking. Observations of parking utilization in Area III were made on September 6, 2014. In the immediate vicinity of Lovers Point Park, parking was about 90% occupied in the mid-afternoon. This area includes Ocean View Boulevard between Grand Avenue and 17th Street, 17th Street and Ocean View Boulevard to a distance of about 300 feet west of Lovers Point Park. The parking spaces on the remainder of Ocean View Boulevard west to Moss Street were less than 30 percent occupied. A parking study conducted on Saturday, July 12, 2008, determined that the 56

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percent of the parking spaces available for public parking were occupied during the Saturday mid-day, with 44 percent empty. Overall, the parking supply in Area III is not fully occupied on a typical Saturday.

Tour Bus. Tour buses currently circulate on Ocean View Boulevard-Sunset Drive, typically in an east to west direction. Parking for tour buses is not currently provided in the Lovers Point Park area. There are no off-street parking areas in the Lovers Point area that could be used for tour bus parking. Tour bus parking could be provided on 17th Street at Lovers Point Park or on Ocean View Boulevard near the park. To provide on-street parking for tour buses would displace three existing parking stalls for each tour bus space. The tour bus parking space would require signing to reserve the spot for bus parking only and as described would remove three existing parking spaces.

As an alternative to reserving a bus parking space in the Lovers Point Park area, the MST transit stop located on the west side of 17th Street at the Monterey Bay Trail termination point could be utilized to load and unload tour buses. After unloading, the tour bus could park outside of the Lovers Point Park area. The off-site parking for tour buses could be provided on Jewell Avenue, adjacent to the municipal golf course. This plan could allow for multiple tour buses to stop at Lovers Point Park and not require a reduction of the existing on-street parking supply. The plan would require buses to arrive at Lovers Point from the west, which may require a circuitous route if the tour bus is otherwise traveling from east to west. The plan would also require coordination with MST for use of the 17th Street transit stop. Before adopting this plan, the turning radius requirements for a tour bus turning from southbound 17th Street to westbound Jewell Avenue should be evaluated to ensure that the turn can be negotiated by a tour bus.

Planning Area IV-A

Area IV-A consists of the shore area located on the bay side of Ocean View Boulevard between Moss Street and Asilomar Avenue.

Road Network. Access to Area IV-A is provided by Ocean View Boulevard, a two-lane arterial between Moss Street and Asilomar Avenue. Parking is allowed on both sides of Ocean View Boulevard. No sidewalks are provided on this segment of Ocean View Boulevard.

Parking. Besides the on-street parking spaces on Ocean View Boulevard, parking is also provided in four pullouts located on the bay side of Ocean View Boulevard. These pullouts are located at Moss Street, between Beach Street and Shell Avenue, between Acropolis and Coral Streets, and between Asilomar Avenue and Acropolis Street. These pullouts provide parking for an estimated 70 vehicles. One parking space designated for use by persons with disabilities is located in the pullout located at the eastern end of Area IV-A, at Moss Street.

Pedestrian - Bicycle Facilities. A continuous network of foot-paths are located on the bay side of Ocean View Boulevard in Area IV-A and these foot-paths provide a pedestrian connection between Area III and Area IV-B. Bike lanes are not striped on Ocean View Boulevard in Area IV-A and this segment of road operates as a Class III bikeway.

Transit. Area IV-A is not directly served by MST Transit. Transit Route 1 circulates on Del Monte Boulevard between Asilomar Avenue and Sea Palm Avenue-Moss Street. Del Monte Avenue is approximately 600 feet to 800 feet inland from Ocean View Boulevard at various points along the transit route.

Transportation System Operations. No significant traffic operational issues were observed in Area IV-A. Based on observations of parking demand conducted on September 6, 2014, parking demand in Area IV-A was sparse with most vehicles parked in the shore land area parked in one of the four pullouts. As with Areas I-III, it is recommended that Shared Lane Markings be installed on the segment of Ocean View Boulevard that are designated as a Class III bike route.

Planning Area IV-B

Area IV-B consists of the shore area located on the ocean side of Ocean View Boulevard as well as the area bounded by Lighthouse Avenue and Asilomar Avenue. This area includes the abandoned city-owned sewer treatment plant. The Point Pinos Lighthouse, U.S. Coast Guard Facility and several Pacific Grove Municipal Golf Course golf holes are located in the area bounded by Ocean View Boulevard, Lighthouse Avenue and Asilomar Avenue.

Road Network. The following roadways provide primary circulation opportunities within Area IV-B:

- Ocean View Boulevard between Asilomar Boulevard and Lighthouse Avenue is a two-lane collector. Striped bike lanes are provided on each side of the roadway. Along this segment of roadway, there are four segments of wide shoulder on the ocean side of Ocean View Boulevard that are utilized for parking. In addition, there are three pullout areas for parking.
- Asilomar Boulevard between Ocean View Boulevard and Lighthouse Avenue is a two-lane collector. No sidewalks are provided on this roadway. Perpendicular parking is provided on this roadway near the entrance to the Point Pinos Lighthouse and near the entrance to the Pacific Grove Municipal Golf Course.
- Lighthouse Avenue between Ocean View Boulevard and Asilomar Avenue is two-lanes wide and a sidewalk is provided on the north side of the roadway.

Parking. As previously described, parking is provided on the shoulder of Ocean View Boulevard and in three pullouts located on the ocean side of Ocean View Boulevard. In addition, parking is provided on Asilomar Avenue at the entrance to the Lighthouse and near the entrance to the municipal golf course.

Pedestrian - Bicycle Facilities. Informal, non-continuous foot-paths are located on the ocean side of Ocean View Boulevard in Area IV-B. No sidewalks are located along Ocean View Boulevard. For some segments of Ocean View Boulevard, pedestrian circulation is accomplished using the shoulder of Ocean View Boulevard. Bike lanes are striped on Ocean View Boulevard in Area IV-B and this segment of road operates as a Class II bikeway.

Transit. Transit service is available via MST Transit Route 1, which circulates on Asilomar Avenue between Lighthouse Avenue and Del Monte Avenue.

Transportation System Operations. No significant traffic operational issues were observed in Area IV-B. During mid-afternoon observations of parking demand conducted on September 6, 2014, 11 vehicles were observed parked along the shoulder of Ocean View Boulevard or in the shoulder turnouts and 40 vehicles were parked in the pullouts. It is estimated that the parking utilization during the observed time was approximately 50 percent.

Planning Area VI

Area VI is developed with residential uses and the Asilomar State Beach Conference Center. Asilomar State Beach is located within the Area VI shoreline lands. Local service and visitor-serving commercial development is located adjacent to Sunset Drive at the southern portion of Area VI, near Crocker Avenue.

Road Network. The following roadways provide primary circulation opportunities within Area VI:

- Asilomar Avenue between Lighthouse Avenue and Sinex Avenue is a two-lane collector. Except for short sections of road near Lighthouse Avenue and Sinex Avenue, there are no sidewalks on Asilomar Avenue between Lighthouse Avenue and Sinex Avenue. This segment of Asilomar Avenue provides access to residential development that fronts the road, visitor-serving commercial and the Asilomar Conference Center.
- Sinex Avenue between Asilomar Avenue and Crocker Avenue is a two-lane collector. This road segment is a boundary for Area VI. Sidewalks are provided on each side of the roadway.
- Sunset Drive between Ocean View Boulevard at Lighthouse Avenue and Asilomar Avenue is a two-lane collector. This segment of road is designed as a rural road with no sidewalk provided on either side of the road. Bike lanes are striped on each side of the

roadway and the segment is designated as a Class II bikeway. Parking is allowed on each side of the road where the shoulder is sufficient to allow a vehicle to park completely off of the travelway. This segment is adjacent to the shore land area and a motel is located on the south side of the road at the southern end of the segment.

- Sunset Drive between Asilomar Avenue and the boundary of Area VI, which is approximately mid-way between Crocker Avenue and Grove Acre Avenue, is a two-lane arterial. Bike lanes and a parking lane are striped on each side of the road.

Parking. There are no parking areas including pullouts on Sunset Drive in Area VI. Most of the parking occurs on the roadway shoulder on the ocean side of Sunset Drive. Asilomar Conference Center provides parking areas for its users and visitors, as do the businesses in the commercial area.

There are five parking spaces designated for use by persons with disabilities located adjacent to the Sunset Drive southbound travel lane in Area VI. The northern most space is located about 380 feet south of Jewell Avenue. A second parking space marked for persons with disabilities is located approximately 800 feet south of the northernmost parking space. A third space is located about 100 feet south of Pico Avenue. The northernmost three spaces are located adjacent to connections to the trail network located on the ocean side of Sunset Drive. The fourth and fifth spaces are located at the entrance to the Asilomar State Park sunning beach that is located at the Sunset Drive crossing of the Asilomar Conference Center trail. All parking spaces are hard surfaced and located in a roadway turnout.

Pedestrian - Bicycle Facilities. An informal path trail network is provided in the shore land area of Area VI. The paths are nearly continuous between Lighthouse Avenue on the north and Asilomar Avenue on the south, but there are short sections of trail missing near Arena Avenue and south of the entrance to Asilomar Beach. In addition, a trail that includes a marked crosswalk across Sunset Drive connects the Asilomar Conference Center with the shore lands. The only designated bike facility in Area VI are the bike lanes striped on Sunset Drive.

Transit. Transit service is available via MST Transit Route 1, which circulates on Asilomar Avenue between Sunset Drive and Pico Avenue.

Transportation System Operations. No significant traffic operational issues were observed in Area VI.

Parking. Parking utilization on Sunset Drive was observed to be sparse between Lighthouse Avenue and Pico Avenue. The highest parking demand was observed near the entrance trails to Asilomar State Beach. The existing parking supply for the beach area is provided by the shoulder of Sunset Drive. The linear nature of the Sunset Drive shoulder parking supply creates long walking distances for some beach visitors. However, from a supply standpoint, the parking

supply provided by the shoulder area on Sunset Drive appears to be adequate for the observed conditions. The alternative would be to construct a parking lot for the beach. However, there is no available area for a parking lot other than potentially environmentally sensitive land areas.

Summary of Recommendations from Traffic System Analysis

1. Signalization of the Central Avenue/Eardley Avenue intersection is not desirable given the close spacing to the Lighthouse Avenue/David Avenue intersection (240 feet), but could be considered in conjunction with coordination with the Lighthouse Avenue/David Avenue intersection. In the future, prohibiting left turn movements from Eardley Avenue onto Central Avenue could be considered. In addition, installation of in-roadway lights in the crosswalk across Central Avenue at Eardley Avenue should be considered to enhance the visibility of pedestrians in the crosswalk to motorists entering the intersection.
2. Consider the construction of a parking garage in the downtown area to provide a source of additional parking for the downtown area as well as the Coastal Zone shore lands. A shuttle bus would be required to transport visitors from the downtown area to the shore lands. This could be accomplished by expanding the WAVE transit shuttle that currently operates in Monterey during the summer to also serve Pacific Grove.
3. Should the commercial areas in Area I propose redevelopment, traffic circulation patterns and property access plans should be evaluated to provide an efficient traffic circulation plan and traffic controls to meet project traffic and parking demands.
4. Informational signage is recommended at the primary entrances to the Monterey Bay Scenic Trail. The signs should describe to pedestrians and bicyclists the trail rules and safety guidelines.
5. Installation of Shared Lane Markings are recommended on the segments of Ocean View Boulevard that are designated as a Class III bike route.
6. Solar powered LED stop signs could be installed at the Ocean View Boulevard-Jewell Avenue/17th Street intersection to enhance the visibility of the intersection traffic control.
7. Consider providing parking for tour buses at Lovers Point Park. This could be accomplished by replacing three existing on-street parking spaces with a dedicated parking space for a tour bus or using the MST transit stop of 17th Street for tour bus loading and unloading and providing a tour bus parking at another location.

Update Guidance Review

The coastal commission's LCP update guide suggests that an updated public access component should include each of the bulleted items below. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

- Descriptions and maps of existing, required, suitable, and planned access, including segments of the California Coastal Trail (CCT), and the status and location of those subject to offers to dedicate easements or deed restrictions. Local transportation planning agencies whose jurisdiction includes a portion of the CCT, or property designated for the trail, are required by the legislation to coordinate with the Conservancy, the Commission and Caltrans regarding development of the trail. *See Appendix A, Policies 3.5.1.1 and 5.5.1; Figure 3-1, Public Access, presented at the end of this section.*
- Estimates of visitor and facilities use. *See Section 3.2.2, Recreation & Visitor-Serving Facilities.*
- Estimates of unmet and future demand and identification of deficiencies by location and type of access. *See Appendix A, Policy 5.5.4 and Section 3.2.2, Recreation & Visitor-Serving Facilities.*
- Identification of encroachments on, or disincentives to use of, public beaches or accessways (e.g. illegal no parking signs or barriers, private development or landscaping on beaches) and measures to remove or reduce them. *There are no known existing encroachments on, or disincentives to use of, public beaches or accessways in the coastal zone. See Appendix A, Policy 5.5.4.*
- Measures to ensure new access, through the regulatory program or other mechanisms. *See Appendix A, Policies 5.5.2, 5.5.4, 5.5.5, 5.5.6, 5.6.1; Coastal Parks Plan.*
- Measures to manage access and other activities on beaches in a manner that protects the public access. *See Appendix A, Policies 5.4.1-5.6.1; Coastal Parks Plan.*
- Measures to expand access through sufficient parking and alternative transportation. *See Appendix A, Parking Policies 3.3.4.2, 3.3.5.3, 3.5.1.3, 3.5.1.4, 4.2.4.2, 4.2.4.3, 5.4.3, 5.5.2, 5.5.5; Bicycle/Pedestrian Policies 3.5.1.1, 4.2.4.4, 4.2.4.5; Multimodal Transit Policies 4.2.6.2, 5.4.4. See Figure 3-1. For additional and more detailed public access maps, refer to the Coastal Parks Plan, figures 9-19, and the Coastal Parks Plan Issues and Constraints Report Figures 3-7. See discussion in introduction above on the analysis of the city's transportation system.*
- Assessments of any public safety or fragile resources concerns that may require additional access management measures. *See Appendix A, Policy 5.5.4.*

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- Measures to site new development to not impede access and to be compatible with public access areas. See *Appendix A, Policies 2.5.5.1-2.5.5.4, 2.5.5.8, 3.2.5.2, 3.3.5.1-3.3.5.3, 3.4.4.1.*
- Zoning ordinance provisions that provide for accessways and access facilities. See CCP policies in Ch. 3 Trails, Ch. 4 Bikeways, Ch. 5 Parking and Circulation.
- Signing provisions. See *Appendix A, Policies 2.1.5.4, 2.3.4.3.e, 3.4.4.2, 4.2.6.3, 5.4.3, 5.5.3.*

There are no policies in the existing LUP addressing any of the following topics which the coastal commission's LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- Comprehensive Beach Management. Measures might include temporary closures for mammal breeding sites, rules for recreational events, etc. *PGMC Chapter 14.04, Marine Refuge, provides regulations for the protection of harbor seals and pupping, however, the regulations recently passed in 2013 and are not reflected in the existing LCP.*
- Recreational Beach Valuation. Compensatory mitigation for impacts to beaches from LCP development (i.e., new sea walls, etc).
- Encroachments on Public Access. Temporary Events on Beaches; Beach and Accessway Closures; Street Abandonments; Retaining Public Access; Parking Restrictions; Parking and Admission Charges; Misleading Signs and Markings.
- Identification of potential prescriptive rights and measures to ensure such rights are protected.
- Mitigation measures for unavoidable impacts of recreational beach loss from permitted development.
- List incremental actions since LCP certification that may reduce public access and include measures to prevent loss of public access.

3.2.2 Recreation and Visitor-Serving Facilities

Introduction and Updates

The Coastal Act places high priority on protecting and maximizing recreation and visitor serving land uses, including lower cost facilities. Section 30210 of the Coastal Act states that:

Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Update Guidance Review

The coastal commission's LCP update guide suggests that an updated evaluation of recreation and visitor-serving facilities should include each of the bulleted items below. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

- Inventory and map of existing visitor-serving accommodations (e.g., RV parks, motels, inns) by type, capacity, ownership, and price range. *See Table 3-3, Inventory of Existing Visitor-Serving Accommodations, and Figure 3-2, Existing Visitor-Serving Accommodations, presented at the end of this section.*
- Inventory and map of existing shoreline and near-shore recreational areas and facilities and support facilities (e.g., beaches, parking lots/spaces, visitor-serving commercial). *See Table 3-4, Inventory of Existing Recreational Areas and Facilities, and Figure 3-3, Existing Recreational Areas and Facilities, presented at the end of this section. There are also a handful of existing visitor-serving commercial uses in the coastal zone independent of recreational uses, including: the American Tin Cannery businesses, the Central-Eardley Commercial District businesses, the Tinnery restaurant property next to Lovers Point, and the Fishwife Restaurant near the Sunset-Crocker Commercial District.*
- Occupancy rates or other usage statistics for day use and overnight visitor-serving facilities and recreation areas. *For day uses, certain visitor-accommodation facilities hold day use events such as conferences, reunions, and weddings. The Asilomar Conference Grounds is by far the main day use facility for these purposes. Daytime recreation facilities are limited to Adventures By The Sea, located on the beach at Lovers Point, with kayak, boogie board, standup paddle board, bicycle, and surrey rentals. As reported by the Pacific Grove Chamber of Commerce, occupancy rates for overnight visitor serving facilities vary by the type of use as shown in Table 3-5, Occupancy Rates of Existing Visitor-Serving Accommodations in the Coastal Zone, presented at the end of this section. Prior to 2000, occupancy rates ranged around 80 percent. Current rates are around 65 percent citywide.*
- Demand projections for future recreational and visitor-serving facilities. *Recreational facilities shown in Table 3-6 and Figure 3-3 are managed by the city, with the concessionaire at the Beach House Restaurant managing the facilities at Lovers Point. Existing use and future demand projections for these facilities are shown in Table 3-6, presented at the end of this section.*

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As reported by the Pacific Grove Chamber of Commerce, demand projections vary based on segments offered and new products. For example, if an accommodation is remodeled, or new features are added; potentially upgrading the rating from two stars to three or four stars, it would follow that demand would increase. There are also limiting factors for development in response to any future demand. For visitor accommodations, Measure U limits the number of units that can be added (PGMC section 23.52.035). The largest limiting factor for the expansion all visitor serving facilities remains the lack of water for all types of development on the Monterey Peninsula and throughout the region and State.

- Designations and zoning for upland facilities needed to support expanded recreational water use and suitably located. *The Open Space Recreational (OS-R) designation and Open Space (O) zoning allow for the expansion of recreational water use.*

The Open Space Recreational designation in the LUP allows for:

Use of these open space areas shall be limited to low-intensity day-use recreational and educational activities such as walking, nature study, photography and scenic viewing, and access to the water for diving, boating, fishing, and swimming. Within the municipal golf course, continued use as a public golfing facility will be permitted. Bicycling shall be allowed on designated bike lanes, bike paths, and areas open to other vehicles. (LUP Policy 3.3.4.3)

The Open Space zoning district allows for:

*(a) recreation areas, wildlife preserves, forest preserves, and waterfront areas; and
(b) parks, playgrounds, public or civic buildings, structures and parking facilities, pertinent and compatible with open land usages, subject to first securing a use permit in each case. (PGMC section 23.42.020)*

These land use categories run along the Pacific Grove coastline, and all city parks fit into the open space category, which are suitably located for public access to recreational water use. For the most part, lands upland on the landward side of Ocean View Boulevard are residential land uses and designations that would not support expanded recreational water use.

- Land use map designations and corresponding zoning for adequate recreation and visitor-serving facilities suitably located and sufficient to meet projected demand. *The City of Pacific Grove is mostly built-out. A majority of the city's recreation and visitor serving facilities are located in the coastal zone on land designated for visitor serving uses. Much of the remaining open space is designated and zoned to protect the open space. There are very limited vacant land areas in the city for development of new visitor-serving uses. Vacant land consists of exceptionally small lots in Planning Area II in the city's historic retreat, with larger lots primarily found in Planning Area IV-B. The vacant lots in Planning Area II do not lend themselves to recreation visitor-serving facilities as they are small and are surrounded by existing single-family residential uses. The lots in Planning Area IV-B host the coastal zone's most sensitive biological resources and are identified in the existing LUP for preservation of scenic and biological resources.*

- Designations and zoning of suitable oceanfront lands for recreational uses. *All ocean front lands in Pacific Grove’s coastal zone are currently designated open space, except for the Hopkins Marine Station, which is privately-owned by Stanford University and designated Open-Space Institutional. The majority of these ocean front lands are publicly accessible, with the exception of Hopkins, and two privately-owned single-family residences seaward of Sunset Drive.*
- Identification of potential public agency acquisitions, development or redevelopment, and management of public recreation and visitor-serving facilities. *See Appendix A, Policies 2.5.5.9, 3.4.5.4, 3.4.5.5, 3.4.6.1, 3.4.6.2.*

There are no policies in the existing LUP addressing any of the following topics which the coastal commission’s LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- Condominium Hotels/Timeshares. Private condo units being used as overnight rentals and ensuring protection of public visitor-serving facilities as a priority use. *See PGMC 6.11, Time-Share Tax in Lieu of Transient Occupancy Tax.*
- Short-term (or Vacation) Rentals. Regulation or prohibition of the rental of private homes on a short-term basis. *See PGMC 6.11, Time-Share Tax in Lieu of Transient Occupancy Tax.*
- Measures to impart priority to visitor-serving commercial uses in mixed-use zones.
- Requirements for deed restrictions and other measures to ensure that visitor-serving uses retain their primary function of serving visitors over time.
- New Overnight Facilities, Upgrades, and Conversions. Can result in narrower ranges in price and type of accommodations, including the loss of lower-cost visitor-serving facilities.

3.2.3 Water Quality Protection

Introduction and Updates

The Coastal Act requires the protection and enhancement of marine and coastal water resources, including water quality. Section 30412 of the Act outlines State Water Resources Control Board & Regional Water Quality Control Board regulations related to water quality for development in the coastal zone.

Nonpoint source pollution, also called polluted runoff, is the nation’s leading cause of water pollution. Section 3.231 of the Coastal Act has regulations related to protecting marine resources from runoff and other water quality events:

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The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The sections below include updates of recent changes in water quality requirements applicable to the city.

Storm Water Management and Discharge Control Ordinance (Chapter 9.30). The Pacific Grove Municipal Code has a Storm Water Management and Discharge Control Ordinance (Chapter 9.30) that is intended to ensure the health, safety, and general welfare of citizens, and protect and enhance the water quality of watercourses and water bodies in a manner pursuant to and consistent with the Federal Clean Water Act (33 U.S.C. section 1251 et seq., as amended from time to time) by reducing pollutants in storm water discharges to the maximum extent practicable and by prohibiting non-storm water discharges to the storm drain system. It provides a comprehensive and integrated plan to regulate urban storm water quality management and discharge control.

In addition, the State Water Resources Control Board (SWRCB) Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). The SWRCB adopted a General Permit for the Discharge of Storm Water for Phase II Small MS4s, Water Quality Order No. 2003-0005-DWQ (WQO) to provide permit coverage for smaller municipalities. MS4 permits require the discharger to develop and implement a Stormwater Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in section 402(p) of the Clean Water Act. The management programs specify what best management practices (BMPs) will be used to address certain program areas (City of Pacific Grove 2014f). The SWRCB adopted a new Phase II MS4 permit which became effective on July 1, 2014. The new permit builds upon the WQO and provides for enhanced water quality measures and monitoring for municipal agencies.

On September 20, 2014, the City submitted a draft compliance plan for Attachment C, "Special Conditions (Specific Provisions) for Traditional and Non-Traditional Small MS4 ASBS Dischargers, of the General Permit and is waiting for SWRCB comments. Additionally, Pacific Grove is also part of the ASBS Central Coast Monitoring Group.

Pacific Grove, along with the cities of Monterey, Carmel-by-the-Sea, Del Rey Oaks, Sand City, Seaside, and the County of Monterey, are seven local agencies that have joined to develop the Monterey Regional Stormwater Management Program, and have coverage under the State's General Stormwater Permit for Small MS4s. The *City of Pacific Grove 2013-2014 (Permit Year 1) Annual Stormwater Report* was submitted to the Water Board in October 2014 in compliance with the permit. This report describes permit compliance activities performed by Pacific Grove during the time period of July 1, 2013 to June 30, 2014 to implement pollution prevention locally and protect local water quality.

Pacific Grove Area of Special Biological Significance (ASBS). The SWRCB designated the Pacific Grove Area of Special Biological Significance (ASBS) as a part of the adoption of water quality control plans for wastes discharged to ocean waters. The ASBS encompasses 3.2 miles of coastline adjacent to the city (See [Figure 3-4, Pacific Grove ASBS Watershed](#)). This ASBS lies entirely within the Monterey Bay National Marine Sanctuary, and contains the Pacific Grove State Marine Conservation Area and Hopkins State Marine Reserve (refer also to *Coastal Parks Plan Issues and Constraints Report* figure 9, water and marine resources). The ASBS is also accorded special protection under the Marine Managed Areas Improvement Act, (PRC section 36600 et seq.) Under the Act, areas of special biological significance are a subset of state water quality protection areas and, as such, “require special protection as determined by the [SWRCB]” pursuant to the Ocean Plan (PRC section 36700(f)). In all state water quality protection areas, waste discharges must be prohibited or limited by special conditions, in accordance with state water quality law, including the Ocean Plan (PRC section 36710(f)). On March 20, 2012, the SWRCB adopted the *General Exception and Special Protections for the California Ocean Plan Waste Discharge Prohibition for Storm Water and Nonpoint Source Discharges* into the ASBS.

The principle requirements in the proposed “General Exception” and “Special Protections” are:

- Elimination of non-storm water urban runoff (e.g. dry weather discharges) into the ASBS;
- Ensuring that wet weather flows do not alter “natural water quality;”
- Ocean receiving water monitoring to ensure marine life and other beneficial uses are protected;
- Best Management Practices (BMPs) to reduce pollutants, debris, and larger particles;
- Reducing pollutant loads by 90percent during wet-weather if natural water quality is found to be degraded by these discharges; and
- Elimination of all trash from outfalls and discharges (City of Pacific Grove 2014g).

National Pollutant Discharge Elimination Permit (NPDES). On March 6, 2014, new requirements for treatment of stormwater took effect for new construction and redevelopment as required by the NPDES issued by the SWRCB. Requirements are triggered by the following development thresholds:

- Single-family residences that create and/or replace between 2,500 - 15,000 square feet or more of impervious surface must prepare a Landscape Plan.
- Commercial or industrial projects that create and/or replace 5,000 square feet or more of impervious surface must prepare a Drainage and Stormwater Treatment and Control Plan.
- Any project that creates and/or replaces 22,500 square feet of impervious surface must submit a Stormwater Runoff Retention Plan (City of Pacific Grove 2014h).

Update Guidance Review

The coastal commission's LCP update guide suggests that an updated water quality component should include each of the bulleted items below. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

- Mapping of the jurisdiction's coastal zone watersheds, to support watershed assessment and planning. *See Figure 3-4, Pacific Grove ASBS.*
- Identification of land uses in portions of the jurisdiction's watersheds that are within the coastal zone, and their relative impacts on coastal water resources. *See Figure 3-4, Pacific Grove ASBS.*
- Policies to protect coastal areas that help maintain the hydrologic balance (e.g., open space where rainfall can infiltrate or drain slowly to surface waters). *See Appendix A, Policies 2.2.5.2.*
- Policies to support watershed management that provides protection of water resources; for example, (1) addressing priorities identified in recent watershed assessments, (2) designating conservation areas and buffers to protect riparian vegetation and wetlands, and (3) preventing long-term or cumulative adverse impacts on water quality from development not connected to a sanitary sewer system. *See Appendix A, Policies 2.2.4.1-2.2.6.3.*
- Policies to support and complement the requirements of California's Storm Water Permit programs, TMDL implementation plans, Regional Water Quality Control Plans (i.e., Basin Plans), and other runoff water quality and hydrology management requirements of the SWRCB and Regional Water Quality Control Boards. *See Appendix A, Policies 2.2.4.1-2.2.6.3.*

There are no policies in the existing LUP addressing any of the following topics which the coastal commission's LCP update guide suggests that an updated public access component should include. It should also be noted that many topics are covered by the NPDES permits and may not require specific policies in the LUP. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- Identification of potential pollutant sources and changes in watershed hydrology in the coastal zone that may adversely impact coastal resources.
- Policies that address water quality protection at all stages of development, including planning land uses, subdivisions, project-specific site design, alternatives analyses, construction, and post-development stages.
- Policies to ensure that Coastal Development Permits incorporate appropriate Best Management Practices (BMPs) in new development and redevelopment. BMPs are practices to minimize adverse impacts on water bodies from changes in post-development runoff quality and the runoff flow regime (i.e., volume, flow rate, timing, and duration). BMPs can include structural devices or systems, operational procedures, and activities such as training.
- Policies for review of coastal development permit applications to ensure that potential adverse impacts from stormwater runoff to coastal water quality and hydrology are minimized, both during construction and post-development.
- Policies for review of coastal development permit applications to ensure that dry-weather runoff is minimized if it may potentially have adverse impacts to coastal waters. Dry-weather runoff is composed of discharges unrelated to precipitation, resulting from urban land uses such as landscape irrigation.
- Identification of the “design storm” sizing criteria that will dictate the design of BMPs, as follows: (1) Treatment Control BMPs: Typically the 85th percentile 24-hour storm event for volume-based BMPs, or the 85th percentile 1-hour storm event (with an appropriate safety factor of 2 or greater) for flow-based BMPs; (2) Runoff Control BMPs using flow retention techniques: Typically the 85th percentile 24-hour storm event; and (3) Runoff Control BMPs using peak management techniques: Typically the 2-year through 10-year storm events.
- Consider consolidating water quality policies into designated Water Quality chapters or sections to ensure that the policies guide updating of the implementing standards, and that such implementing standards are consistent with and adequate to carry out the Land Use Plan.

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- Ensure that there are no requirements elsewhere in the LCP that create inadvertent conflicts with water quality and hydrology protection policies, standards, and BMPs.
- Ensure that the LUP provides policies with appropriate detail and specificity to effectively guide the update of the LCP Implementation Plan (IP) standards and implementing ordinances. When standards are discussed in this document, it refers to implementing standards in the IP.

3.2.4 Environmentally Sensitive Habitats and Other Natural Resources

Introduction and Updates

The Coastal Act sets high standards for the protection of Environmentally Sensitive Habitat Areas (ESHA), including various types of wetlands, riparian areas, coastal prairies, woodlands and forests, and other natural resources in the coastal zone. Section 30240 of the Act states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

General Reconnaissance Survey. A general reconnaissance field survey was conducted by EMC Planning Group senior biologist Andrea Edwards on September 17, 2014. The following information is based in part on the biologist's survey and subsequent memo summarizing conditions within the coastal zone.

A search of the California Department of Fish and Wildlife (CDFW 2014) *California Natural Diversity Database* was conducted for the Monterey, Marina, Seaside, Soberanes Points, and Mount Carmel USGS quadrangles in order to evaluate potentially occurring special-status species in the vicinity of the study area. Records of occurrence for special-status plants were reviewed for those same USGS quadrangles in the California Native Plant Society (CNPS 2014) *Inventory of Rare and Endangered Plants*. A U.S. Fish and Wildlife Service (USFWS 2014) threatened and endangered species list was also generated for Monterey County.

The study area is in the coastal zone designated by the California Coastal Commission, and contains a wide variety of native, non-native weedy, and non-native ornamental vegetation.

Ornamental landscaping examples include golf course turf grass, huge gum (*Eucalyptus* sp.) trees along an ephemeral drainage at Greenwood Park, and dense plantings of torch aloe (*Aloe arborescens*) and various species of sedum/stonecrop at Perkins Park and nearby shoreline parks. Successful sand dune scrub habitat restoration areas are located from Asilomar State Beach and Asilomar Conference Grounds to the Pacific Grove Golf Links - Municipal Golf Course and Point Pinos Lighthouse. Many unique shoreline natural resources are present along the Monterey Bay Coastal Trail, including various parks and the Hopkins Marine Station Marine Life Refuge of Stanford University.

In particular, Area VI contains USFWS-designated critical habitat for the federally listed Threatened and CNPS Rare Plant Rank 1B Monterey spineflower (*Chorizanthe pungens* var. *pungens*). Area V consists of an abandoned Union Pacific Railroad right-of-way that in some areas lies under the golf course or near residential areas, and in other areas already serves as a designated public trail, bordered by native vegetation including coast live oaks (*Quercus agrifolia*) and Monterey pines (*Pinus radiata*), along with various non-native ornamental vegetation.

Table 3-1 presented at the end of this section, reflects a summary from the *Natural Resource Areas and Associated Natural Resources in Pacific Grove* (PG 2010) of areas of significant natural resources that occur within the overall coastal study area:

The entire study area contains numerous mature trees that have potential to provide nesting habitat for various native birds protected by the California Fish and Game Code and/or the federal Migratory Bird Treaty Act. These trees include a variety of non-native ornamental species, along with numerous native coast live oaks, Monterey pines, and Monterey cypresses (*Hesperocyparis macrocarpa*). Active bird nests should be protected during the bird nesting season (generally February 1 to September 15).

Trimming or removal of trees must be conducted in compliance with the City’s Urban Forestry Tree Ordinance contained in the municipal code (PG 2013), Title 12, Trees and the Urban Forest (specifically for regulated trees that are defined in Chapter 12.20, with removal permitting requirements contained in Chapter 12.60).

There are five categories of protected trees in §12.20.020 of the municipal code, as summarized below. Refer to §12.20.020 of the municipal code for the comprehensive regulations.

- native trees-gowen cypress [*Cupressus goveniana*] regardless of size, coast live oak, monterey cypress, torrey pine, and shore pine [*Pinus contorta*], and Monterey pine (that are six inches or more in trunk diameter, measured at 54 inches above grade);
- private trees-all trees on private property, regardless of species, 12 inches or greater in trunk diameter, measured at 54 inches above native grade;

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- monarch butterfly habitat trees-all trees in or within 100 yards of designated monarch sanctuaries;
- public trees-all trees on public property six inches or greater in trunk diameter, measured at 54 inches above native grade, and all street trees, regardless of size; and
- designated trees-all trees that are otherwise protected and will be impacted as a result of development, and all trees otherwise identified for special protection by the property owner.

Regarding special-status plants, Monterey pine and Monterey cypress, both CNPS Rare Plant Rank 1B species, were observed in many locations throughout the study area. Not only does the study area contain USFWS-designated critical habitat for the Monterey spineflower as mentioned above, but other special-status plant species have potential to occur naturally or have been intentionally planted in the sand dune scrub restoration areas. Special-status wildlife species with high potential to occur in the study area include state Fully Protected white-tailed kite (*Elanus leucurus*) and state Species of Special Concern western pond turtle (*Emys marmorata*).

Although recreational parks/beaches/golf courses and mature trees throughout the study area provide potential bird nesting habitat and foraging habitat for native wildlife, the Environmentally Sensitive Habitat Area (ESHA) designation should be limited to areas that have reasonable potential to support special-status plant and animal species. In the study area, this would include shoreline natural habitats such as beaches, tide pools, and rock formations, and both restored and naturally occurring sensitive habitats such as coastal bluff, sand dune scrub, Monterey pine forest, and wetland/waterway features (such as Crespi Pond, which supports a significant patch of dense freshwater marsh vegetation dominated by bulrushes and is part of the city-designated Lighthouse Reservation, identified as an area of Scientific and Ecological Significance).

Many local policies protect sensitive biological resources in the city. The General Plan – Natural Resources Element, specifically Chapter 6.4, Biological Resources, describes and protects important biological resources, including wetlands and riparian habitats; Monterey pines and coast live oaks in urban areas; and coastal dunes and near-shore marine habitats (PG 1994). The LUP contains policies addressing natural resource issues in the study area; Section 2.3, Environmentally Sensitive Habitats – Coastal Land Resources, Section 3.4, Environmentally Sensitive Habitats and Scenic Areas, and Section 6, Coastal Resources summarize how section 30240 of the California Coastal Act regulates environmentally sensitive areas by requiring that they be protected against any significant disruption of habitat values to benefit special-status species (PG 1989). Further, 12 coastal land resource protection guidelines are contained in the Coastal Parks Plan (PG 1998).

Update Guidance Review

The coastal commission's LCP update guide suggests that an updated environmentally sensitive habitat and natural resources component should include each of the bulleted items below. The Guide suggests that important changes regarding the protection of ESHAs that stem from new scientific research, such as the identification of new sensitive species, or from court decisions interpreting the requirements of the Coastal Act should be included. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

- An ESHA map and descriptions of existing, known sensitive habitat areas. *The existing LUP does not have an ESHA map, but only provides Policy 2.2.4.3 that says that the city's tidelands, Crespi Pond and the Majella Slough riparian area are ESHAs. Refer also to the discussion above from the biological survey regarding ESHA.*
- A statement that the ESHA maps are not an exhaustive compilation of the habitat areas that meet the ESHA definition. *This note will be added to any ESHA maps if included in the LUP update.*
- Requirements for conducting site-specific biological evaluations and field observations to identify ESHA and other sensitive resources and potential impacts, including cumulative impacts, at the time of proposed development or plan amendment applications. *See Appendix A, Policies 2.3.4.4, 2.3.5.1, 2.3.5.2 and Figure 3-5, Land Use Sensitivity Map, presented at the end of this section.*
- Designations and zoning, where practical, over ESHAs that limit uses to resource-dependent ones. *Existing LUP does this through policy, not by designating a specific land use designation or zoning district. The majority of ESHA parcels are designated either open space or single family residential in Planning Area VI. See Appendix A, Policies 2.3.5.1.i, 2.5.5.9.*
- Designations and zoning of areas adjacent to ESHAs to ensure uses are compatible with the protection of the resources. *Existing LUP does this through policy, not by designating a specific land use designation or zoning district. The majority of ESHA parcels are designated either open space or single family residential in Planning Area VI. See Appendix A, Policies 2.3.5.1.i, 2.5.5.9.*
- Policies to ensure compatibility between ESHAs and adjacent land uses. *See Appendix A, Policies 2.3.5.3.c, 3.4.4.3.*
- Allowable uses that may result in the diking, filling or dredging of wetlands, and open coastal waters only when consistent with Coastal Act section 30233. *See Appendix A, Policy 2.2.4.4.*

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- Protective policies carrying out Coastal Act sections 30230, 30231, 30233 and 32040. *See Appendix A Policies 2.2.4.1-2.2.6.3, 2.3.4.1-2.3.6.5, 2.2.4.4, 2.2.5.3, and 3.3.4.3.*
- Protective policies to avoid or minimize the removal of native tree species of special concern. *See Appendix A, Policies 2.3.6.1, 3.1.1.4, 3.2.2.5, 3.2.6.5.*
- Measures to avoid invasive species. *See Appendix A, Policies 2.3.5.1-2.3.5.4, 2.3.6.3.*
- Requirements for protection of ESHA through the use of open space easements or deed restrictions. *See Appendix A, Policy 2.3.5.1.*
- Requirements for ensuring complete and detailed restoration and monitoring plans for projects involving habitat mitigation and restoration. *See Appendix A, Policies 2.3.4.3, 2.3.5.1.e, 2.3.5.3.a, 2.3.6.4.*
- Tree trimming and removal policies. *See Appendix A, Policies 2.3.6.1, 3.1.1.4, 3.2.2.5, 3.2.6.5; PGMC Urban Forest Management Plan and Tree Ordinance.*
- Provisions addressing climate change and sea level rise effects on ESHA. *Refer to the City of Pacific Grove Climate Change Vulnerability Assessment.*

There are no policies in the existing LUP addressing any of the following topics which the coastal commission's LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- A statement that the condition of the wetland does not affect its regulatory status as a wetland, as defined in the LCP.
- Requirements for a historical analysis of disturbed areas adjacent to or within ESHA to determine if these areas were cleared or disturbed pursuant to a valid local or Coastal Commission coastal development permit.
- Requirements for determining and protecting adequate buffers to ESHA based on scientific evaluation.
- Measures to address landscaping and vegetation clearance for fire protection purposes to avoid and minimize impacts to ESHA.
- Mitigation measures for any resource-dependent or other allowed uses in ESHA, including mitigation ratios for unavoidable loss of ESHAs.
- Measures to address beach grooming, consistent with protection of sensitive species (e.g., Beach Wrack, Snowy Plover, Least Tern and Grunion Adverse Impacts).

- Standards for erecting bird safe buildings.
- Lighting and noise reduction policies.

3.2.5 Planning and Locating New Development and Archaeological/ Cultural Resources

Introduction and Updates

Section 30244 of the Coastal Act requires mitigation for impacts to cultural resources:

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

In addition, archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer are considered sensitive coastal resources areas under the Act. (PRC section 30116(d))

Archaeological Records and Literature Search. As a part of the LUP Update, a report, *Archaeological Records and Literature Search, City of Pacific Grove Local Coastal Plan Project, Pacific Grove, Monterey County, California*, on the inventory of the city’s archaeological resources was conducted by William Self Associates (WSA) on October 16, 2014. A copy of this report is not attached as it contains confidential information not for public distribution and is protected under the Archaeological Resources Protection Act of 1979.

The report includes the results of a record search, for archaeological sites in Pacific Grove’s coastal zone, of the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University in Rohnert Park, California. It also includes the results of Native American Consultation efforts conducted for the LUP Update project.

Historic resources identified on national and state registers in the coastal zone are reflected below in [Table 3-7, National and State Registered Historic Resources in the Coastal Zone](#), presented at the end of this section.

The report does not include an analysis of the *City of Pacific Grove’s Historic Resources Inventory* (HRI). There are a multitude of sites listed on the HRI in the coastal zone, especially located in Planning Area II in the city’s historic retreat area. See [Figure 3-6, Historic Resources Inventory in the Coastal Zone](#), presented at the end of this section.

The findings of this report would not require the existing LUP Figure 3, Archaeological Sensitivity Map, to be amended. However, the city could consider adding a new policy to the LUP based on the recommendations of the WSA report to update the background information for all archaeological sites identified within the coastal zone to develop a current assessment of the resources' potential historical significance and the vulnerability to climate change of those sites recommended or determined to be eligible for listing in either the NRHP or the CRHR; and to conduct the further research needed in order to determine the present condition of each site and to make an assessment of their potential eligibility for listing on either register, and therefore their potential historical importance.

Update Guidance Review

The Coastal Commission's Guide suggests that an updated planning and archaeological/cultural resources component should include each of the bulleted items below. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

- Define what constitutes new construction, redevelopment, maintenance and repair, and demolition. *This topic is especially important to the Pacific Grove community. The city is characterized by its many historic and often non-conforming buildings and uses. The city's General Plan section 2.13, Nonconforming uses states:*

There are nonconforming uses throughout the city. Although they fail to meet current standards, these uses, for the most part, are not objectionable. Indeed, they make a positive contribution to the cherished eclectic character and historic resources of Pacific Grove. Regulations for nonconforming uses and buildings were revised in 1989 to allow their restoration if 25 percent or less of their usable floor area is damaged by fire or earthquake. If damage exceeds 25 percent of usable floor area, a case-by-case determination is made through the use permit process. In order to grant any use permit, the planning commission must make the finding that the use or building applied for will not be detrimental to persons or property in the neighborhood or to the general welfare of the city.

For nonconforming uses, clarifying the definitions is especially important because if a redevelopment is considered as "new" it could require the site to be brought into full compliance with the underlying land use and zoning regulations, negating any existing legal nonconformities on the site. The relevant regulations are outlined below, including the Coastal Act and Pacific Grove's Municipal Code. The existing LUP does not address nonconforming uses or buildings.

PRC section 30106 of the Coastal Act includes the following in its definition of development:

...construction, reconstruction, demolition, or alteration of the size of any structure...

PRC section 30610 of the Coastal Act provides a comprehensive list of development that is authorized under the Coastal Act without requiring a permit; e.g., improvements to single-family residences not involving a risk of adverse environmental impact.

City Pacific Grove Municipal Code (PGMC) section 23.08 includes the following in its definition of development:

...reconstruction, conversion, structural alteration, relocation, or enlargement of any structure...

Further, PGMC section 23.68, Nonconforming Uses and Buildings, describes what the city considers a demolition versus a remodel of a nonconforming building.

23.68.050 Maintenance, repair, alterations and improvements to nonconforming building or structure.

(c) Demolitions and Reconstruction Involving Nonconforming Buildings and Structures. The demolition and reconstruction of 25 percent or less of the floor area of a nonconforming building or structure and/or the demolition and reconstruction of 25 percent or less of the total lateral length of the exterior walls of a nonconforming building or structure shall be considered ordinary maintenance and repair. The demolition and reconstruction of more than 25 percent of the floor area of a nonconforming building or structure and/or the demolition and reconstruction of more than 25 percent of the total lateral length of the exterior walls shall be permitted only if a use permit is first obtained.

(d) Single-Family Dwellings. A single-family dwelling having nonconforming aspects may be improved, altered or repaired without the need of a use permit or variance so long as such improvement, alteration or repair will not result in expansion of any existing nonconformities or creation of any new nonconformities, provided: (1) If more than 120 square feet of floor area are added by such improvement or alteration, a use permit shall be required if the resulting structure will have less off-street parking than required by the terms of this title. (2) When a single-family residence has nonconforming setbacks, additions shall be permitted on the first floor while maintaining yards no less than existing yards, provided a use permit is secured.

- *Projected population, commercial, industrial and other growth. See [Table 3-8, Projected Population Growth](#), presented at the end of this section. Based on the assumptions in the 2011 Housing Element and the 2014 Sewer Master Plan, the population is anticipated to grow at an average rate of 447 persons per year, or at an annual average growth rate of 2.97 percent based on the 2010 Census. Opportunities for commercial, industrial or other growth is limited as the areas designated for these uses is limited on the Land Use map and the city is largely built-out. There is no Industrial designation in the LUP and there are no existing industrial uses in the coastal zone.*

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- Land use designations and intensities commensurate with the level of available infrastructure (e.g. sewer, water and road or transit systems). Current infrastructure capacity and projected infrastructure capacity, based on only those service improvements that are consistent with Coastal Act and LCP policies. ||

- *For storm water capacity, refer to discussions in Section 3.2.3 of this report.*
- *Wastewater capacity was recently analyzed during the preparation of the City of Pacific Grove Sewer Master Plan. The plan was adopted by city council and outlines capital improvements to the existing sewer system, as well as ongoing maintenance practices. Assumptions were based on future development identified in the 2011 Housing Element.*
- *Water supply on average has been, and for the foreseeable future will continue to be, a constraint to development on the Monterey peninsula. The existing LUP has several policies that regulate water use. Currently, the city has a residential water waiting list with about 10 residences on the list; however, there are no credits in the residential category of the city's water allocation. The Monterey Peninsula Water Management District's November 2014 report shows Pacific Grove has no credits in the Paralta allocation, 0.312 credits in the Pre-Paralta allocation, and 0.228 credits in the Public allocation; for a total of 0.540 credits citywide. Currently there are potable water projects being explored, including the proposed Local Water Project, a capital improvement project to rehabilitate the abandoned city-owned sewer treatment plant, located west of Crespi Pond, into a recycled water facility for golf course and irrigation, which is currently in the planning phase.*

Of the existing recreational uses identified, only a few require water use including: kitchen at the Little House (Jewell Park); bathrooms at Caledonia, Lovers Point, Crespi Pond, and the Beach House at Lovers Point; the pool and shower at Stilwell Children's Pool, and irrigation of the Pacific Grove Golf Course. Maintenance of the golf course has already seen a dramatic reduction in water use over the last several years due to efficient watering practices. Water use at the Beach House is regulated by existing water credits approved by the city and the Water District. Any additional water uses for restaurant uses would require both jurisdictions' approvals. The remainder of water use for recreational purposes is relatively minor. See [Appendix A, Policies 4.1.4.1-4.1.5.1](#).

- Maximum intensity for each non-residential land use designation in the coastal zone, including roads and their rights of way and other public lands (e.g., maximum land coverage, floor area ratios, maximum number of rooms, maximum number of employees, minimum level of service). See [Table 3-9, Maximum Density for Non-Residential Land Use Designations in the Coastal Zone](#), presented at the end of this section.

- Land use map designations and intensities for residential, commercial and industrial development in or adjacent to existing developed areas. *See the General Plan land use maps for citywide land use designations and intensities and Figure 3-6, Coastal Zone Land Use Plan, presented at the end of this section, for land use designations and intensities for those properties in the coastal zone only.*
- Designations in sufficient locations on the land use map for Coastal Act priority uses. *The existing LUP designates Recreation, Visitor-Serving Facilities and Coastal-Dependent Uses as priority uses. See Appendix A, Policies 3.3.4.1-3.3.5.3 which outline areas and facilities reserved for these uses.*
- Policies, incentives and zoning measures to ensure that Coastal Act priority land uses have priority allocations of any limited public services and are actually constructed. *See Appendix A, Policies 3.3.4.1-3.3.5.3, 4.1.4.1. Incentives and zoning measures are not currently incorporated and could be included in the IP and implementing ordinances.*
- Minimum parcel sizes and other policies and zoning measures for any land divisions so as to concentrate development and to protect rural and agricultural areas. *See Appendix A, Policy 3.4.5.1.*
- Maximum density (e.g., homes per acre) for each residential land use designation in the coastal zone. *See Table 3-10, Maximum Density for Residential Land Use Designations in the Coastal Zone, presented at the end of this section.*
- Dedication or in-lieu fee requirements for recreation and open space to accompany new development and to mitigate the cumulative impacts of development. *See Appendix A, Policy 3.4.5.4.*
- Inventory of archaeological, paleontological and other cultural resources. *See Appendix A, Policy 3.2.6.1 for historical resources; however, there are no policies related to inventories of archaeological or paleontological resources. The city's planning division currently maintains a database of all properties that have had archaeological reconnaissance reports prepared, and whether those reports resulted in a positive or negative find of any archaeological resources or indications of the presence of subterranean resources.*
- Policies and zoning measures to protect both known and discovered archaeological and paleontological sites and any recovered artifacts. *See Appendix A, Policy 2.4.4.1-2.4.5.1, 5.4.3.c for archaeological resources; however, there are no policies related to the protection of paleontological resources. Existing LUP Figure 3, Archaeological Sensitivity Map, has been updated as a part of the LUP update; see Figure 3-8, Archaeologically Sensitive Area, presented at the end of this section. There is currently only a small area located in the southwest corner of Planning Area II that is not indicated as sensitive, and the WSA report supports this; so most projects located in the coastal zone would require this unless a reconnaissance was previously conducted.*

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It is currently the city's practice to require any development project involving ground disturbance to require the preparation of a preliminary archaeological reconnaissance if located within archaeologically sensitive areas as indicated on this map. If the reconnaissance results in a positive find, then the appropriate environmental review is required under the California Environmental Quality Act (CEQA). However, this is not currently discussed in the LUP or codified elsewhere.

There is currently a swath of land indicated as archaeologically sensitive in Figure 3 that is located outside of the coastal zone, covering a large area of the Beach Tract south of Planning Area III and a large area of the Pacific Grove Golf Course. The city and coastal commission could consider removing this area in the figure since it is outside of the coastal zone, and creating a separate figure for the General Plan indicating archaeological sensitivity of lands not in the coastal zone.

- Second Units. Many local governments have adopted ordinances through LCP amendments to address second units. See [Appendix A, Policy 3.4.4.2](#) which prohibits second units in the Asilomar Dunes neighborhood. Refer also to PGMC section 23.80, Second Units.

There are no policies in the existing LUP addressing any of the following topics which the coastal commission's LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- Policies and standards to reflect statutory requirements for Native American consultation per SB 18.
- Density Bonuses and Other Incentives (applicable to coastal zone).

3.2.6 Scenic and Visual Resources

Introduction and Updates

The Coastal Act stresses the importance of protecting scenic and visual resources in section 30251:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Update Guidance Review

The Coastal Commission’s Guide suggests that an updated scenic and visual resources component should include each of the bulleted items below. *Following each bullet item below from the commission’s LCP update guide is information in italics on existing conditions and/or LUP policies.*

- Identification of public scenic view corridors and viewsheds. *Views from new trails may need to be added to the list of public viewing points. Similarly, buildings that are now recognized as having historic significance or shoreline views that have opened up through permitted demolitions or tree cutting can be added to the list of visual attractions. The existing LUP’s Figure 5, Shoreline Access Map, identifies ocean views throughout the coastal zone, which has been updated as shown earlier in Figure 3-1, Public Access. Refer also to Coastal Parks Plan Issues and Constraints Report Figure 10. Several LUP policies also identify measures to protect coastal views, including: Policies 2.1.5.2, 2.2.6.2, 2.3.4.3, 2.5.4.1-2.5.5.9, 3.2.4.1, 3.2.5.2, 3.2.6.1, 3.4.5.4, 5.4.3.*
- Identification of highly scenic coastal areas. *Asilomar Dunes Neighborhood is the only area specifically identified as highly scenic in the existing LUP.*
- Identification of special communities and neighborhoods, and character. *Asilomar Dunes Neighborhood, Asilomar State Park, Beach Tract, Retreat Tract.*
- Descriptions of any development encroachments on public views and scenic areas. Subsequent incremental approval of individual developments and variances, including minor additions and maintenance activities, may have resulted, over time, in the cumulative degradation of public views and scenic resources. *Two single-family residential properties seaward of Ocean View Boulevard where Lighthouse Avenue terminates.*
- Descriptions of scenic and visual characteristics to be protected. *Section 2.5, Scenic Resources of the LUP provides the following description of scenic resources:*

Nearly continuous unobstructed views of the sea are possible along the Pacific Grove shoreline. Few structures exist seaward of Ocean View Boulevard, or Sunset Drive. The inland side of Ocean View Boulevard, east of Asilomar Avenue, is essentially “built out,” and has assumed a residential character. West of Asilomar Avenue, the inland view from Ocean View Boulevard is predominantly open space consisting of a golf course at Lighthouse Reservation. The few structures (Naval and Coast Guard facilities) are situated some distance from Ocean View Boulevard, and are visually subordinate to the Point Pinos Lighthouse.

South of Lighthouse Reservation, the Asilomar Dunes area has been substantially developed with single-family residential dwellings. However, not all the Asilomar Dunes area lots have been developed, and the remaining vacant lands serve to soften the contrast between existing development and the expansive open space seaward of Sunset Drive.

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From coastal zone roads inland of Ocean View Boulevard and Sunset Drive, unobstructed bay/ocean views are available at the locations shown on Figure 5, Shoreline Access. Retention of these views to the maximum extent possible is of major importance, because of the visual access to coastal waters they provide. Working Paper #1 on Access and Natural Resources (October 1980) provides a more detailed discussion of coastal zone visual resources.

- Coastal view and visual quality protection policies. See *Appendix A, Policies 2.1.5.2, 2.2.6.2, 2.3.4.3, 2.5.4.1-2.5.5.9, 3.2.4.1, 3.2.5.2, 3.2.6.1, 3.4.5.4, 5.4.3.*
- Land use and zoning designations commensurate with protection of scenic and visual qualities. *The only applicable land use designation is Open Space Recreational (OS-R). The LUP provides for the protection of scenic and visual qualities through policy measures and not through specific designations.*
- Measures to ensure that new development will not block views that should be preserved. See *Appendix A, policies 2.5.5.1, 2.5.5.5, 2.5.5.8, 2.5.5.9, 3.4.4.1. In addition, during the design review process, the city has a policy to require staking and flagging for new massing and structures requiring review by either the ARB or PC.*
- Measures to ensure that new development shall be visually compatible with existing natural features and the character of surrounding areas. See *Appendix A, Policies 2.5.4.1-2.5.5.9.*
- Measures to preserve the special values and character of the community. See *Appendix A, Policies 2.5.4.1-2.5.5.9, 3.2.4.1-3.2.6.6.*
- Historic preservation measures. See *Appendix A, Policies 3.1.1.3, 3.2.4.1-3.2.6.6.*
- Regulations to ensure that signs, billboards, or telecommunication facilities, will not degrade significant coastal views, including lighting restrictions. Incorporate the latest advances in addressing visual impacts. See *Appendix A, Policies 2.2.6.2, 3.4.4.2, 4.2.6.3, 5.5.3; however, existing policies do not specifically address lighting, telecommunication facilities or billboards. Billboards are prohibited in the city per PGMC 20.04.030 Prohibited signs. This section of the code also outlines regulations on lighting of signs that apply to the coastal zone.*
- Measures to restore and enhance scenic and visual qualities of the site and/or shoreline. Can identify some locations where visual restoration should occur, such as rehabilitating unsightly facilities or creating open view corridors as redevelopment occurs. See *Appendix A, Policies 2.5.4.1-2.5.5.9. Locations that have been identified where visual restoration should occur are the following: Hopkins Marine Station fencing, UPRR Trail Restoration.*

- Considerations for the Design Review process. Review how landscape screening policies have worked and make any necessary adjustments. See *Appendix A, Policy 2.3.5.1*.
- Grading regulations to minimize alterations of natural landforms. See *Appendix A, Policies 2.5.4.3 and 2.5.5.5*.
- Measures to permanently protect significant views and views required to stay unobstructed (e.g., open space or conservation easements). See *Appendix A, Policies 2.3.5.1, 2.5.5.7, 2.5.5.9, 3.4.5.4*.

There are no policies in the existing LUP addressing any of the following topics which the coastal commission’s LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- Development and design standards for highway and roadway corridors through scenic areas or areas of special character. (e.g. bridge rail/guard rail designs and landscaping standards that preserve views and the character of scenic or rural areas).

3.2.7 Coastal Hazards

Introduction and Updates

The Coastal Act places great importance on reducing risks to life and property and avoiding substantial changes to natural landforms. Coastal Act section 30253 provides, in part, that new development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

LCPs address, where applicable, hazards from wave and storm surge, flood, fire, landslide, earthquake and tsunami. An update to the certified LUP policies will focus on updating information on the location and extent of any coastal hazard areas and revising policies to reflect any new scientific information on current or anticipated conditions that may affect the extent and impacts of coastal hazards.

Update Guidance Review

The Coastal Commission's Guide suggests that an updated coastal hazards component should include each of the bulleted items below. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

- Assess changed conditions, present new data or new information for applicable areas of risk, and present updated land use designations, policies and maps for the following, as applicable. *Refer to the vulnerability assessment for an evaluation of erosion and tsunami as identified below.*
 - Beach or bluff areas subject to seasonal or long-term erosion. *See Appendix A, Policies 2.1.5.1 2.3.4.3.b, 2.3.5.2, 2.3.5.3.a, 2.3.5.4, 5.5.2.c.*
 - Seismic hazard areas, including areas of potential liquefaction (based on any new earthquake fault information). *See Appendix A, Policies 2.1.5.3.a.*
 - Tsunami inundation runup areas. *See Appendix A, Policies 2.1.4.4.*
- Consider updated LUP policies that incorporate any new techniques for avoiding or minimizing risks and mitigating impacts. Some such examples of mitigation measures recently considered by the Commission are linked in this section (or the Shoreline Erosion section 9) and include: beach nourishment, sand supply and recreation impact fees for beaches vulnerable to wave damage and erosion; restricting future armoring for new development; limiting grading and vegetation clearance on steep slopes; and developing updated definitions and policies to ensure that redevelopment or reconstruction of existing development conforms to newer LCP setback standards. *These measures will be considered during the update of the LUP policies and any mitigation programs.*
- Definitions Update *See Section 5, Acronyms and Terms, of this report. These terms will be considered for inclusion in the LUP update.*
- Land Divisions | | *See Appendix A, Policy 3.4.5.1.*
- Siting Development to Avoid Hazards/Setbacks | | *See Appendix A, Policy 2.5.4.3, 2.5.5.4, 3.3.5.1, 3.4.5.2 and vulnerability assessment.*
- Redevelopment, Reconstruction and Setbacks in Oceanfront and Blufftop Areas. Because geologic conditions can vary along the coast, an LUP should take an area-wide approach to avoiding and minimizing risks that addresses the specific geophysical and development patterns of the area. In addition, LUPs should address the following:

- Define the coastal bluff and bluff edge that is used as the basis for establishing the geologic setback line in the manner found in the California Code of Regulations 13577(h). *See Section 5, Acronyms and Terms, of this report. These terms will be considered for inclusion in the LUP update.*
- Establish the geologic setback line based on the latest erosion rates, factor of safety, sea level rise projections and other pertinent information for the specific area. *Refer to the vulnerability assessment for an evaluation of sea level rise.*
- Incorporate the best scientific information on sea level rise projections and adaptation planning; develop policies and standards to address an overall strategy to respond to lots that are located completely in hazardous areas, including potential options for acquisition, restrictions on building envelopes, and design standards for constrained lots, etc. *Refer to the vulnerability assessment for an evaluation of climate change vulnerabilities including sea level rise.*
- Measures to address erosion, including armoring with shoreline protective devices, can have significant adverse impacts. Some of these impacts include:
 - Direct loss of sandy and rocky intertidal areas that often have been found to be a critical component of the marine ecosystem. *See Appendix A, Policy 2.1.5.1 and CPP Ch. 6 Guideline 14.*
 - Interruption of natural shoreline processes that may contribute to erosion of the shoreline in many areas. *See Appendix A, Policies 2.1.4.3, 2.1.5.1, 2.1.6.1, 2.2.5.1, 2.2.5.2, 2.3.5.2.c, 2.3.6.4, 5.5.2 and Coastal Parks Plan Chapter 2 Goal 8 and its policies.*
 - Impedance of public access to and along the coastline as a result of the structure's physical occupation of the beach. *See Appendix A Policies 2.1.5.2, 2.1.5.3, and Coastal Parks Plan Chapter 2 Policy 8.3 and 8.4; and Chapter 9, Sea Wall Program.*
 - Degradation of scenic and visual resources. *See Section 3.2.6, Scenic and Visual Resources of this report.*
 - Tsunami Hazards. *Refer to the vulnerability assessment and Appendix A Policy 2.1.4.4 and 2.1.4.5.*

There are no policies in the existing LUP addressing any of the following topics which the coastal commission's LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

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- Assess changed conditions, present new data or new information for applicable areas of risk, and present updated land use designations, policies and maps for the following, as applicable. *Refer to the vulnerability assessment for an evaluation of coastal erosion, sea level rise (including flood hazard), and wild fire hazard:*
 - *Bluff retreat and beach erosion rates that take into account projected sea level rise, especially for areas subject to high waves, such as those from storms, surges and seiches.*
 - *Coastal or riverine flood hazard areas.*
 - *Geologic hazards, like landslide areas and areas of bluff and cliff instabilities.*
 - *Expansive or highly corrosive soils.*
 - *Subsidence areas.*
 - *Fire hazard areas (based on changes in development patterns and the urban/wildlands interface, and projected changes due to climate change).*
- Sea Level Rise. *Refer to the vulnerability assessment.*
- Fire Hazards. *Refer to the vulnerability assessment.*
- Climate Adaptation. *Refer to the vulnerability assessment.*
- Multi-Hazard Approach. *Refer to the vulnerability assessment.*
- Permit Conditions and Procedures and Agency Coordination for Fire Hazards. *The existing LUP does not address any conditions, procedures, or coordination for fire hazards. See PGMC section 18.32, Fire Prevention.*
- Redevelopment, Reconstruction and Setbacks in Oceanfront and Blufftop Areas. Because geologic conditions can vary along the coast, an LUP should take an area-wide approach to avoiding and minimizing risks that addresses the specific geophysical and development patterns of the area. In addition, LUPs should address the following:
 - Define “nonconforming” to encompass structures that are located seaward of what would be the current geologic setback.
 - Require a thorough alternatives analysis and site reassessment to prohibit or limit additions and improvements to nonconforming structures that perpetuate an inappropriate line of development in a hazardous location.
 - Define a threshold for changes to existing structures that requires that an entire redevelopment/major remodel project conform with current setbacks.
 - Indicate what level of repair/maintenance activities can be performed on nonconforming oceanfront or blufftop structures and under what conditions.

- Fire Hazard Management and ESHA. In evaluating fire prevention and potential impacts to ESHA, consider policies and implementation requirements that ensure that the evaluation identifies:
 - What is the lateral and vertical extent of ESHA (i.e., is the canopy, or understory, or both affected by potential fuel modification or just certain components ESHA?).
 - Which, if any, ESHA species are considered flammable vegetation or combustible growth and under what circumstances.
 - What typical fire reduction measures (e.g., limbing, thinning, understory clearance) can be undertaken without adversely impacting the ESHA.
 - What non-combustible or non-flammable vegetation is compatible with the ESHA.
 - What alternatives to ESHA vegetation removal may be available, such as modifying structural exteriors to be composed of non-flammable materials or adding sprinkler systems.

3.2.8 Shoreline Erosion and Protective Devices

Introduction and Updates

The Coastal Act requires stresses the importance of minimizing shoreline erosion balanced with minimizing the extent of alterations to natural land forms:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. (PRC section 30235)

New development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (PRC section 30253)

LCP updates address protecting shorelines from erosion while also proving regulations on the use of protective devices that, while providing erosion protection, can also result in other adverse effects related to the alteration of natural land forms.

Update Guidance Review

The Coastal Commission's Guide suggests that an updated shoreline erosion and protective devices component should include each of the bulleted items below. *Following each bullet item below from the commission's LCP update guide is information in italics on existing conditions and/or LUP policies.*

Policies

- Area specific policies to establish or increase setbacks. See [Appendix A](#), Policies 2.5.4.3, 2.5.5.4, 3.3.5.1, 3.4.5.2 and vulnerability assessment.
- Policies to limit the time period over which a permit for a shore protection device is valid and to tie the approval of the shore protection device to the continued existence of the existing structure only. See [Appendix A](#), Policy 2.1.5.3 and *Coastal Parks Plan Chapter 9, Sea Wall Program.*
- Policies to address repair, maintenance and removal of protective devices, and other policies related to siting and design of development to avoid the need for armoring. See [Appendix A](#), Policies 2.1.5.1, 2.1.5.2, 2.1.5.3, 2.1.6.1 and *Coastal Parks Plan Chapter 2 Goal 8 and its policies; Chapter 9, Sea Wall Program.*

Maps and Inventories

- An updated map or inventory and descriptions of existing shoreline protective devices, including revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction and their permit history. See *Coastal Parks Plan Figures 9-19 for maps including locations of sea walls. Existing seal walls are located at Otter Point and along the eastern edge of Lovers Point Park. There are no existing revetments, breakwaters, groins, harbor channels, or cliff retaining walls.*
- An inventory of available studies on local and regional coastal processes and beach resources. See *Chapter 6, Resources and References.*
- Hazard maps showing present and future areas of potential inundation, flooding, beach erosion and bluff retreat, as appropriate. *Refer to the vulnerability assessment.*
- Sea Level Rise. *Refer to the vulnerability assessment.*
- Monitoring and Maintenance Issues. See [Appendix A](#), Policy 2.1.5.3 and *Coastal Parks Plan Chapter 9, Sea Wall Program.*

Definitions

- Definitions such as: economic life of structure, coastal structure, principal structure, littoral cell, mean high tide line, coastal bluff, coastal redevelopment. *See Chapter 5, Terms and Acronyms.*

There are no policies in the existing LUP addressing any of the following topics which the coastal commission's LCP update guide suggests that an updated public access component should include. During preparation of the LCP update, it shall be determined which topics should be included in order to obtain LCP certification.

- Requirements to implement beach nourishment.
- Minimizing and Mitigating Impacts of Armoring. Sediment Supply and Beach Recreation Impacts.
- Avoiding Future Shoreline Armoring. One component of an LCP update could be a comprehensive shoreline strategy that seeks to identify specific shoreline segments that should remain free, or eventually be free, of all or certain types of protective armoring. LUP policies that address how to site a principal structure that is replacing one protected by an existing shoreline protective device so as to avoid the need for a new or expanded shoreline protective device, and to allow for removal of the existing device, if at all possible.

Table 3-1 Summary of Areas of Significant Natural Resources within the Coastal Zone

Resource	Description	Within Planning Areas						
		I	II	III	IVA	IVB	V	V I
Pacific Grove ASBS Number 19	Defined in the California Ocean Plan, with responsible agencies including the California Water Resources Control Board, Regional Water Quality Control Board, and Monterey Bay National Marine Sanctuary	X	X	X	X			
Marine Water Quality	Marine waters of Monterey Bay adjacent to the shoreline	X	X	X	X	X	X	X
Lovers Point State Marine Reserve	Marine waters of Monterey Bay adjacent to the shoreline	X	X	X				
Pacific Grove Marine Gardens State Marine Conservation Area	Marine waters of Monterey Bay adjacent to the shoreline			X	X	X		
Asilomar State Marine Reserve	Marine waters of Monterey Bay adjacent to the shoreline					X		X
Bird Rocks	Rock outcrops along the shoreline regularly used as roosts and sometimes for nest sites by many seabirds and shorebirds					X		
Harbor Seal Haul-out Rocks and Beaches	Haul-out rocks for harbor seals (<i>Phoca vitulina</i>) that rest during the daytime so they can hunt food at night	X	X	X	X	X		
Major Harbor Seal Pupping Beach	Beach used in spring by female harbor seals to give birth and provide early care for their pups	X						
Supplemental Harbor Seal Pupping Beach	Beach used in spring by female harbor seals to give birth and provide early care for their pups		X					

Resource	Description	Within Planning Areas						
		I	II	III	IVA	IVB	V	V I
The Great Tide Pool	Pacific Grove’s largest tide pool, providing habitat with extraordinary biological communities					X		
Tide Pools of Hopkins Marine Station	Tide pools in the intertidal zone	X						
Tide Pools of the Monterey Bay Aquarium	Tide pools in the intertidal zone	X						
Other Tide Pools	Tide pools in the intertidal zone		X	X	X	X	X	
Lovers Point Beach	Regionally popular protected beach			X				
Beach at foot of Sea Palm Avenue	A pocket beach rich in marine life				X			
Beaches at Point Pinos	Small beaches rich in marine life				X	X		
Beaches in Asilomar State Beach	Small beaches rich in marine life				X	X		
North End of Spanish Bay Beach (Moss Beach)	Popular protected beach							X
Crespi Pond	A brackish to fresh water pond famous for its great number of bird species					X		
Majella Slough	A small riparian corridor ending in a small brackish pond							X
Seasonal Pond at Asilomar Conference Grounds	Potential breeding habitat for amphibians							X
Point Pinos	Habitat managed by the Pacific Grove					X		

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Resource	Description	Within Planning Areas						
		I	II	III	IVA	IVB	V	V I
Reservation Dunes	Golf Department near the Pacific Grove Golf Links and Point Pinos Lighthouse							
Asilomar State Beach Dunes	Habitat areas restored by the California Department of Parks and Recreation							X
Asilomar Dunes Neighborhood	Development here is under special control, and native dune vegetation restoration is mandated for development projects							X
Point Pinos Lighthouse Grounds	Mostly native vegetation with non-native grasses and some weeds located around the Point Pinos Lighthouse					X		
Monterey Pine Forest at Asilomar State Conference Grounds	Mature Monterey pine trees							X
Monterey Cypresses at Point Pinos Maintenance Yard	Important habitat for migrant and vagrant birds					X		
Monterey Cypresses East of Crespi Pond	Important habitat for migrant and vagrant birds					X		
Vegetation along Union Pacific Railroad Right of Way	Public trail uses						X	
Andy Jacobsen Park	Open space area		X					
Greenwood Park	Open space area		X					
Chase Park	Open space area			X				

Resource	Description	Within Planning Areas						
		I	II	III	IVA	IVB	V	V I
Berwick, Lovers Point, Perkins, and Shoreline Parks	A continuous strip of parks along the Monterey Bay shore		X	X	X			
Caledonia Park	Recreational park		X					
Jewell Park	Recreational park		X					
Pacific Grove Municipal Golf Course	Special habitat areas and other natural resources					X		

Source: PG 2010.

Table 3-2 Arterial and Collector Roadways Serving Pacific Grove’s Coastal Zone

Street	Segment	Functional Classification	Daily Traffic Volume	
			Weekday	Weekend
Area I				
1 st Street	Ocean View Blvd.-Central Ave.	Collector	2,000	1,950
Eardley Avenue	Lighthouse Avenue-Ocean View Blvd.	Collector	-	-
Central Avenue	Eardley Ave.-1st St.	Arterial	11,700	9,950
Ocean View Boulevard	Monterey City Limits-1st St.	Arterial	4,800	5,900
Area II				
1 st Street	Ocean View Blvd.-Central Ave.	Collector	2,000	1,950
17 th Street	Ocean View Blvd.-Central Ave.	Collector	-	-
Forest Avenue	Ocean View Blvd.-Central Ave.	Collector	1,000	600

3.0 COASTAL RESOURCES

Street	Segment	Functional Classification	Daily Traffic Volume	
			Weekday	Weekend
Pacific Street	Jewell Ave.-Lighthouse Ave.	Collector	-	-
Central Avenue	1st St-Caledonia	Arterial	8,000	6,150
Ocean View Boulevard	1st St.-17th St.	Arterial	6,200	7,750
Area III				
Ocean View Boulevard	Grand Ave.-Moss St.	Arterial	-	-
Area IV-A				
Ocean View Boulevard	Moss St.-Asilomar Ave.	Arterial	3,700	5,000
Area IV-B				
Ocean View Boulevard	Asilomar Ave.-Lighthouse Ave.	Collector (Scenic Drive)	-	-
Asilomar Avenue	Ocean View Blvd.-Lighthouse Ave.	Collector	1,400	1,800
Area VI				
Asilomar Avenue	Lighthouse Ave.-Sinex Ave.	Collector	1,100	1,250
Jewell Avenue	Ocean View Blvd.-Asilomar Ave.	Collector	-	-
Sinex Avenue	Asilomar Ave.-Crocker Ave.	Collector	-	-
Sunset Drive	Asilomar Ave.-Crocker Ave.	Arterial	-	-
Sunset Drive	Ocean View Blvd.-Asilomar Ave.	Collector (Scenic Drive)	-	-

Source: Hatch Mott MacDonald 2014.

Table 3-3 Inventory of Existing Visitor-Serving Accommodations in the Coastal Zone

Accommodation	Address	Area	Type	Capacity¹	Ownership	Price Range
Martine Inn	225 Ocean View Boulevard	II	B&B	25	Don Martine	\$170-300
Green Gables Inn	301 Ocean View Boulevard	II	B&B	11	Four Sisters Inns	\$110-240
Seven Gables Inn	555 Ocean View Boulevard	II	B&B	25	Ed & Susan Flatley	\$175-285
Centrella Inn	612 Central Avenue	II	B&B	25	Amrish Patel	\$159-239
Lover's Point Inn	625 Ocean View Boulevard	III	Motel	50	Elizabeth Elves & Diamond Hunter	\$59-149
Borg's Ocean Front Motel	635 Ocean View Boulevard	III	Motel	60	Cathy Bonnici	\$72-179
Bide-A-Wee Inn & Cottages	221 Asilomar Avenue	VI	Inn	20	Don Kim	\$79-209
Asilomar Conference Grounds	800 Asilomar Avenue	VI	Hotel	312	California State Parks	\$129 & up
Beachcomber Inn	1996 Sunset Drive	VI	Motel	21	David & Barbara Spence	\$110-168

Source: Pacific Grove Chamber of Commerce 2014, EMC Planning Group 2014, Google 2014.

Notes: ¹Capacity is based on the number of rooms.

Table 3-4 Inventory of Existing Recreational Areas and Facilities in the Coastal Zone

Area/Facility	Type	Planning Area	Visitor-Serving Commercial Uses within Recreational Areas
Monterey Peninsula Recreation Trail	Trail	I-III	None
Berwick Park	Park	I	Rented out for special events
Greenwood Park	Park	II	None
Andy Jacobsen Park	Park	II	None
Jewell Park (Gazebo/Little House)	Park	II	Rented out for special events, gazebo for weddings, little house has kitchen facility
Caledonia Park	Park	II	Rented out for special events, tot lot play area, swings, baseball field, basketball court, open space free play area, picnic tables, bathrooms, ADA compliant
Shoreline Park	Park	II	None
Lovers Point Parking Lot 1	Parking lot	III	Provides parking in support of V-C uses, off-street 32 space lot
Lovers Point Parking Lot 2	Parking lot	III	Provides parking in support of V-C uses, on-street 17 space lot
Chase Park	Park	III	None
Sally Griffin Senior Center	Building	III	Rented out for special events
Lovers Point Park (Beach, Stillwell Children's Pool/Grill/Beach House Restaurant)	Park, beach, pool, grill, restaurant	III	Rented out for special events, picnic tables, barbeque pits, large lawn, vista points, bathrooms, bus/oversize parking, beach volleyball, Beach House Restaurant, Grill, kayak and surrey rentals, gated children's pool, outdoor shower
Point Pinos Lighthouse	Building	IV-B	Rented out for special events-coming soon, tours provided, gift shop, bathrooms
Pacific Grove Golf Course	Golf Course	IV-B	18-hole golf course, partially in the coastal zone, bathrooms located south of Crespi Pond

Area/Facility	Type	Planning Area	Visitor-Serving Commercial Uses within Recreational Areas
Perkins Park	Park	IV-A	None
Marine Gardens Park	Park	IV-A	None
Railroad Right-of-Way Trail	Trail	V	None
Asilomar State Beach	Beach, trail	VI	None

Source: City of Pacific Grove 1994, 2014e.

Table 3-5 Occupancy Rates of Existing Visitor-Serving Accommodations in the Coastal Zone

Accommodation	Occupancy Rate
Martine Inn	85-90%
Green Gables Inn	85-90%
Seven Gables Inn	85-90%
Lover's Point Inn	65-70%
Borg's Ocean Front Motel	65-70%
Centrella Inn	85-90%
Bide-A-Wee Inn & Cottages	65-70%
Asilomar Conference Grounds	68%
Beachcomber Inn	65-70%

Source: Pacific Grove Chamber of Commerce 2014.

Table 3-6 Recreational Area V-C Facilities Demand in the Coastal Zone

Area/Facility	V-C Uses	2013 Use Rates	Estimate of Unmet Demand	Estimate of Future Demand
Berwick Park	Rented out for special events	29 rentals	Available every day for rental, most are weddings dependent on weather/season. 23 unmet weekend rentals in 2013.	None
Jewell Park (Gazebo/ Little House)	Rented out for special events, gazebo for weddings, house has kitchen facility	406 events, house has events/ support groups 6 days a week with multiple bookings/day	Demand for house is almost at full capacity	Demands are being met
Caledonia Park	Rented out for special events, tot lot play area, swings, baseball field, basketball court, open space free play area, picnic tables, bathrooms, ADA compliant	9 rentals, typically birthday parties, use of two tables provided	There is a large amount of unmet demand but this is not a highly sought out facility	None
Sally Griffin Senior Center	Rented out for special events	No data available	No data available	No data available
Lovers Point Park (Beach, Stillwell Children's Pool/Grill/	Rented out for special events, picnic tables, barbeque pits, large lawn, vista	Park: 93 rentals for events/ weddings. Pool: Open for 101 days and	Park: Weekend demand is almost at full capacity, with availability	Park: Future demand is limited. Pool: Expand as more swimming

Area/Facility	V-C Uses	2013 Use Rates	Estimate of Unmet Demand	Estimate of Future Demand
Beach House Restaurant)	points, bathrooms, bus/oversize parking, beach volleyball, Beach House Restaurant, Grill, kayak and surrey rentals, gated children’s pool, outdoor shower	hosted 4,035 swimmers.	weekdays. Weddings dependent on weather/season. Pool: Weekends mostly meet demand, weekdays more availability, capacity is 50 persons.	lessons offered and potential for longer hours and more open days. Limiting factor is lifeguard staffing, many are in school and cannot work during the week.
Point Pinos Lighthouse	Tours provided, gift shop, bathrooms	Open Thursday–Monday 1-4, averages 1500 visitors/month	Unmet demand for additional visitors	City is in the planning stages for offering rentals for events/weddings
Pacific Grove Golf Course	18-hole golf course, partially in the coastal zone, bathrooms located south of Crespi Pond	Averages about 55,000-60,000 rounds/year	Summer: demand mostly full Winter: unmet demand related to weather and season	Could increase rates with marketing, course has seen 90,000 rounds/year

Source: City of Pacific Grove 2014h.

Table 3-7 National and California Registered Historic Resources in the Coastal Zone

Resource	Address	NRHP	NHL	CSL
Asilomar Conference Grounds	800 Asilomar Avenue	X	X	
Centrella Inn	612 Central Avenue	X		
Point Pinos Lighthouse	80 Asilomar Avenue	X		

Source: NPS 2014a, 2014b; OHP 2014; WSA 2014.

Notes: NRHP=National Register of Historic Places, NHL=National Historic Landmark, CSL=California State Landmark.

Table 3-8 Projected Population Growth

Year	Population
2010	15,040
2014	16,830
Absolute Growth	1,790
AAGR ¹	2.97%

Source: City of Pacific Grove 2011b, 2014b; EMC Planning Group 2014.

Notes: 1AAGR=Annual average growth rate.

Table 3-9 Maximum Density for Non-Residential Land Use Designations in the Coastal Zone

Designation	Density	Maximum Height	Setback	Building Coverage	Parking
Visitor Accommodation (V-A) in Asilomar Dunes ¹	1 unit/2,500 sq.ft. of land	18 ft/1 story or 25 ft/2 stories	10 ft or 20 ft ²	50% max.	1 space/unit
Visitor Accommodation (V-A)	1 unit/2,500 sq.ft. of land	Planning Areas I-III: 25 ft/2 stories Planning Area IV-B: 40 ft/3 stories	10 ft or 20 ft ²	50% max.	1 space/unit
Visitor-Commercial (V-C) ²	1 unit/2,500 sq.ft. of land	18 ft/1 story or 25 ft/2 stories	10 ft or 20 ft ²	50% max.	1 space/unit
Restaurants	1 unit/2,500 sq.ft. of land	18 ft/1 story or 25 ft/2 stories	10 ft or 20 ft ²	50% max.	1 space/300 sq.ft. of floor area
Professional (P)	n/a	n/a	n/a	n/a	1 space/300 sq.ft. of floor area
Commercial (C)	n/a	n/a	n/a	n/a	1 space/300 sq.ft. of floor area
Open Space Institutional (OS-I)	n/a	n/a	n/a	n/a	n/a
Open Space Recreational (OS-R)	n/a	n/a	n/a	n/a	n/a
Recreational Trail (RT)	n/a	n/a	n/a	n/a	n/a

Source: City of Pacific Grove 1989.

Notes: ¹See Appendix A Policy 3.3.5.1 for details, applies to the Bide-A-Wee Inn & Cottages and the Beachcomber Inn.

²See Appendix A Policy 3.3.5.3 for details.

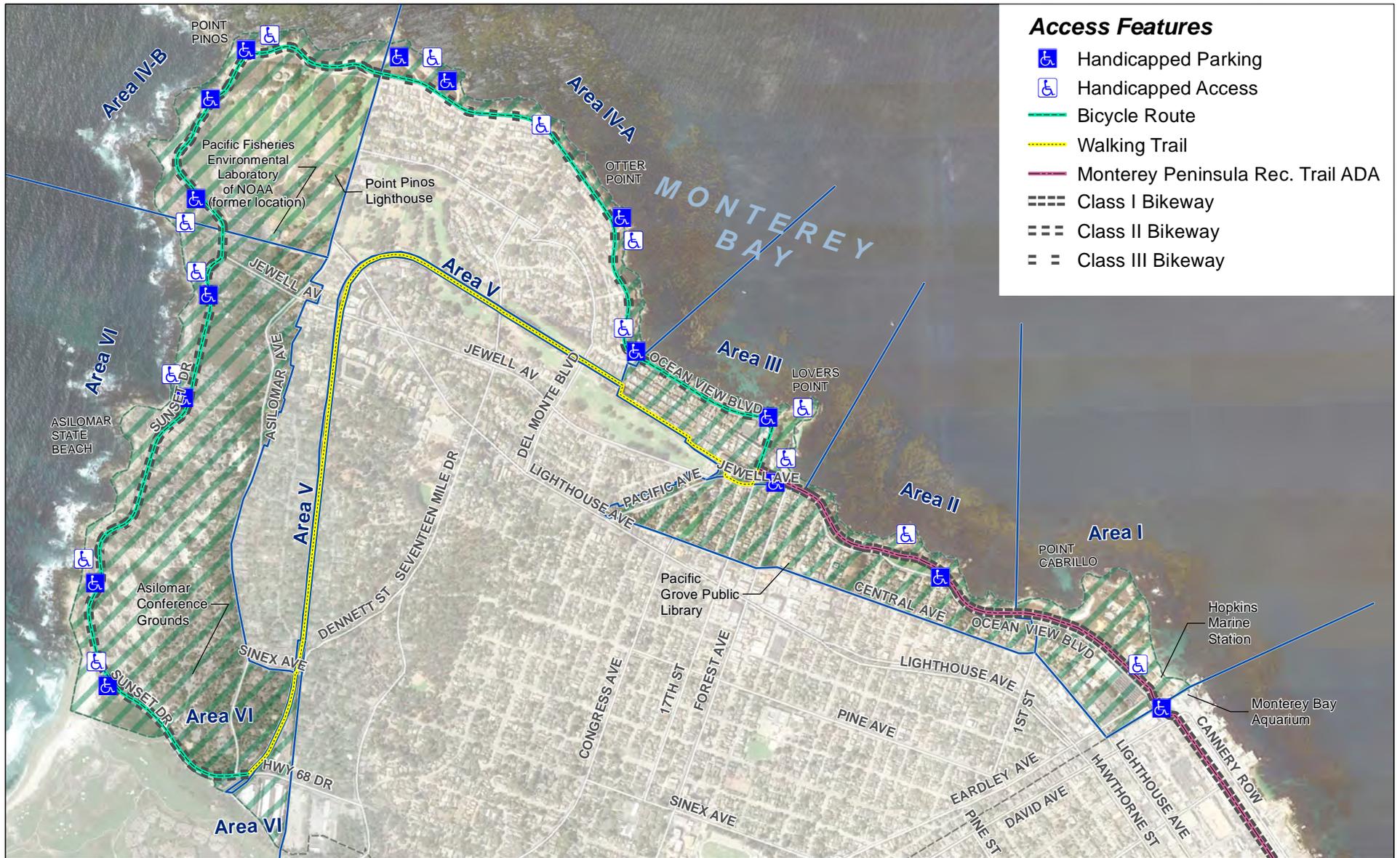
Table 3-10 Maximum Density for Residential Land Use Designations in the Coastal Zone

Designation	Density¹	Parking
Low Density Residential (LDR)	1-2	2 spaces/single-family dwelling
Medium Density Residential for Mobile Home Park (MHP) ²	8-10	
Medium Density Residential (MDR)	8-10	1.5 spaces/family unit with ≤1 bedroom, or 2 spaces/family unit with ≥2 bedrooms
Medium-High Density Residential (MHD)	10-20	1.5 spaces/family unit with ≤1 bedroom, or 2 spaces/family unit with ≥2 bedrooms

Source: City of Pacific Grove 1989.

Notes: ¹Density is in dwelling units per acre.

²Applies only to the Monarch Pines Mobile Home Park located at 700 Briggs Avenue.



Legend

- Planning Area Boundaries
- ▭ City of Pacific Grove
- Major Roads
- ▨ Coastal Zone

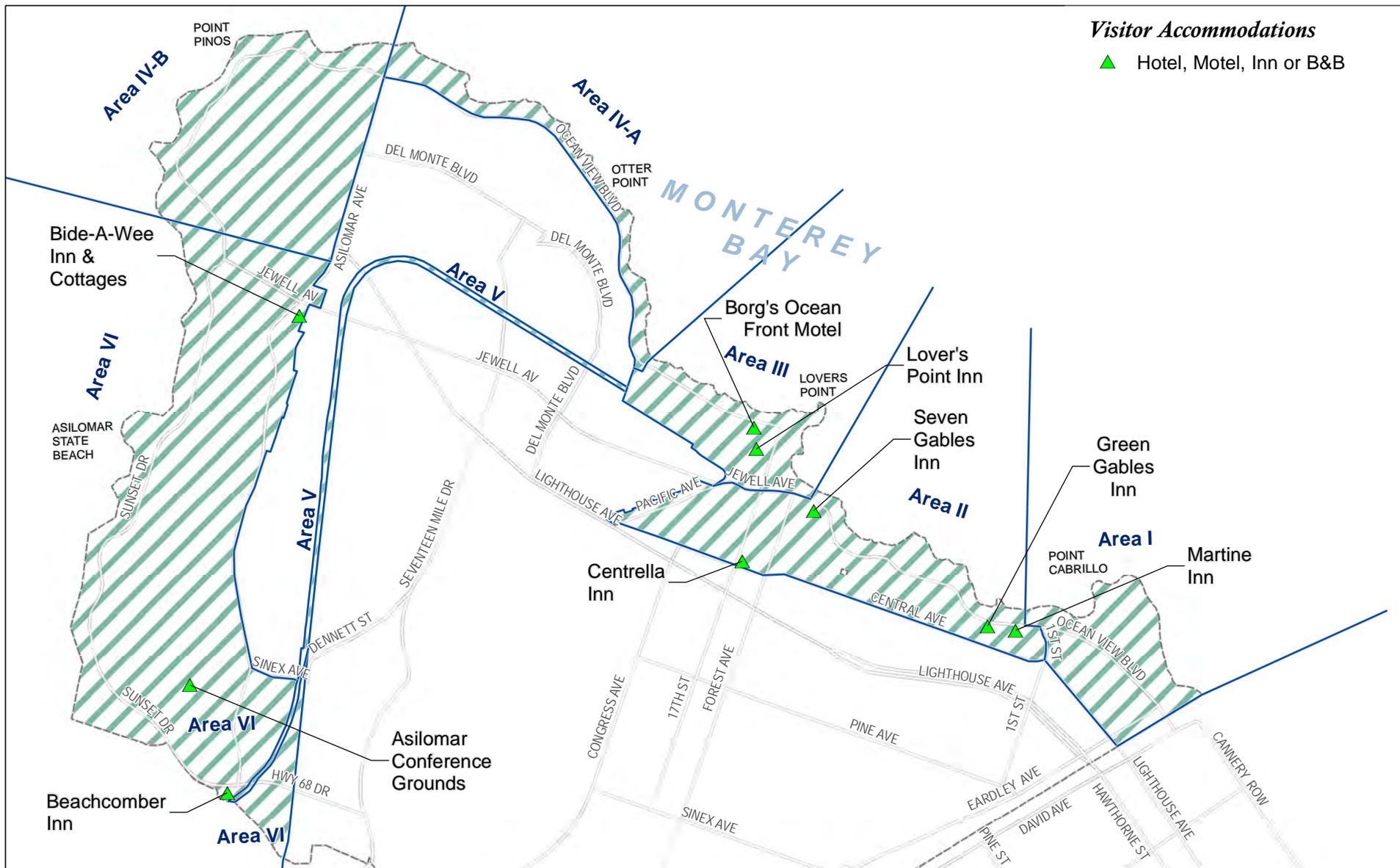
Source: City of Pacific Grove 1989 and 1998, Google Earth 2013

Figure 3-1

Public Access



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Visitor Accommodations
 ▲ Hotel, Motel, Inn or B&B



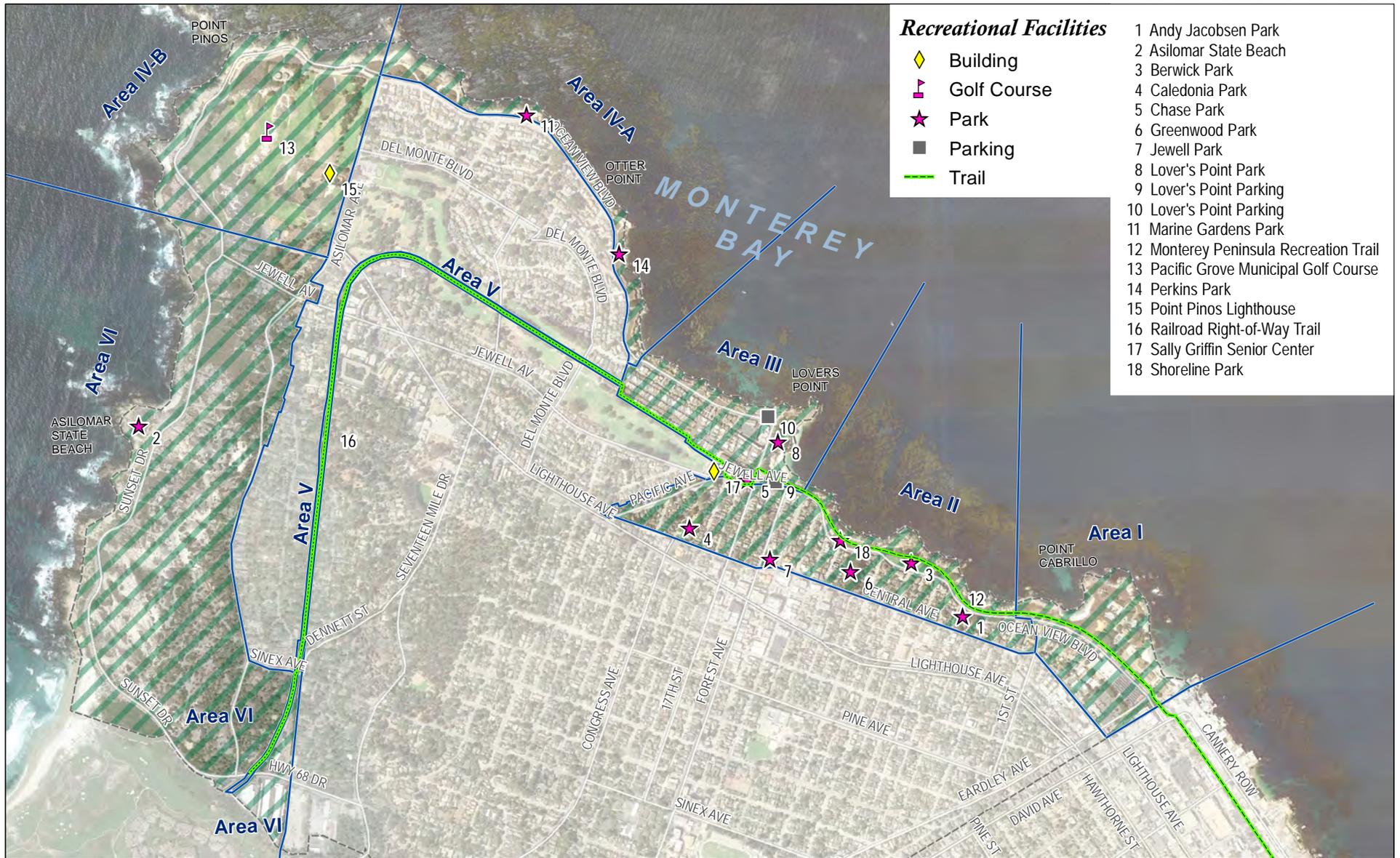
Legend
 — Planning Area Boundaries
 [] City of Pacific Grove
 — Major Roads
 [/] Coastal Zone

Source: City of Pacific Grove 1998, Google Earth 2013



Figure 3-2
Existing Visitor-Serving Accommodations
 Pacific Grove LCP Update Background Report

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Recreational Facilities

- ◆ Building
 - ▲ Golf Course
 - ★ Park
 - Parking
 - Trail
- 1 Andy Jacobsen Park
 - 2 Asilomar State Beach
 - 3 Berwick Park
 - 4 Caledonia Park
 - 5 Chase Park
 - 6 Greenwood Park
 - 7 Jewell Park
 - 8 Lover's Point Park
 - 9 Lover's Point Parking
 - 10 Lover's Point Parking
 - 11 Marine Gardens Park
 - 12 Monterey Peninsula Recreation Trail
 - 13 Pacific Grove Municipal Golf Course
 - 14 Perkins Park
 - 15 Point Pinos Lighthouse
 - 16 Railroad Right-of-Way Trail
 - 17 Sally Griffin Senior Center
 - 18 Shoreline Park



0 1800 feet

Legend

- Planning Area Boundaries
- ▭ City of Pacific Grove
- Major Roads
- ▨ Coastal Zone

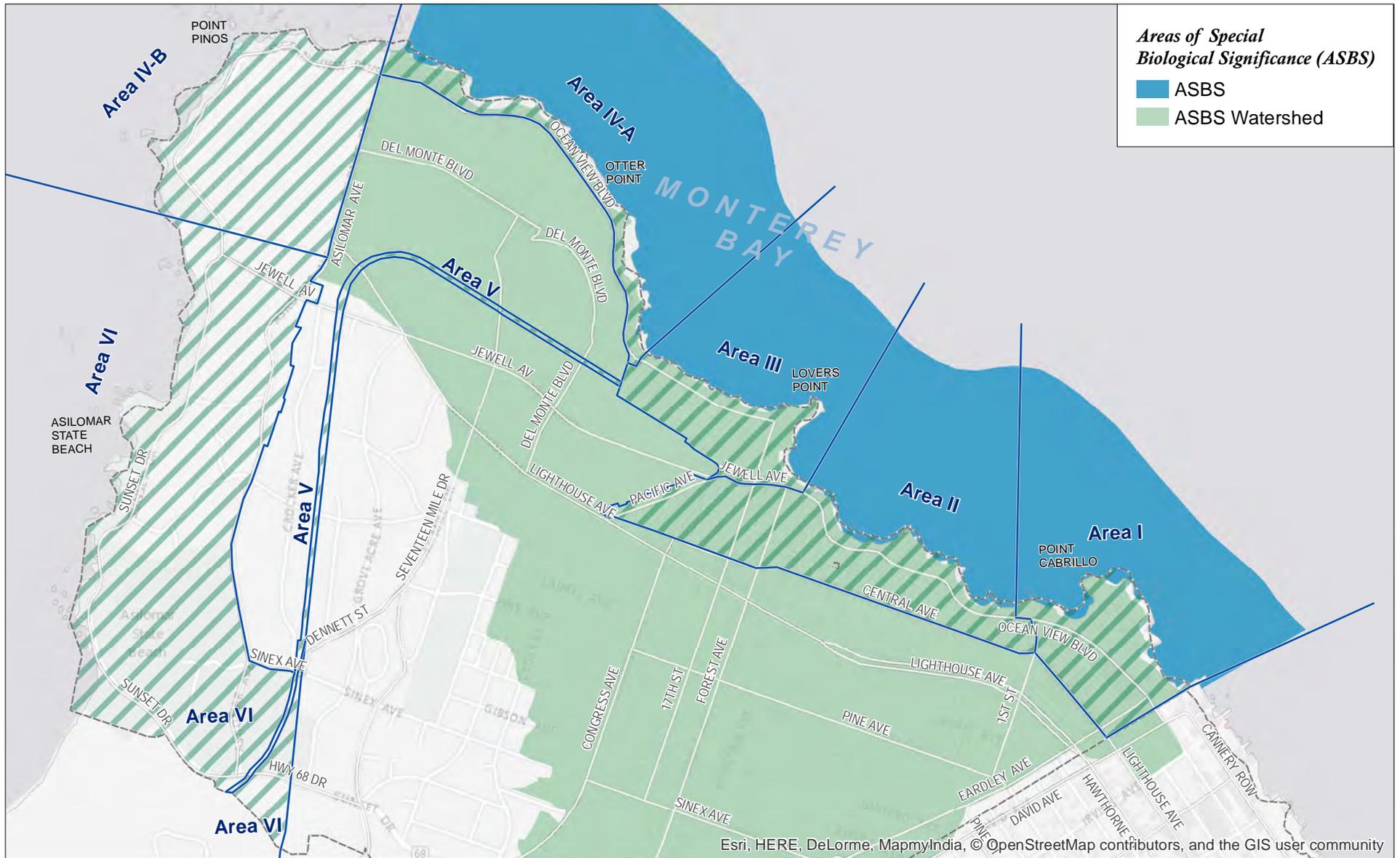
Source: City of Pacific Grove 1994, 2014e; Google Earth 2013

Existing Recreational Areas and Facilities

Figure 3-3



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Legend

- Planning Area Boundaries
- - - City of Pacific Grove
- Major Roads
- ▨ Coastal Zone

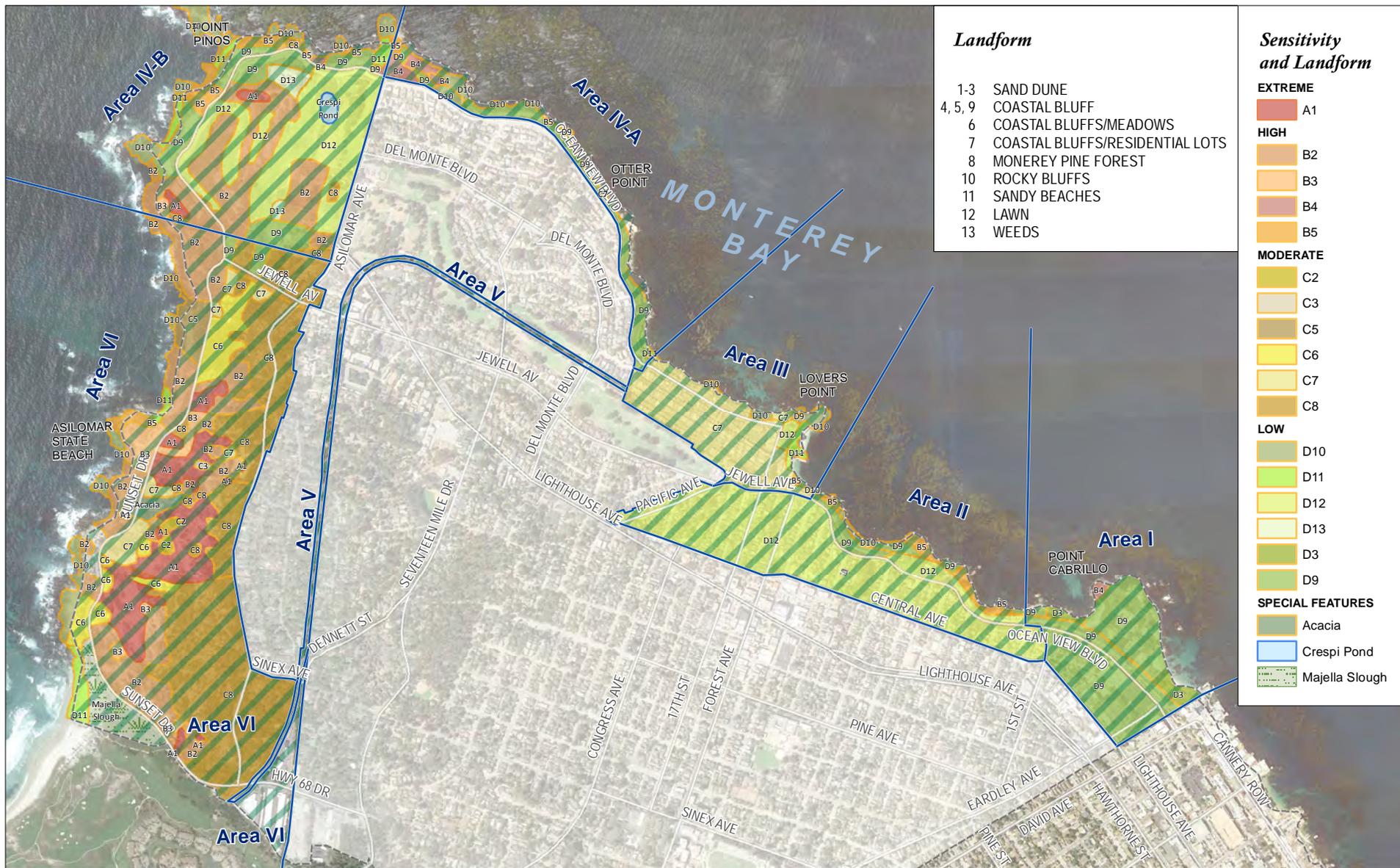
Source: City of Pacific Grove 2006



Figure 3-4

Pacific Grove ASBS

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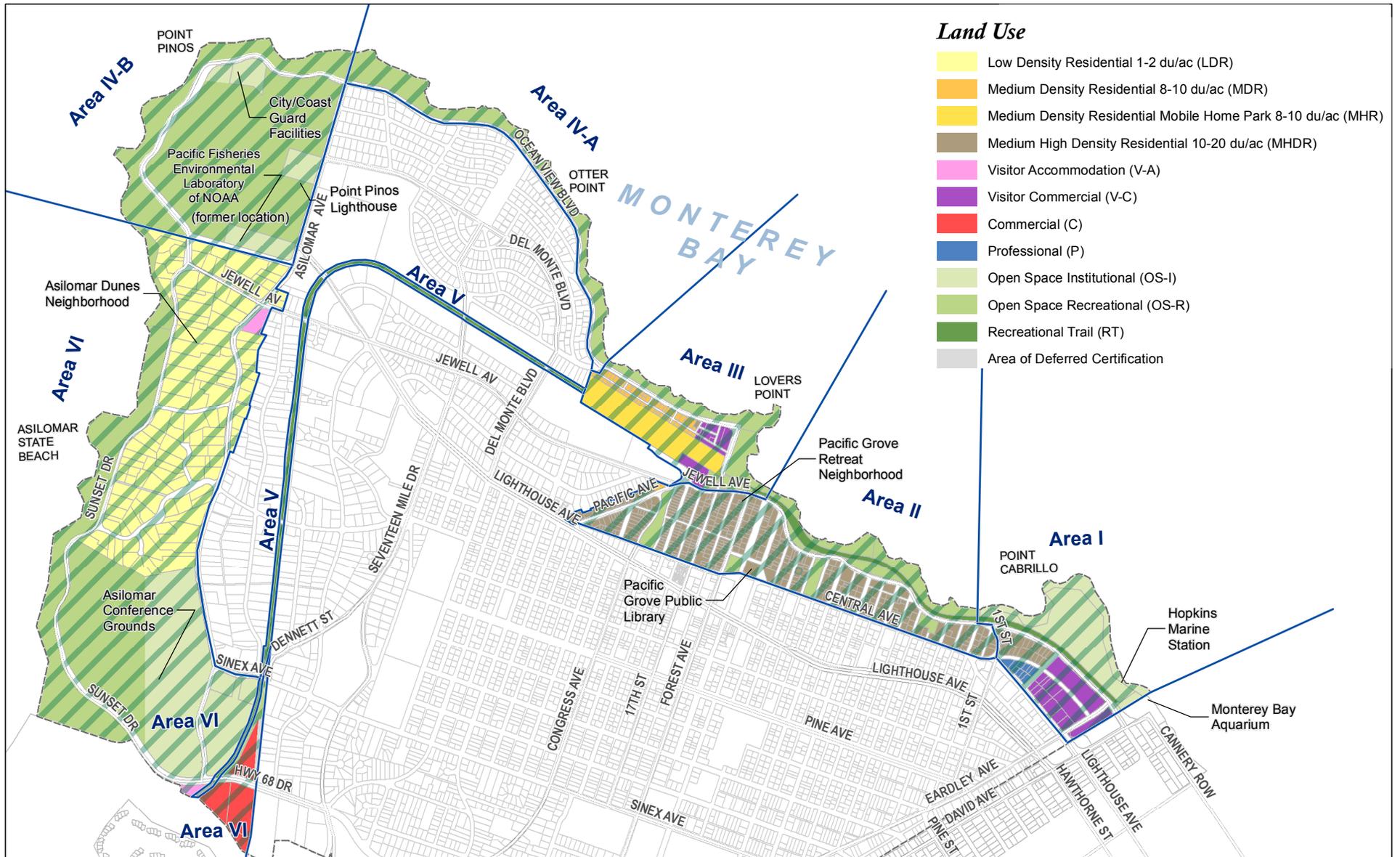
- Planning Area Boundaries
- City of Pacific Grove
- Major Roads
- Coastal Zone

Source: City of Pacific Grove, Google Earth 2013



Figure 3-5
Land Habitat Sensitivity Map

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0 1800 feet

Legend

- Planning Area Boundaries
- City of Pacific Grove
- Major Roads
- ▨ Coastal Zone

Source: City of Pacific Grove 2014, Google Earth 2013

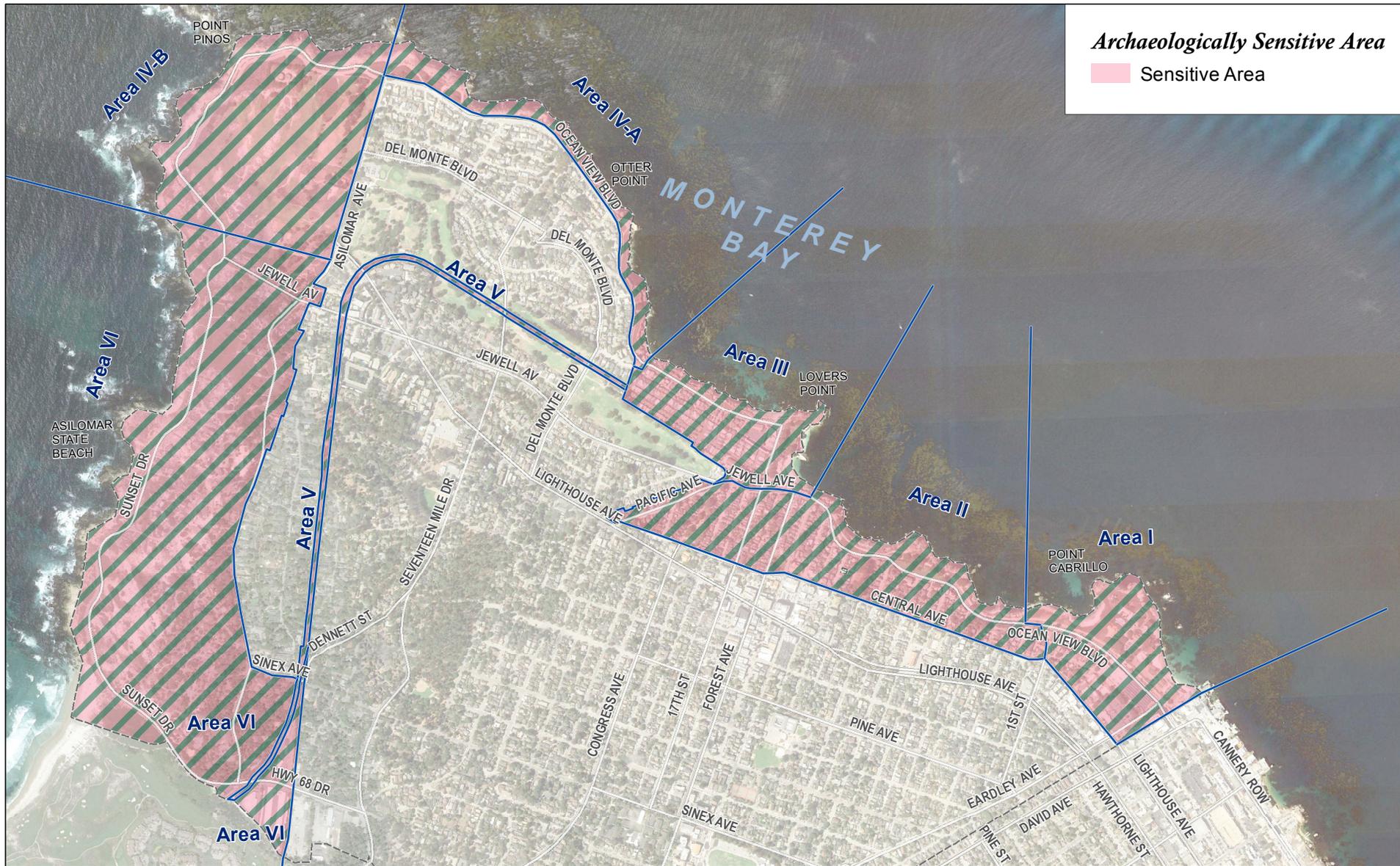


Figure 3-6
Existing Coastal Zone Land Use Plan

Pacific Grove LCP Update Background Report

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0 1800 feet

Legend

-  Planning Area Boundaries
-  City of Pacific Grove
-  Major Roads
-  Coastal Zone

Source: City of Pacific Grove 1989, Google Earth 2013

Figure 3-8

Archaeologically Sensitive Area

Pacific Grove LCP Update Background Report



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4.0

POLICY AUDIT

To assure that the LCP update is in conformance with the city's other planning documents, those policy documents that have been adopted since the LCP was certified in 1989 were reviewed. The following policy documents were reviewed:

- *City of Pacific Grove General Plan (1994) (including the 2011 Housing Element)*
- *Pacific Grove Coastal Parks Plan (1998)*
- *City of Pacific Grove Historic Context Statement (2011)*
- *Monterey Bay Sanctuary Scenic Trail Master Plan (2008)*
- *Monterey County Bicycle and Pedestrian Master Plan (2011)*

Policies applicable to the coastal zone that are not adequately reflected in existing LCP policy were noted. The focus of the review was on policies that generally address topics relevant to the Coastal Act. The identified policies should be carefully considered during the LCP update, either for direct inclusion in the LCP or as a basis from which policy more specific to the coastal zone is developed. Policies that were generally applicable or not relevant to the coastal zone were not included. The identified policies are presented in a series of tables, one for each planning document reviewed.

4.1 GENERAL PLAN (AND 2011 HOUSING ELEMENT)

Table 4-1, *General Plan Policies for Consideration in LCP Update*, lists the General Plan policies that were identified as applicable to the LCP update during the policy audit.

Table 4-1 General Plan Policies for Consideration in LCP Update

General Plan Policies	Relevant LUP Policies
Chapter 2, Land Use Element	
Policy 6: Preserve significant areas of vegetation and open space when approving land divisions.	3.4.4.3, 3.4.5.1
Policy 7: Evaluate and mitigate the impacts of proposed land divisions on traffic, access, trees, topography, environmentally sensitive habitat, utilities, and public services, through the approval process.	2.3.5.1, 3.4.4.3, 3.4.5.1
Policy 8: View more favorably those land divisions where existing buildings with historic or architectural significance are retained and/or improved rather than demolished.	3.2.5.3, 3.2.6.4
Policy 17: Discourage the replacement of motels with residential uses in areas zoned R-3-M as a means of protecting the City's revenue base.	3.3.4.2
Policy 26: Provide for retention of the commercial/industrial uses in the Sunset Drive commercial district, while addressing the scenic qualities of this area.	3.5.1.4, 3.3.4.2
Policy 30: Establish regulations under which existing substandard vacant lots may become building sites based on neighborhood norms.	None
Chapter 3, Housing Element (2011)	
Policy 1.2: Protect the existing mobile home park from conversion to other uses	3.5.1.2
Chapter 4, Transportation Element	
Policy 3: Ensure maximum evacuation traffic carrying capacity for emergencies.	4.2.4.1, 4.2.4.2
Policy 12: Consider establishing new parking districts in the Downtown and Central-Eardley commercial areas.	None

General Plan Policies	Relevant LUP Policies
Policy 20: Support re-establishing the Del Monte Express train between Monterey and San Francisco.	4.2.6.2
Policy 26: Continue efforts to improve safety and reduce conflicts among various users of the Monterey Peninsula Recreation Trail.	4.2.4.3, 4.2.4.4, 4.2.4.5, 4.2.6.1, 4.2.6.3, 4.2.6.4
Policy 32: Develop a safety program for in-line skaters and skateboarders that involve education, enforcement, and provision of suitable facilities.	None
Chapter 5, Parks and Recreation	
Policy 5: Design park improvements in such a way as to facilitate accessibility, security, policing, and maintenance.	2.3.5.2 , 2.3.5.3, 5.4.3, 5.5.2, 5.5.5, 5.5.4
Policy 6: Where practical, foster the use of drought-tolerant and drought-resistant landscaping in City parks.	2.3.5.2, 3.2.5.5, 4.1.4.2
Chapter 6, Natural Resources	
Policy 2: Develop a vegetation and wildlife habitat management program.	2.3.5.3
Policy 8: When reimbursement is available, cooperate with state and federal agencies in reducing impacts from urban runoff.	2.2.5.3, 4.1.4.3
Policy 9: Prohibit the unsafe use of chemical pesticides and herbicides.	2.2.5.3
Chapter 7, Historic and Archaeological Resources	
Policy 4: Encourage the moving of buildings proposed to be demolished when other means for their preservation cannot be found.	None
Chapter 8, Urban Structure and Design	
Policy 6: Endeavor to beautify the Sunset Drive commercial district.	None
Chapter 9, Public Facilities	
Policy 6: Encourage and assist hospitality related businesses to actively promote water conservation.	4.1.4.2, 4.1.5.1
Policy 20: Seek to ensure maintenance of and continued public access to the Point Pinos Lighthouse.	3.3.4.4, 5.4.3
Policy 29: Provide public rest rooms in appropriate business and recreational areas as funding becomes available.	None

Source: City of Pacific Grove 1994

4.2 COASTAL PARKS PLAN

Table 4-2, [Coastal Parks Plan Policies for Consideration in LCP Update](#), lists the Coastal Parks Plan policies that were identified as applicable to the LCP update during the policy audit. The Coastal Parks Plan includes goals, objectives, guidelines, recommended actions, and a few policies specific to seawalls. This review focuses on the objectives and seawall policies.

Table 4-2 Coastal Parks Plan Policies for Consideration in LCP Update

Coastal Parks Plan Objectives/Policies	Relevant LUP Policies
Chapter 2, Goals and Objectives	
Objective 2.1: Achieve a balance between maximizing the protection of valuable resources and maximizing public enjoyment of the coast.	LCP policies do both, but not specifically stated.
Objective 2.7: Preserve and enhance the existing coastal aquatic environment to protect the habitat of water and marine resources.	2.2.4.1-2.2.6.3
Objective 2.8: Retain natural land forms to preserve scenic and habitat values, where feasible.	2.1.5.2, 2.2.6.2, 2.3.4.3, 2.3.5.1.e, 2.3.5.3.a, 2.3.6.4, 2.5.4.1-2.5.5.9, 3.2.4.1, 3.2.5.2, 3.2.6.1, 3.4.5.4, 5.4.
Objective 2.9: Where necessary to protect, preserve, and enhance coastal resources, permit installation of protective barriers.	2.3.5.3.d, 2.3.5.1.c, 2.3.5.2.d.2 and d.3, 2.3.5.3.e, 5.4.3.a
Objective 2.10: Develop policies and procedures to be followed in the event of coastal emergencies such as oil spills, salvage of grounded vessels, and whale strandings.	None
Objective 3.3: Assure that the design and materials of such items as signs, bicycle racks, benches, and trash containers, are appropriate to the character of the coast area in which they are located.	Signs: 2.1.5.4, 2.3.4.3.e, 3.4.4.2, 4.2.6.3, 5.4.3,

Coastal Parks Plan Objectives/Policies	Relevant LUP Policies
	5.5.3; none for others
Objective 4.4: Provide sufficient separation between pedestrian trails and roadways to ensure traffic safety and to minimize visual intrusion caused by motor vehicles.	5.5.1-5.5.6
Objective 4.5: Continue to attempt acquisition, by easement or other means, of a trail to complete the portion that is interrupted by the two privately held properties in Rocky Shores.	3.4.5.4 (Completed-Trail established)
Objective 5.1: Maximize opportunities to provide barrier-free accessways and viewing areas for people with limited mobility.	None (LCP predates Americans with Disabilities Act (ADA))
Objective 5.2: Provide spaces in parking areas to accommodate people with limited mobility.	None (LCP predates ADA)
Objective 5.3: Maintain trails suitable for persons with disabilities as defined in the Americans with Disabilities Act (ADA) where reasonable and feasible.	None (LCP predates ADA)
Objective 5.4: Where feasible, grade trail improvements according to ADA standards to accommodate visually or mobility impaired persons.	None (LCP predates ADA)
Objective 5.5: Integrate accessibility into the overall design program to ensure that the components work together, for example, to ensure safe comfortable movement between parking and trails. An accessible parking space loses its value if the trail and viewing area are not barrier free, and vice versa.	None (LCP predates ADA)
Objective 5.6: Provide representative sections of the coastal experience which are entirely accessible and user friendly, recognizing that not all portions of the coast can safely and feasibly be made accessible and that access improvements should be sensitive to the scenic qualities of the shoreline.	None (LCP predates ADA)
Objective 5.7: Provide benches that are wide enough and placed at the appropriate height to accommodate the placement of a wheelchair next to the bench or the transfer of a wheelchair user to the bench.	None (LCP predates ADA)

Coastal Parks Plan Objectives/Policies	Relevant LUP Policies
Objective 5.8: Assure that signs are designed, and facilities are appropriately signed, to accommodate the visually impaired by using large print, easy to read fonts, delineated surfaces, simple messages, and maps.	None (LCP predates ADA)
Objective 5.9: Prepare and distribute a handout which would include a map of the entire coastal parks areas that shows ADA access points, viewing areas, parking spaces, grades of streets and trails, placement of benches and trash cans. For the visually impaired, prepare a large print version and/or audio tapes.	None (LCP predates ADA)
Objective 7.2: Control unrestricted parking with appropriate barriers and other means.	2.3.4.3.d
Objective 7.3: Site parking so as to be visually subordinate to the natural character of the coast and to ensure continued expansive views along the Pacific Ocean and Monterey.	4.2.4.2, 4.2.4.3
Objective 8.1: Develop strategies to ensure continued maintenance and repair of existing sea walls, and to identify areas in need of sea walls.	2.1.5.3 (CPP implements this policy in Ch. 9)
Objective 8.2: Minimize new sea wall construction through management of pedestrian use, parking, ground squirrel activity, and appropriate planting.	2.1.4.1 (CPP implements this policy in Ch. 9)
Objective 8.3: Establish standards for the siting and design of new seawalls to: enhance coastal access; minimize alteration of and be visually subordinate to the natural character of the shoreline; and protect archaeological resources.	2.1.4.4, 2.1.5.2
Objective 8.4: Where sea walls are required, minimize alteration of natural land forms, adverse impacts on public access, and visual impacts through the use of appropriate colors and materials.	2.1.5.2, 2.1.6.1
Chapter 9, Sea Wall Program	
Policy 1: Allow structural protection measures only when all non-engineering solutions to erosion hazards have been exhausted. If a protective structure is required, the structure should not: significantly reduce or restrict beach access; adversely affect shoreline processes and sand supply; significantly increase erosion on adjacent properties; cause	2.1.5.3

Coastal Parks Plan Objectives/Policies	Relevant LUP Policies
harmful impacts on vegetation, wildlife, or fish habitats; be placed further than necessary from the development requiring protection; or create a significant visual intrusion.	
Policy 2: Consistent with the existing character of the coast, repair walls east of the Esplanade to allow for expanded pedestrian trails and to prevent further erosion of the coast.	2.1.4.3, 2.1.6.1
Policy 3: Consistent with the existing rugged character of the coast west of the Esplanade, install natural riprap to prevent further erosion of the coast and to support future trail construction, where necessary.	None
Policy 4: Do not construct walls on sand deposits or fine rock because this material is easily eroded or scoured from beneath the structural footings.	2.1.5.1
Policy 5: Do not construct walls in drainage swales of channels. Since most of these areas have been previously eroded to greater depths and refilled with beach deposits, erosion and scouring are very likely to occur.	None
Policy 6: When construction of a trail is desirable and may require shoreline support: consider using a foot bridge over drainage channels rather than backfilling existing walls; and where the trail is well removed from the coastal edge and retaining walls are unnecessary, use natural riprap for erosion protection.	None
Policy 7: Divert water runoff from the inland side of the trail to points where it may be channeled beneath the trail. Walls should never be used to direct surface water flow, and storm drain pipes should not be sited within the walls.	None
Policy 8: Remove ground squirrels from behind existing and future walls because their burrows provide excellent channels for runoff water to reach the lower levels of the walls, increasing the possibility of structural failure. Further, allow signs to discourage feeding of ground squirrels.	2.1.4.1, 2.3.4.3.a, 2.3.5.2.d.2
Policy 9: Ensure that all existing and future sea walls are able to perform under high wave conditions.	None

Source: City of Pacific Grove 1998

4.0 POLICY AUDIT

4.3 HISTORIC CONTEXT STATEMENT

4.4 MONTEREY BAY SANCTUARY SCENIC TRAIL MASTER PLAN

4.3 HISTORIC CONTEXT STATEMENT

The Historic Context Statement is not a policy document, but sets forth the criteria for inclusion of structures on the city's Historic Resources Inventory. These criteria should be considered in updating historic resources policies during the LCP update. As suggested by the title, the Historic Context Statement contains background information that could be useful in the LCP update.

4.4 MONTEREY BAY SANCTUARY SCENIC TRAIL MASTER PLAN

The Monterey Bay Sanctuary Scenic Trail Master Plan (2008) was prepared by the Transportation Agency for Monterey County to further a goal of developing a trail system spanning from one end of Monterey Bay to the other. This review focuses on policies that are specifically applicable to the City of Pacific Grove and which provide policy direction beyond that contained in city policy documents. [Table 4-3, Monterey Bay Sanctuary Scenic Trail Master Plan Policies for Consideration in LCP Update](#), lists the Monterey Bay Sanctuary Scenic Trail Master Plan policies that were identified as applicable to the LCP update during the policy audit.

Table 4-3 Monterey Bay Sanctuary Scenic Trail Master Plan Policies for Consideration in LCP Update

Policies	Relevant LUP Policies
Policy 1.1.2: Provide parallel alignments where appropriate to separate highspeed commuter and regional trail users from lower-speed recreational and interpretive trail users.	5.5.1-5.5.6
Policy 1.2.1: Link trails to regionally significant destinations such as parks, open space, commercial centers, schools and universities via the main trail alignment or trail connectors.	None
Policy 1.2.2: Provide safe, direct linkages between trails and paved pathway, bike lanes, transit terminals, bus stops, and park & ride lots.	None
Policy 1.2.3: Construct the trail according to Caltrans bikeway standards as described in the Caltrans Highway Design Manual, Chapter 1000 Bikeway Planning and Design.	None

Policies	Relevant LUP Policies
Policy 1.5.1: Avoid trail development on private lands when a feasible alternative alignment exists on adjacent public properties.	None
Policy 1.5.2: Allocate staff and appointed trail steering committee members to directly engage with individual landowners prior to public consideration of a trail segment on private lands.	None
Policy 2.1.1: Continue work initiated by the Monterey Bay Sanctuary Scenic Trail Interpretive Work Group when developing interpretive materials.	2.3.4.3.e, 5.4.3.b
Policy 2.1.2: Establish interpretive design and content guidelines via a memorandum of understanding or other formal written agreement between managing agencies.	2.3.4.3.e, 5.4.3.b
Policy 3.1.3: Develop trail promotional materials presenting the facility as alternative transportation and to draw travelers out of their cars.	3.5.1.1, 4.2.4.4, 4.2.4.5, 4.2.6.2, 5.4.4
Policy 4.4.1: Work with City and County planning staff to seek out opportunities on new development proposals.	Substitute TAMC for City/County
Policy 4.5.3: Recognize that acquisition can be more flexible, more creative and less expensive than fee simple acquisition; explore property transfers, trades, donations, partial purchases, joint purchases, easements, long-term leases, encroachment permits, and a variety of other legal means from willing sellers or property owners.	2.5.5.9, 3.4.5.4, 3.4.5.5, 3.4.6.1, 3.4.6.2
Policy 5.2.1: Accurately forecast and plan for the short-term and long-term operation and maintenance of the overall trail system as an initial step in estimating implementation cost.	None
Recommendation for Pacific Grove trail segment (existing) [terminating at Lovers Point]: The existing pathway is narrow at points. However, the lack of available width and the risk of destabilizing the waterfront prevents the City of Pacific Grove from expanding the facility. Due to the popularity of the facility and potential for user conflicts, interpretive and directional signage should be used to educate trail users about the responsibilities of good trail use practices. Where possible, additional striping may be used to provide a bike lane for faster moving cyclists, thereby separating them from slower pedestrians, children and strollers.	2.3.4.3.e, 5.4.3.b

Source: Transportation Agency for Monterey County 2008

4.0 POLICY AUDIT

4.5 MONTEREY COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

4.6 MONTEREY COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

4.5 MONTEREY COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

The Monterey County Bicycle and Pedestrian Master Plan (2011) is not a policy document, but establishes a facilities network and funding priorities. One bicycle project in the city was ranked within the top 100 projects county-wide: striping Class II bicycle lanes on Ocean View Boulevard between Asilomar Boulevard and 17 Mile Drive. Several pedestrian improvement projects are proposed by the city, the majority of which are in the downtown area; none of these is in the top five county-wide ranked pedestrian projects.

4.6 MONTEREY COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

The Monterey County Multi-Jurisdictional Hazard Mitigation Plan (2014) (MJHMP) is not a policy document, but addresses hazards determined to be of primary and secondary concern to:

Protect the public health, safety, quality of life, environment, and economy of Monterey County by reducing the long-term risk of damage and loss to known hazards through coordinated planning, partnerships, capacity building, and implementation of effective risk reduction measures.

The MJHMP was used in the preparation of the *City of Pacific Grove Climate Change Vulnerability Assessment* regarding potential hazards related to climate change. Information in the MJHMP related to climate change hazards (sea level rise and associated flooding and erosion) was referenced in the *City of Pacific Grove Climate Change Vulnerability Assessment* as applicable.

Appendix P of the MCMJHMP includes several tables that outline available resources for hazard mitigation available to the city, including plans and ordinances, programs, and policies.

FREQUENTLY USED ACRONYMS AND TERMS

5.1 ACRONYMS

ADA	Americans with Disabilities Act
ASBS	Area of Special Biological Significance
BMPs	Best Management Practices
CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CRHR	California Register of Historic Places
DWQ	Division of Water Quality
ESHA	Environmentally Sensitive Habitat Area
GIS	Geographic Information System
LCP	Local Coastal Program
LUP	Land Use Plan
IP	Implementation Program

5.0 FREQUENTLY USED ACRONYMS AND TERMS

5.1 ACRONYMS

MEP	Maximum Extent Practicable
MJHMP	Multi-Jurisdictional Hazard Mitigation Plan
MS4	Municipal Separate Storm Sewer Systems
NAHC	California Native American Heritage Commission
NOAA Fisheries	National Oceanic and Atmospheric Administration Fisheries, formally known as the National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination Permit
NRHP	National Register of Historic Places
PRC	California Public Resources Code
SWRCB	State Water Resources Control Board
TMDL	Total Maximum Daily Load
USEPA	US Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
WQ	Water Quality

5.2 TERMS

If any of the following terms are revised in any future State code amendments (i.e. applicable PRC sections of the California Coastal Act), those terms shall be applied as amended.

Coastal Redevelopment or Major Remodel. (1) additions; (2) exterior and/or interior renovations; or (3) demolition of an existing bluff top home or other principal structure which result in: 1) Demolition or replacement of 50 percent or more of an existing structure, including but not limited to, alteration of 50 percent or more of exterior walls and/or major structural components of the floor, roof and foundation, or a 50 percent increase in floor area; or 2) demolition, renovation or replacement of less than 50 percent of an existing structure where the proposed remodel would result in cumulative alterations exceeding 50 percent or more of the existing structure from the date of certification of the LUP.

Coastal Bluff. Bluffs measuring 300 feet both landward and seaward from the bluff line or edge, the toe of which is now or was historically (generally within the last 200 years) subject to marine erosion; and bluffs, the toe of which is not now or was not historically subject to marine erosion, but the toe of which lies within an area otherwise identified in PRC section 30603(a)(1) or (a)(2). (CCR section 13577(h))

Coastal Bluff Edge. Bluff line or edge shall be defined as the upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the cliff is rounded away from the face of the cliff as a result of erosional processes related to the presence of the steep cliff face, the bluff line or edge shall be defined as that point nearest the cliff beyond which the downward gradient of the surface increases more or less continuously until it reaches the general gradient of the cliff. In a case where there is a steplike feature at the top of the cliff face, the landward edge of the topmost riser shall be taken to be the cliff edge. The termini of the bluff line, or edge along the seaward face of the bluff, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the inland facing portion of the bluff. Five hundred feet shall be the minimum length of bluff line or edge to be used in making these determinations. (CCR section 13577(h))

Coastal Development Permit (CDP). A permit for any development within the coastal zone that is required pursuant to PRC §30600(a), unless otherwise exempted or waived.

Development. On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the

5.0 FREQUENTLY USED ACRONYMS AND TERMS

5.2 TERMS

Subdivision Map Act, and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973. (PRC section 30106)

Environmentally Sensitive Area (ESHA). Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. (PRC section 30107.5)

Implementing Actions. The ordinances, regulations, or programs which implement either the provisions of the certified local coastal program or the policies of this division and which are submitted pursuant to PRC section 30502. (PRC section 30108.4)

Implementation Plan (IP). The relevant portions of the local government's zoning code, which regulates land uses and establishes appropriate height, bulk, and setback requirements for structures, as well as specific standards based upon LUP policies.

Land Use Plan (LUP). The relevant portion of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions. (PRC §30108.5)

Local Coastal Program (LCP). A local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, this division at the local level. (PRC section 30108.6)

Mean High Tide Line. The ambulatory line on the beach (contour lines) represented by the intersection of the beach face and the elevation represented by the average of all high tides (higher high tides and lower high tides) occurring over a 19-year period. The mean high tide elevation should be represented by the most recent 19-year tidal epoch as established by the National Ocean Service.

Sensitive Coastal Resource Areas. Identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity, including the following: special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan; areas possessing significant recreational value; highly scenic areas;

archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer; special communities or neighborhoods which are significant visitor destination areas; areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons; and areas where divisions of land could substantially impair or restrict coastal access. (PRC section 30116)

Structure, Coastal. A structure located at the base of the bluff, such as a seawall, revetment, or rip rap that is located at, or is seaward, of, the bluff dripline. A coastal structure is intended to protect, support and/or stabilize the bluff toe and/or mid or upper bluff area that has experienced, or is likely to experience material erosion or instability and protect a bluff home or other principal structure, or coastal dependent use from the effects of wave action erosion and other natural forces.

Structure, Principal. Any primary living quarters, main commercial buildings and functionally necessary appurtenances to those structures such as septic systems and infrastructure.

Wetland. Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. (PRC section 30121)

Additional terms can be found in Chapter 2, Definitions of the Coastal Act (PRC Division 20).

5.0 FREQUENTLY USED ACRONYMS AND TERMS
5.2 TERMS

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6.0

RESOURCES AND REFERENCES

6.1 RESOURCES

Local and Regional Coastal and Beach

- Coastal Commission, Central Coast District Office:
<http://www.coastal.ca.gov>
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508
Phone (831) 427-4863
FAX (831) 427-4877
 - Coastal Commission Permanent Responsibilities:
<http://www.coastal.ca.gov/perresp.html>
 - Coastal Commission Appeal Process FAQs:
<http://www.coastal.ca.gov/cdp/appeals-faq.pdf>
- Coastal Act of 1976: <http://www.coastal.ca.gov/coastact.pdf>
- California Department of Fish and Wildlife – Marine Division:
<http://www.dfg.ca.gov/marine>
- Center for Ocean Solutions: <http://www.centerforoceansolutions.org>
- City of Pacific Grove Parcel Search: www.pgparcel.net
- Governor’s Office of Emergency Services: <http://www.oes.ca.gov>

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- Hopkins Marine Station Monterey Bay: <http://www-marine.stanford.edu>
- Monterey National Marine Sanctuary technical reports:
<http://montereybay.noaa.gov/research/techreports/techreps.html>
- NOAA – Monterey Bay Sanctuary: <http://montereybay.noaa.gov>
- U. S. Geologic Survey – Pacific Science Center: <http://walrus.wr.usgs.gov/infobank>

Recreation

- City of Pacific Grove Parks & Recreation:
<http://www.ci.pg.ca.us/index.aspx?page=140>
- Monterey Peninsula Regional Park District: <http://www.mprpd.org>

Water

- City of Pacific Grove Websites:
 - ASBS: <http://38.106.5.85/index.aspx?page=335>
 - Water: <http://www.ci.pg.ca.us/index.aspx?page=333>
 - Storm Water: <http://38.106.5.85/index.aspx?page=483> and
<http://www.ci.pg.ca.us/index.aspx?page=306>
 - Waste Water: <http://www.ci.pg.ca.us/index.aspx?page=309>
- Monterey Peninsula Water Management District: <http://www.mpwmd.dst.ca.us>
- California American Water: <http://www.amwater.com/caaw>
- Regional Water Quality Control Board – Central Coast Region 3:
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- Monterey Regional Storm Water Management Program: <http://montereysea.org/>

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- 2014. *California Natural Diversity Database (CNDDDB)*. Records of Occurrence for Monterey, Marina, Seaside, Soberanes Points, and Mount Carmel USGS quadrangles. Sacramento, California. 2014.
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APPENDIX A

CITY OF PACIFIC GROVE EXISTING 1989 LUP POLICIES AND
RECOMMENDED ACTIONS

APPENDIX A

CITY OF PACIFIC GROVE EXISTING 1989 LUP POLICIES AND RECOMMENDED ACTIONS

No.	Policy/Action	Policy/Action		Issues Addressed in existing LUP (Marked X)										
		General Policy	Specific Policy	Rec'd. Action	Public Access	Rec & V-S	Water Quality	ESHA/Bio	Planning	Scenic Visual	Cultural	Hazards	Erosion	
Resource Management														
2.1.4.1	The City will minimize the need for new seawall construction through development of an overall Coastal Parks Plan addressing management and, where necessary, restoration of the Pacific Grove coastal park lands, including control of pedestrian use, parking, and ground squirrel activities. Any necessary seawall construction and maintenance will be integrated into a Coastal Parks Plan.	X											X	X
2.1.4.2	The City will coordinate planning and management of the Pacific Grove coastal park lands as far as possible, with adjacent jurisdictions and other public agencies such as the City of Monterey, Monterey County, and State Department of Parks and Recreation, the State Department of Fish and Game, and the U.S. Coast Guard. [Now "State Department of Fish and Wildlife"]	X				X								
2.1.4.3	New seawall construction along the Pacific Grove shoreline will be limited to protection of existing coastal-dependent recreational uses and support facilities in critical danger from erosion. New seawalls shall not be constructed to serve new coastal development, nor where other measures established in the Coastal Parks Plan can adequately mitigate erosion hazards.	X												X

PACIFIC GROVE LOCAL COASTAL PROGRAM UPDATE BACKGROUND REPORT

No.	Policy/Action	Policy/Action		Issues Addressed in existing LUP (Marked X)									
		General Policy	Specific Policy	Rec'd. Action	Public Access	Rec & V-S	Water Quality	ESHA/Bio	Planning	Scenic Visual	Cultural	Hazards	Erosion
2.1.4.4	In order to minimize potential damage to life and property from storm waves and tsunamis, the use of land adjacent to the shoreline below the 20' elevation shall be limited to open space, low intensity recreational uses, support facilities, and coastally-dependent and coastally-related development at Lover's Point, Hopkins Marine Station, and Monterey Bay Aquarium.	X										X	
2.1.4.5	The City will maintain a warning system and procedures for protection of life and property in coastal areas subject to storm and tsunami hazard.	X										X	
2.1.5.1	New seawall construction (including extension of existing seawalls), where determined to be necessary in order to protect existing coastal-dependent uses from erosion hazards, shall be designed to eliminate or mitigate adverse impacts on local shoreline sand supply, and other coastal resources.		X										X
2.1.5.2	New seawall construction (including extension of existing seawalls) shall be sited and designed to enhance coastal access; protect coastal views, minimize alteration of, and be visually subordinate to, the natural character of the shoreline; and protect archeological resources.		X		X								
2.1.5.3	<p>Major seawall construction (including extension or renovation of existing seawalls) shall be guided by a master plan for shoreline protection to be prepared by the City of Pacific Grove as part of the Coastal Parks Plan.</p> <p>a. Major seawall construction shall mean improvements to a single seawall project in excess of \$15,000 (1987 constant dollars) in one fiscal year and requiring the use of an outside contractor vis-à-vis force work. The term major seawall construction shall not apply to emergency repair work required to repair storm or seismic damage necessary for the protection of the public.</p> <p>b. Shoreline protection recommendations and plans shall be developed by qualified experts in marine hydrology, shoreline process and engineering and shall be consistent with all resource protection and public shoreline access policies of the LUP. Standards and procedures for emergency measures for shoreline protection shall be included. Until the master plan is completed, the City of Pacific Grove may make emergency repairs to existing seawalls or construct temporary shoreline protection devices when needed to protect essential public services and facilities including roads, or public shoreline access facilities.</p> <p>c. Prior to making emergency repairs or constructing temporary shoreline protection devices along Sunset Drive, the City of Pacific Grove shall consult with the State Department of Parks and Recreation to design the most environmentally sensitive methods of accomplishing the work.</p> <p>(*Ref. CCP Chapter 9, Sea Wall Program)</p>		X									X	X

No.	Policy/Action	Policy/Action		Issues Addressed in existing LUP (Marked X)										
		General Policy	Specific Policy	Rec'd. Action	Public Access	Rec & V-S	Water Quality	ESHA/Bio	Planning	Scenic Visual	Cultural	Hazards	Erosion	
2.1.5.4	Signs indicating danger of large waves will be maintained at appropriate locations, and where possible will be combined with coastal access and habitat protection signing described in other sections of this plan.		X										X	
2.1.6.1	Minimize erosion of the Lovers Point area through the installation of sign(s) directing people to use stairways to the beach.			X										X
ESHA: Water and Marine Resources														
2.2.4.1	The City will continue to work with the State Department of Fish and Game and other agencies in developing and maintaining a coordinated approach for enforcing both State and local regulations protecting the Pacific Grove Marine Gardens. [Now "State Department of Fish and Wildlife"]	X				X								
2.2.4.2	The City shall assist, where possible, the appropriate institutions or agencies to undertake long-term ecological studies monitoring the marine resources and water quality of the Pacific Grove Marine Gardens and ASBS.	X						X						
2.2.4.3	In addition to the City's tidelands, Crespi Pond and the Majella Slough riparian area shall be considered as environmentally sensitive habitat areas.	X						X						
2.2.4.4	No diking, filling, dredging, or other uses inconsistent with the terms of the grant from the State of California shall be allowed in the City's tidelands. No significant alteration of freshwater wetlands -- Crespi Pond and Majella Slough -- shall be allowed, except for maintenance dredging and similar activities essential for restoration of natural habitats.	X						X						
2.2.5.1	The City shall work with the State Water Resources Control Board and Resource Conservation District to determine whether a comprehensive erosion control ordinance is needed to protect the Marine Gardens from siltation and erosion originating within the boundaries of Pacific Grove, including the area outside the Coastal Zone.		X											X
2.2.5.2	To reduce the potential for degradation of the ASBS/Marine Gardens, the City shall require, where necessary, drainage plans and erosion, sediment and pollution control measures, as conditions of approval of every application for new development.		X											X
2.2.5.3	The City shall investigate specific measures for reduction of pollution potential in storm water runoff, including regulations to control the disposal of chemicals and hazardous materials, and maintenance of the existing storm water capture program at the Golf Course, Greenwood Park, and Chase Park.		X					X						

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2.2.6.1	The City will form a technical advisory committee to review and determine what measures are needed to slow the eutrophication of Crespi Pond and to ensure the pond's continued existence.			X				X					
2.2.6.2	An information and interpretation program to increase public awareness of the valuable marine resources and habitat in the ASBS/Marine Gardens should be maintained and expanded by the City, with its base in the Pacific Grove Museum of Natural History, the Monterey Bay Aquarium or other appropriate location. This should include appropriate signing consistent with the City's policy of protecting the visual qualities of highly scenic areas.			X				X					
2.2.6.3	As part of the planning process for the Pacific Grove Coastal Parks Plan, the City should consider alternative approached to coordinated enforcement of State and local regulations protecting the Pacific Grove Marine Gardens Fish Refuge/ASBS.			X			X	X					
ESHA: Coastal Land Resources													
2.3.4.1	The City will maintain its protective policies and ordinances concerning the overwintering Monarch butterfly population in Pacific Grove. The City will encourage the planting and preservation of vegetation useful to the Monarch butterfly for feeding or clustering, and will ensure that any new development within the coastal zone in proximity to trees used by butterflies will not adversely affect the butterflies or the habitat.	X			X			X					
2.3.4.2	The City shall protect, maintain and enhance the habitat areas of Menzies' wallflower and Tidestrom's lupine.	X						X					
2.3.4.3	As funding is available the City will develop a Coastal Parks Plan for the management and restoration of the Pacific Grove coastal parklands, including the Lighthouse Reservation. The purpose of the Plan, in part, is to: a) Rehabilitate areas damaged by pedestrian/auto/ground squirrel overuse; b) Revegetate with native bluff and dune plants where feasible; c) Protect habitats of rare and endangered species; d) Provide defined pathways or boardwalks, where desirable, and control unrestricted parking by appropriate barriers or other means; and e) Expand existing signs to include interpretive information for visitors. f) Implement LCP policies on coastal access, visual resources, and seawall construction.	X			X	X		X	X	X			

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	g) Preserve any Monarch butterfly overwintering sites which may be identified, and enhance vegetation used for nectaring and feeding by the Monarchs. New development within the area covered by the Coastal Parks Plan shall be consistent with the standards and procedures identified by such Plan.												
2.3.4.4	The City will use the findings and habitat classifications of the Habitat Sensitivity and Identification Study (including both text and map) prepared for the Local Coastal Program as a basis for implementing the General Policies #2 and #3 [2.3.4.2 and 2.3.4.3] of this section. Development projects proposed within any area mapped as A-1, B-2, or B-3 on Figure 2, the Habitat Sensitivity Map, will be required to prepare a botanical survey prior to project approval. Such surveys shall be conducted, at applicant's expense, by a qualified botanic expert selected from a list to be maintained by the City, in consultation with the Museum of Natural History.	X						X					
2.3.5.1	Asilomar Dunes Area: New development in the Asilomar Dunes area (bounded by Asilomar Avenue, Lighthouse Avenue, and the boundary of Asilomar State Park) shall be carefully sited and designed to protect existing and restorable native dune plant habitats, as well as the native oaks and pine forest which stabilize the inland edge of the high dunes along Asilomar Avenue southwards from the vicinity of its intersection with Pico Avenue. No development on a parcel containing environmentally sensitive habitat shall be approved unless the City is able to find that, as a result of the various protective measures applied, no significant disruption of such habitat will occur. In order that the City can make the required findings of no significant disruption, the requirements listed below and in Sections [Policies] 3.4.4 and 3.4.5 shall apply. a) A botanical survey shall be required on any property having A-1, B-2, or B-3 habitats, as mapped on the Habitat Sensitivity Map (Figure 2), prior to approval of construction of any new buildings, paved area, expansion of existing structures, subdivision of land, grading, or other development activity which could materially disturb existing natural vegetation. The botanic survey shall be conducted during the appropriate flowering season for each rare plant species potentially present; and shall be submitted to the Pacific Grove Museum of Natural History and the California Department of Fish and Game for comments prior to final acceptance by the community Development Director. [Now "State Department of Fish and Wildlife"] b) Where a botanical survey identifies populations of endangered species, all new development shall be sited and designed to cause the least possible disturbance to the endangered plants and their habitat.		X					X					

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	<p>Other stabilizing native dune plants shall also be protected. Site coverage proposed for new development (including driveways, accessory buildings and other paved areas) shall be reduced from the maximum coverage allowed in Chapter 3 of this plan, and by relevant zoning, to the extent necessary to ensure protection of Menzies' wallflower or Tidestrom's lupine habitat determined to be present on the site.</p> <p>c) During construction of new development, habitat areas containing Menzies' wallflowers or Tidestrom's lupines or other rare and endangered species shall be protected from disturbance. Temporary wire mesh fencing shall be placed around the habitat prior to construction and the protected area shall not be used by workers or machinery or for storage of materials. Compliance inspection(s) will be made during the construction phase.</p> <p>d) The alteration of natural land forms and dune destabilization by development shall be minimized. Detailed grading plans shall be submitted to the City before approval of coastal development permits.</p> <p>e) If an approved development will disturb dune habitat supporting or potentially supporting Menzies' wallflower, Tidestrom's lupine or other rare or endangered species, or the forest front zone along Asilomar Avenue south of Pico Avenue, that portion of the property beyond the approved building site and outdoor living space (as provided in Section [Policy] 3.4.5.2) shall be protected by a written agreement, deed restrictions or conservation easement granted to an appropriate public agency or conservation foundation. These shall include provisions which guarantee maintenance of remaining dune habitat in a natural state, provide for restoration of native dune plants under an approved landscape plan, provide for long-term monitoring of rare and endangered plants and maintenance of supporting dune or forest habitat, and restrict fencing to that which would not impact public views or free passage of native wildlife. Easements, agreements or deed restrictions shall be approved prior to commencement of construction and recorded prior to sale or occupancy.</p> <p>f) For any site where development will disturb existing or potential native dune plant habitat, a landscaping plan shall be prepared and submitted to the City for approval prior to construction. Only native dune plants should be used for landscaping within a conservation easement. Landscaping with exotic plants shall be limited to immediate outdoor living space adjacent to the proposed development (i.e., the building envelope as defined in Section [Policy] 3.4.5.2). Invasive non-native plants – such as Pampas grass, Acacia, Genista, and non-native ice plants – pose a threat to the indigenous plant community and will not be approved as part of such landscaping.</p> <p>g) Utility connections shall be installed in a single corridor if possible, and should avoid surface disturbance of areas under conservation easement.</p>													

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	<p>h) Sidewalks shall not be required as a condition of development permit approval in the Asilomar dunes unless the City makes a finding that sidewalks are necessary for public safety where heavy automobile traffic presents substantial hazards to pedestrians, no reasonable alternative exists and no significant loss of environmentally sensitive habitat would result.</p> <p>i) The undeveloped private parcels west of Sunset Boulevard between the Asilomar State Beach and the Lighthouse Reservation should be acquired by a public agency for protection of their outstanding scenic qualities and their potential for habitat restoration.</p> <p>j) In certain cases the environmental review or coastal permit process may reveal an undeveloped private parcel which has an exceptional concentration of rare dune plants, or which includes particularly scenic views of forest and dunes westerly of Asilomar Avenue. Often, such parcels can be developed without significantly impairing these special qualities. However, where significant impairment is unavoidable, or where it is not feasible to develop the parcel in conformance with these policies, then acquisition and preservation by a charitable trust or public agency will be supported.</p>												
2.3.5.2	<p>Coastal Parklands: The following recommendations shall be incorporated in the Coastal Parks Plan described in General Policy 2.3.4.3.</p> <p>a) A botanical survey shall be required prior to development, which impacts habitats identified as A-1, B-2, or B-3 on the Habitat Sensitivity Map, with the survey being conducted by a qualified botanical specialist on the entire area during the flowering season.</p> <p>b) In Planning Area II (from 3rd Street to Fountain Avenue), maintain well defined trails along the bluffs with designated access ways to the water.</p> <p>c) In Planning Area III (Fountain Avenue to Ocean View and Sea Palm), maintain existing trails and vegetation. Reduce erosion by directing pedestrians to designated beach access ways. Encourage native bluff plants but retain exotic plants. If ice plant dieback occurs due to parasite infestation, consider replanting with non-susceptible native or drought-resistant species rather than spraying to control insects.</p> <p>d) In Planning Area IV (Sea Palm to Lighthouse Reservation) where there are a variety of habitats:</p> <ol style="list-style-type: none"> 1. From Sea Palm to Esplanade, apply Policy 4(c). 2. From Esplanade west, parking area boundaries adjacent to the bluffs should be clearly defined to protect bluff vegetation and reduce erosion, and ground squirrel populations controlled by humane 		X		X			X					X

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	<p>means. Feeding of ground squirrels should be discouraged through signing. Existing isolated bluff plant communities (B-4 on the Habitat Sensitivity Map) can be protected with barriers, and enlarged where ice plant dies back.</p> <p>3. In the Lighthouse Reservation and Golf Course area, areas of extreme sensitivity (A-1 on the Habitat Sensitivity Map) should be protected from further trampling by a low mesh fence. Do not allow machinery in the dune area. Apply irrigation only on turf, not on the sand. Continue to eliminate exotics and restore native dune plants on the Lighthouse Grounds. In suitable areas, plant species, which will enhance the overwintering habitat of the Monarch butterfly, by providing additional nectaring and feeding sources. Protect Crespi Pond from any polluted runoff or other disturbances to its waterfowl habitat. Allow carefully controlled dredging of Crespi Pond in order to prevent loss of this important wetland through eutrophication and sedimentation as approved by the City Council upon a recommendation from the Crespi Pond Technical Advisory Committee.</p> <p>e) In Planning Area V (Southern Pacific Railroad), pampas grass should be eliminated at the southwest end. Landscaping should be compatible with the type of habitat through which the railroad passes and utilize native plants where that is the predominant adjacent vegetation type. Identify and protect Monarch butterfly overwintering sites, buffer trees, nectaring and feeding areas within and adjacent to the former railroad route. Where developed for recreational trail, municipal golf course or other uses, appropriate experts approved by the City shall first identify such Monarch butterfly habitat. The project shall then be designed to avoid any significant disruption of the identified Monarch butterfly habitat, and where appropriate, the right-of-way shall be landscaped and permanently managed to enhance the habitat of this species.</p>														
2.3.5.3	<p>Asilomar State Park and Conference Grounds: New development in the lands of Asilomar State Park and Conference Grounds shall be carefully sited and designed to protect the habitat of the rare and endangered Menzies' wallflower and Tidestrom's lupine. The following recommendations shall be given priority in the State Department of Parks and Recreation's continued development and implementation of its General Plan for Asilomar State Beach and Conference Grounds:</p> <p>a) Implement a dune restoration program, including restricting public access, in the northern portion of the Conference Grounds to protect the habitat of rare and endangered dune plants as identified on the Habitat Sensitivity Map.</p> <p>b) Undertake dune stabilization programs on the central and southern dunes, including planting of native vegetation, and direct human recreation to well-defined areas.</p>		X		X			X							

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	<p>c) Expansion or replacement of facilities in the sensitive forest-front transition zone adjacent to the sand dunes shall be restricted to the existing building envelopes or shall take place outside of the forest-front zone.</p> <p>d) The native forest of Asilomar should be studied and where necessary maintained through planting of nursery stock grown from site-specific Asilomar stock.</p> <p>e) On State-owned land west of Sunset Drive, parking areas should be delineated to reduce habitat damage by vehicles; dunes areas should be monitored and native plants restored and, if necessary, protected with barriers; ice plant allowed to die back where scale infested; and trails designated, with wire fencing installed where necessary to protect habitats.</p> <p>f) The Majella Slough, on State property south of Sunset Drive, should be preserved and protected from human intrusion.</p>												
2.3.5.4	Point Cabrillo – Hopkins Marine Station: Hopkins Marine Station is encouraged to remove the exotic ice plant and to restore a native bluff plant community on the rocky outcrop area identified in the Habitat Sensitivity and Identification Study.		X					X					
2.3.6.1	The City should undertake and implement a tree management program to maintain and enhance the Monterey pine and cypress stands within the coastal zone. This program should include among other things: A complete inventory of the trees within the City’s coastal zone to determine the age of the trees, disease if any, and the needs for continued reforestation in the City; <u>and</u> New tree planting should be an on-going project in order to replace diseased and dead Monterey pines, Monterey cypresses and coast live oaks. Dead trees (snags) should be retained, where possible, to provide habitat for cavity-nesting birds.			X				X					
2.3.6.2	A task force consisting of residents of Pacific Grove, members of the Pacific Grove Museum of Natural History, the California Native Plant Society, representatives from the California State Department of Parks and Recreation and the Asilomar Operating Board, should be formed for the purpose of: propagating the rare and endangered plants Menzies’ wallflower and Tidestrom’s lupine and any others that may become endangered or rare; identifying them and educating the public about rare and endangered plants; and developing methods of maintaining these and other native dune plants within the Asilomar residential district, Asilomar Conference Grounds and other appropriate areas.			X				X					

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2.3.6.3	The City should encourage the retention and/or reestablishment of the native site-specific dune flora and in particular the protection of rare and endangered species. Information on propagation and care should be provided. Further, the City should not permit maintenance or establishment of exotic species which are proven to invade or threaten native dune vegetation.			X					X				
2.3.6.4	An overall plan for the management and restoration of dune habitat in the Asilomar dunes should be prepared in order to provide the City, property owners, and the State with consistent standards to be applied to development and access proposed in the area. This plan should contain practical guidelines and criteria for development of homes and related improvements in dune areas, and should address erosion and habitat loss resulting from public access. The City may undertake this project alone, or together with Asilomar State Park. Funding assistance from the Coastal Conservancy should be requested to support the project.			X					X				
2.3.6.5	The City will seek expert assistance: a) to determine the location of feeding and overwintering areas for the Monarch butterfly within the functionally interdependent with the City's coastal zone (including an investigation of the abandoned railroad right-of-way); and, b) to identify appropriate development and habitat preservation standards for coastal development in such areas, to be incorporated in the City's Local Coastal Program implementation measures.			X					X				
Archaeological Resources													
2.4.4.1	The City shall ensure the protection, preservation, and proper disposition of archaeological resources within the coastal zone.	X										X	
2.4.4.2	The City shall assist developers and landowners by providing early identification of sensitive sites so that archaeological resources can be considered and protected during the early phases of project design.	X										X	
2.4.5.1	Prior to the issuance of any permit for development or the commencement of any project within the areas designated on Figure 3, the Archaeological Regional Research Center, shall: a) Inspect the surface of the site and evaluate site records to determine the extent of the known resources. b) Require that all sites with potential resources likely to be disturbed by the proposed project be analyzed by a qualified archaeologist with local expertise. c) Require that a mitigation plan, adequate to protect the resource and prepared by a qualified archaeologist be submitted for review and, if approved, implemented as part of the project.		X									X	

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Scenic Resources												
2.5.4.1	It is the policy of the City of Pacific Grove to consider and protect the visual quality of scenic areas as a resource of public importance. The portion of Pacific Grove’s coastal zone designated scenic includes: All areas seaward of Ocean View boulevard and Sunset Drive, Lighthouse Reservation lands, Asilomar Conference Ground dune lands visible from Sunset Drive, lands fronting on the east side of Sunset Drive; and the forest-front zone between Asilomar Avenue and the crest of the high dune (from the north side of the Pico Avenue intersection to Sinex Avenue).	X								X		
2.5.4.2	Within these scenic areas [in Policy 2.5.4.1], permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the open space character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.	X							X	X		
2.5.4.3	Development standards for scenic areas shall minimize land coverage, grading, and structure height, and provide for maximum setbacks from adjacent public open space areas.	X							X	X		
2.5.5.1	New development, to the maximum extent feasible, shall not interfere with public views of the ocean and bay.		X						X	X		
2.5.5.2	New development at Lover’s Point, the Hopkins Marine Lab property, and the Lighthouse reservation lands shall be minimized, and shall conform to the overall scale and character of existing development at these locations.		X						X	X		
2.5.5.3	New development including boardwalks within the Asilomar Conference Grounds, visible from Sunset Drive, shall be subordinate to the open space character of the area.		X						X	X		
2.5.5.4	New development on parcels fronting on Sunset Drive shall compliment the open space character of the area. Design review of all new development shall be required. The following standards shall apply; a) Minimum building setbacks of 75 feet from Sunset Drive shall be maintained. Larger setbacks are encouraged if consistent with habitat protection. b) Residential structures shall be single story in height and shall maintain a low profile complimenting natural dune topography. In no case shall the maximum height exceed 18 ft. above natural grade within the foundation perimeter prior to grading.		X						X	X		

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	c) Structures shall be sited to minimize alteration of natural dune topography. Restoration of disturbed dunes is mandatory as an element in the siting, design and construction of a proposed structure. d) Earth tone color schemes shall be utilized, and other design features incorporated that assist in subordinating the structure to the natural setting.													
2.5.5.5	Landscape approval shall be required for any project affecting landforms and landscaping. A landscaping plan, which indicates locations and types of proposed plantings, shall be approved by the Architectural Review Board. Planting which would block significant public views shall not be approved.		X							X	X			
2.5.5.6	Undergrounding of utilities is currently required in multiple-family and commercial districts. Utilities serving new single-family construction in scenic areas shall be placed underground. This shall include new electrical service or remodeling greater than 25% of the replacement value of the structure.		X							X	X			
2.5.5.7	It is the City's special objective to retain the maximum amount of open space possible on lands seaward of viewing areas, the City shall seek assistance in securing scenic conservation easements, and a reduction of development potential through public acquisition of vacant private parcels.		X							X	X			
2.5.5.8	New development within the scenic forest-front area along Asilomar Avenue shall be designed to minimize loss of native Monterey pine and oak forest, and to retain public views towards the inland face of the high dunes.		X						X		X			
2.5.5.9	To protect the scenic forest-front zone along Asilomar Avenue southwards from the Pico Avenue intersection, the City will support appropriate measures to preserve vacant parcels, and divisible portions of large parcels, through acquisition, dedication of scenic conservation easements or other appropriate measures which would protect public views without loss of environmentally sensitive habitat.		X							X	X			
Regulation of Development in Coastal Zone (CZ LU & Dev't)														
3.1.1.1	All new development shall be consistent with the land use designations and other requirements of the certified Land Use Plan, including the certified land Use map (Fig. 4). Residential densities shall not exceed those specified on the Land Use map, and may in specific instances be reduced by application of the Land Use Plan policies.	X								X				
3.1.1.2	New buildings shall be limited to two stories (25 ft.) in height unless otherwise specified by this Plan. In Land Use Plan Areas I and III, the limit will vary but in no case shall it be more than three stories (40 ft.). Building height shall be measured as the distance above natural grade within the foundation perimeter, prior to grading or other development.	X								X	X			

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3.1.1.3	For all types of structural development, adequate parking spaces shall be provided, proportionate to expected use. Such parking shall generally be provided on-site, although off-site parking may be considered where necessary to save historic structures or where adequate assessments are made for provision of close-by off-site parking facilities. For the following classes of development, the minimum number of spaces shall be: a. For motels and bed-and-breakfast projects, one space per unit; b. For each family unit in a multi-unit residential structure, one and one-half spaces per unit for units of one or less bedrooms; two spaces per unit otherwise; c. For all other residential units, two spaces per unit; and d. For restaurants, professional offices and commercial developments, one space per 300 square feet of floor area.	X				X			X				
3.1.1.4	The scenic native forest within Asilomar Conference Grounds, along Asilomar Avenue, and within the abandoned railroad right-of-way, shall, to the maximum feasible degree, be retained, consistent with the uses allowed by this Plan. Landscape trees which contribute to the scenic views elsewhere in the City's coastal zone shall be protected or, when necessary, replanted. All tree removal shall be in accordance with the City's existing tree protection requirements (City Ordinances Chapter 12.16, included as Appendix B). [Updated ordinance: Pacific Grove Municipal Code, Title 12, Trees and the Urban Forest].	X						X	X	X			
3.1.1.5	This section shall be implemented through adoption of appropriate zoning ordinances, which will specify the procedures and standards for carrying out each chapter of this Plan, and will require that a coastal development permit be required for new development within the City's coastal zone jurisdiction.	X							X				
Federal Lands (CZ LU & Dev't)													
3.1.2.1	The Lighthouse Reservation area, shown as Area IV-B on the Land Use map, is owned by the U.S. Government. The Naval Reserve Center, Point Pinos Lighthouse and Coast guard installation presently operate here. The balance of the Lighthouse Reservation is operated by the City for public park purposes, pursuant to a special agreement with the U.S. Coast Guard.	X											
3.1.2.2	Federal agencies are not subject to the permit jurisdictions of either the city or the Coastal Commission, but are subject to the federal consistency process provided by the federal Coastal Zone Management Act of 1972 (CZMA). Non-federal development on these federal lands will be potentially subject to both the federal consistency process under CZMA, and the Coastal Commission's permit jurisdiction.	X											

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Special Communities												
3.2.4.1	The Pacific Grove Retreat's unique characteristic and architectural heritage contribute to the aesthetic, social and economic well-being of the community, both for residents and visitors. The City shall encourage the protection, maintenance and enhancement of the unique historical, architectural, and visual characteristics of the Retreat.	X								X	X	
3.2.4.2	All proposed development actions, including City public works projects, shall be consistent with maintaining the current scale and character of the Retreat.	X								X	X	
3.2.4.3	Other historic and/or architecturally unique structures, such as the Julia Morgan structures at Asilomar State Park, shall be protected and maintained to the fullest extent possible.	X									X	
3.2.5.1	PG Retreat: Rehabilitation, reconstruction, remodeling, or exterior modification of existing structures with historic or architectural significance shall relate to, or reconstruct the liens of the original design as much as possible.		X						X	X	X	
3.2.5.2	PG Retreat: Design review shall be required through coastal development permit procedures in order to maintain historical continuity and visual harmony of new development within the Retreat area.		X						X	X	X	
3.2.5.3	PG Retreat: In order to protect landmark structures, unwarranted demolition will be avoided by implementing standards for demolition permits. In addition demolition permits should be treated as discretionary permits in order to strengthen City control. Potential landmark structures in the coastal zone of the Retreat include, but are not limited to, all structures constructed at least 60 years ago.		X						X		X	
3.2.5.4	PG Retreat: Local initiative, through a well-informed and committed citizenry, is an essential ingredient in achieving protection of historic resources. The City shall therefore continue its ongoing programs of citizen involvement in carrying out its historic preservation policies and programs.		X						X		X	
3.2.5.5	PG Retreat: In refining the list of desirable and adaptable trees for planting in the Retreat, the City will encourage native, drought resistant vegetation and species compatible with the scale and character of current vegetation.		X					X		X		
3.2.5.6	Asilomar State Park: In order to preserve structures designed by Julia Morgan at Asilomar State Park, the City shall require design review prior to any proposed exterior alterations. Alterations shall relate to or reconstruct the lines of the original design to the maximum extent possible.								X	X	X	
3.2.5.7	Pacific Grove Beach: The City will maintain the Pacific Grove Beach Tract as an architecturally unique neighborhood with a village-like setting.		X							X	X	

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3.2.6.1	The City should maintain and update the Historic Resources Inventory to provide a current description of this historic and visual character of the Retreat. The help of organizations such as the Heritage Society should be solicited.			X							X		
3.2.6.2	The Pacific Grove Retreat Zone District should be revised in the coastal zone to limit the scale of permitted multiple dwellings in order to maintain the existing scale of residential structures within the Retreat.			X					X	X			
3.2.6.3	The City should develop programs and techniques to assist property owner in maintenance of structures in the Retreat in good repair in order to retard physical deterioration. Possible approaches will include code enforcement, award programs, rehabilitation programs, and use of the State Historic Building Code.			X					X	X	X		
3.2.6.4	The City should consider adoption of a specific and complete historic district ordinance for the Retreat area, including the designation of individual meritorious structures and procedures to prevent demolition of such structures to the maximum extent feasible.			X					X		X		
3.2.6.5	The City should endeavor to carry out the Tree Management Program as proposed in the adopted Conservation Element of the General Plan.			X				X	X	X			
3.2.6.6	The California State Department of Parks and Recreation should amend its General Development Plan for Asilomar State Park to explicitly recognize, maintain and preserve the Julia Morgan structures as a cultural resource of statewide significance. The City should cooperate with the Department in any research directed toward acquiring further historical information on the design and construction of the Morgan buildings, as well as original site plans and landscaping data.			X					X		X		
Priority Uses: Recreation, Visitor-Serving Facilities and Coastal-Dependent Uses													
3.3.4.1	Protection of sensitive habitats, natural landforms and scenic resources shall be major considerations in planning for recreation and visitor-serving facilities.					X		X	X	X			
3.3.4.2	The following coastal zone areas or facilities shall be reserved for visitor-serving uses and are designated "V-A" (Visitor Accommodations) or "V-C" (Visitor Commercial) on the LCP Land Use Plan map: All existing visitor accommodations and restaurants, Vacant parcel adjacent to Chase Park, Areas inland of Ocean View Boulevard between Dewey Avenue and the City's eastern limits. Principal permitted uses for areas designated "Visitor Accommodations" include: a) Overnight lodging facilities and limited appurtenant public restaurants and shops where appropriate.	X				X			X				

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	<p>Principal permitted uses for areas reserved for “Visitor-Commercial” facilities include:</p> <p>a) Visitor accommodations, b) Food and drink establishments, c) Visitor-oriented retail commercial activities such as: sporting and photographic equipment sales and rentals, gift and curio shops, art galleries, craft and antique sales, grocery stores, d) Public parking facilities</p> <p>Secondary or conditional uses for this land use designation include:</p> <p>a) Public parking facility in conjunction with residential use not to exceed 20 units per acre (or up to 30 units per acre if density bonus is granted by City to provide housing for lower income households), if at least one public parking space per housing unit is provided. Such public parking shall be dedicated to visitor use only, shall be conspicuously signed, and shall be rigorously enforced. This public parking requirement is in addition to any parking requirements that would be ordinarily required for such housing units.</p>												
3.3.4.3	<p>The following coastal zone areas or facilities shall be reserved for recreation uses and are designated “OS-R” (Open Space Recreational) on the LCP Land Use Plan map: All lands north of Ocean View Boulevard (except Hopkins Marine Station and Monterey Bay Aquarium which are designated Open Space-Institutional) and west of Sunset Drive (with the exception of several residential parcels west of Jewell Avenue which shall retain a residential designation), All city parks, Golf course at Lighthouse Reservation, Abandoned railroad right-of-way between Ocean View Boulevard and City Limits at Spanish Bay (except for easterly spur between Crocker Avenue and Sunset Drive; this easterly spur is an area of deferred certification). Use of these open space areas shall be limited to low-intensity day-use recreational and educational activities such as walking, nature study, photography and scenic viewing, and access to the water for diving, boating, fishing, and swimming. Within the municipal golf course, continued use as a public golfing facility will be permitted. Bicycling shall be allowed on designated bike lanes, bike paths, and areas open to other vehicles.</p>	X			X	X							
3.3.4.4	<p>The Asilomar Conference Grounds, the shorefront lands east of 3rd Street, and existing City, Navy and Coast Guard structural facilities at Lighthouse Reservation are designated OS-I” (Open Space-Institutional) on the LCP plan map. Principal permitted uses in these areas include the following:</p> <p>a) Asilomar Conference Grounds: overnight accommodations, conference facilities, and low-intensity coastal-related recreation to the extent compatible with maximum protection of designated natural and biotic resource areas.</p>	X				X		X	X				

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	<p>b) Hopkins Marine Station: coastal-dependent marine research and educational activities, aquaculture, and coastal-dependent recreation that is compatible with maintenance of coastal-dependent scientific and educational uses.</p> <p>c) Monterey Bay Aquarium: coastal-dependent marine research, educational and recreational activities and facilities, and aquaculture.</p> <p>d) Lighthouse Reservation: existing coastal-related institutional and military structures, and low-intensity coastal-related recreation compatible with protection of designated natural and biotic resources, including Crespi Pond, sand dunes and existing stands of Monterey pines.</p>												
3.3.5.1	<p>Standards for new development on visitor serving parcels in the Asilomar Dunes area designated for Visitor Accommodations shall be:</p> <p>a) Maximum density for motel or hotel development shall be one unit per 2500 square feet of land.</p> <p>b) Aggregate building coverage for parcels designated for visitor accommodations shall not exceed 50%.</p> <p>c) Maximum height limits for parcels designated for visitor-serving uses shall not exceed 25 feet nor two stories above grade and 15 feet for accessory structures. The height shall be one story above grade and not more than 18 feet where the subject property or any portion thereof is zoned R-3-M (Multi-Family-Residential-Motel-Adult Community district) and is within 200 feet of any portion of any property zoned R-1, R-H, or R-2 (Single-Family Dwelling, Duplex districts).</p> <p>d) A minimum setback of 20 feet shall be required for parcels designated for visitor serving uses if the subject property abuts R-1, R-H, or R-2 property, including streets abutting same. The setback shall be 10 feet for property abutting commercial or other R-3-M development or Districts.</p> <p>e) All visitor accommodation units shall be for transient use only. Occupancy of such units shall be for a period not to exceed 30 days.</p>		X			X			X				
3.3.5.2	<p>For all other areas designated Visitor Accommodation, standards for new development shall be the same as in Section [Policy] 3.3.5.1(a), (b), and (e) above. Height limits shall be as specified in Section [Policy] 3.1.1.2.</p>		X			X			X				
3.3.5.3	<p>Conditions for new development on parcels designated for Visitor Commercial uses shall be determined by the City Planning Commission at the time a use permit is considered. At the minimum, such conditions shall apply the same density, site coverage, height, parking, setback and occupancy criteria as</p>		X			X			X				

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	are applied to parcels designated for Visitor accommodations. Special requirements for provision of public parking shall apply as specified in Section [Policy] 3.3.4.2 above, if uses other than visitor-serving development are approved for the site.													
ESHA & Scenic Areas														
3.4.4.1	All new development in the Asilomar Dunes area shall be controlled as necessary to ensure protection of coastal scenic values and maximum possible preservation of sand dunes and the habitat of rare and endangered plants.	X						X		X				
3.4.4.2	The Asilomar Dunes neighborhood shall be maintained as a low density residential area. The principal permitted use is single-family residences. In order to maintain low densities necessary to protect coastal scenic and habitat resources, auxiliary housing units, or guest units shall not be permitted. Freestanding permanent commercial signs are prohibited in this area.	X						X		X				
3.4.4.3	New subdivisions which create commitment to development within, or immediately adjacent to environmentally sensitive habitat areas shall be allowed only at densities compatible with protection and maintenance of these resources. New subdivisions may be approved only where potential adverse impacts to environmentally sensitive habitats can be prevented. No residential subdivision shall be allowed unless it is first demonstrated that, for each new residential lot, normal residential development including driveway and utility connections, is feasible without damage to any environmentally sensitive habitat. Contiguous areas of undisturbed land in open space uses shall be maintained wherever possible to protect environmentally sensitive habitat areas and associated wildlife values. To this end, development of parcels adjacent to environmentally sensitive habitat areas shall be planned to keep development intensity immediately adjacent to the sensitive habitats as low as possible, consistent with other planning criteria (e.g., drainage design, roadway design, and public safety).	X						X	X					
3.4.5.1	Minimum parcel size for new land divisions are one-half acre properties fronting on Asilomar Avenue north of Pico Avenue, and one care for other areas of Asilomar Dunes or lots of record.		X							X				
3.4.5.2	Maximum aggregate lot coverage for new development shall be 15% of the total lot area. For purposes of calculating lot coverage under this policy, residential building, driveways, patios, decks (except decks designed not to interfere with passage of water and light to dune surface below) and any other features which eliminate a potential native plant habitat will be counted. However, a driveway area up to 12 feet in width the length of the front setback shall not be considered as coverage if surfaced by a material		X					X	X					

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	approved by the Site Plan Review Committee. An additional 5% may be used for immediate outdoor living space, if left in a natural condition, or landscaped so as to avoid impervious surfaces, and need not be included in the conservation easement required by Section [Policy] 2.3.5.1(e). Buried features, such as septic systems and utility connections which are consistent with the restoration and maintenance of native plant habitats, need not be counted as coverage. The siting of each new development and the expected area of disturbance around each residence shall be individually reviewed by the Site Plan Review Committee. Such review shall duly consider the minimization of dune destabilization and disturbance to endangered plants and their habitat. In special cases, up to 20% aggregate lot coverage may be allowed as a conditional use if the City specifically finds that: a) An offsetting area of native dune plant habitat will be restored and maintained adjacent to the site, such that the total area which will be preserved, restored and permanently maintained under conservation easement or similar enforceable legal instrument, as provided in Section [Policy] 2.3.5.1, is equal to at least 80% of the total area of applicant's lot; and, b) The additional site coverage is essential for protecting public views (i.e., by maximizing front setback in the case of parcels facing Sunset Drive), or for avoiding hardships in the case of existing parcels of one-half acre or less which would otherwise suffer in comparison to adjacent similarly-sized developed parcels.												
3.4.5.3	In the event a dwelling is destroyed by fire or other natural causes, the dwelling would be allowed to be rebuilt as it existed prior to the destruction if less than 75% were destroyed.		X						X			X	
3.4.5.4	It is the City's objective that vacant private parcels west of Jewell Avenue on the seaward side of Sunset Drive be permanently maintained as open space in recognition of the area's dune habitat values, scenic qualities, and in order to preserve public visual access to the ocean. Permanent open space may be achieved through dedication of scenic conservation easements by the property owners, or by acquisition of fee title or development rights by the City, another governmental entity, or by a private foundation. The City encourages assistance from the State or suitable foundation in the acquisition of these important parcels. In the event of an application for a coastal development permit to construct residences or other structures on these vacant parcels, the city shall seek funding assistance or other remedies to permanently establish the parcels as public open space. If after a reasonable time period no remedy has been found, the City shall consider the development application under the standards established in Sections [Policies] 3.4.4 and 3.4.5 for areas inland of Sunset Drive, and shall also require other measures as necessary to avoid impacts to the scenic character of the area.		X						X	X	X		

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3.4.5.5	In order to preserve scenic values, remnant native pine forest, and environmentally sensitive dune habitat on private parcels along the seaward side of Asilomar Avenue, from the vicinity of the Pico Avenue intersection southwards to the Asilomar Conference Grounds, the City will support preservation efforts on the remaining vacant parcels in this area in the same manner as provided for the vacant parcels seaward of Sunset Drive.		X						X		X			
3.4.6.1	The City shall adopt implementing ordinances necessary to carry out the policies of this section.			X						X				
3.4.6.2	The City shall seek funds to purchase vacant parcels identified in Sections [Policies] 3.4.5.4 and 3.4.5.5, for preservation as permanent open space.			X					X	X	X			
Other Coastal Zone Uses														
3.5.1.1	The abandoned railroad right-of-way between Ocean View Boulevard and the easterly City Limits at Cannery Row is designated as "Recreational Trail." The principal permitted use in this area is the Monterey Peninsula Recreation Trail, which supports both a paved bicycle path and parallel pedestrian path.	X			X	X								
3.5.1.2	The locations and development intensities for residential and mobile home park uses shall be as shown on the land use map (Land Use Plan Figure 4), subject to the limitations specified in the Land Use Plan text for the Asilomar Dunes area and the Pacific Grove Retreat neighborhood. Principal permitted uses include single family residences, scenic and natural habitat reserves in the Asilomar Dunes area; mobile homes within the Mobile Home Park Special Zone; and elsewhere, single family homes, multi-family units, guest units, auxiliary (senior) housing units, and bed-and-breakfast facilities, at the prescribed densities.	X				X				X				
3.5.1.3	The Professional land use category is limited to a single block of the City's coastal zone. The principal permitted use shall be professional office space consistent with existing development patterns. Provision of public parking facilities shall also be considered a permitted use in this area.	X								X				
3.5.1.4	The Commercial land use category within the City's coastal zone is limited to the area between the two branches of the abandoned railroad right-of-way at Sunset Drive. The principal permitted use shall be retail commercial use consistent with existing development patterns. Provision of public parking facilities shall also be considered a permitted use in this area.	X				X				X				

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Public Facilities: Water Supply												
4.1.4.1	To the extent that water resources permit, the City shall reserve from its allotted water supply a sufficient quantity to accommodate coastal priority uses designated by this plan. This allocation shall be established as part of the LCP Implementation Program and shall include considerations of constrained and unconstrained water demand taking into account sources and timing of new water supply as well as the City's overall land use and economic policies. The short-term (constrained development) allocation for the Coastal Zone is defined in Table 3 [of the LUP]. The amount of water allocated in Table 3 [of the LUP] will provide for a minimal expansion of visitor serving commercial uses. Table 4 [of the LUP] defines the unconstrained water allocation for coastal priority uses. When the allocation for a particular planning area is exhausted, no additional development which would increase water use shall be approved in that planning area. Exceptions will be allowed for coastal priority uses when, by transferring water allocations from other coastal zone planning areas, sufficient water can be found to support such development. If increased allocations are made available to the coastal zone through the operation of conservation measures or other means, such increased water supplies shall be made available in the same proportions as provided in Table 4 [of the LUP]. [Note that the allocations set forth in these tables were as of 1989 associated with the adoption of the LUP. They will be updated during the LUP update.]	X							X			
4.1.4.2	The City will continue to implement water conservation requirement, including the use of low flow fixtures and drought resistant landscaping.	X						X	X			
4.1.4.3	The City shall encourage the use of and, where feasible, maximize sources for reclaimed wastewater and captured runoff for open-space irrigation.	X					X	X				
4.1.5.1	To ensure that the demands of new development do not exceed the City's allocation, the City shall continue to participate in a water monitoring program to gauge the water use of new development in cooperation with the MPWMD, as well as district-wide water conservation planning activities.			X					X			
Public Facilities: Circulation												
4.2.4.1	Asilomar Avenue shall remain a city thoroughfare providing access to Asilomar Conference Grounds and an alternate coastal access route between Highway 68 and Ocean View Boulevard.	X			X							
4.2.4.2	New developments in the coastal zone shall include adequate off-street parking to minimize the disruption of significant coastal access routes.	X			X							

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4.2.4.3	In coordination with the U.S. Coast Guard, the City shall improve parking pull-outs along Ocean View Boulevard west of Asilomar Avenue, including restoration and protection of “edge” areas, consistent with protection of sensitive habitats. Preparation of the Coastal Parks Plan shall include an investigation of means to maximize safety of pedestrians and bicyclists.	X			X					X			
4.2.4.4	The designation of a continuous bicycle route along Ocean View Boulevard and Sunset Drive, extending from the existing bike route sign at Eardley Avenue and Ocean View Boulevard to the south end of Asilomar State Beach, will be retained, and extended to the Seventeen Mile Drive intersection.	X			X								
4.2.4.5	New development at popular visitor destinations shall be required to provide bicycle racks to encourage bicycle users.	X			X								
4.2.6.1	Intersection improvements at Ocean View/First, and Sunset/Asilomar necessary to improve traffic flow and coastal access should be implemented as funding is available.			X	X								
4.2.6.2	Unmet transit service should be increased where possible as a means of providing access for residents without automobiles, and as a means of increasing the efficient use of coastal access roads.			X	X								
4.2.6.3	Appropriate signing should be considered for popular visitor destinations and access points in conjunction with other sign programs under coastal access and habitat protection policies.			X	X			X		X			
4.2.6.4	The City shall continue to pursue acquisition and development of the Southern Pacific railroad right-of-way (from Lover’s Point to the Del Monte Forest Boundary) as a recreational trail/open space use. To insure continuity of Monterey Peninsula coastal zone access/recreational development, formulation of development standards should be coordinated with the City of Monterey and Monterey County access planning for the Cannery Row/Fisherman’s Wharf and Spanish Bay areas. Alternate routes in the Monarch Pines mobile home park area should be determined and safe and defined access points to that route developed, minimizing impacts on adjacent land uses.				X	X	X			X			
Public Shoreline Access													
5.4.1	The city shall provide safe and adequate pedestrian access to and along the shoreline.	X			X								
5.4.2	The City shall coordinate shoreline access planning with the City of Monterey, County of Monterey, State Department of Parks and Recreation, U.S. Coast Guard, and Monterey Peninsula Regional Park District.	X			X					X			

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5.4.3	<p>The City shall develop, as funding is available, a Coastal Parks Plan for the Pacific Grove coastal parklands, including the Lighthouse Reservation. The Purpose of this plan as it relates to shoreline access, is to:</p> <p>a. Provide improved accessways where desirable, and control unrestricted parking by appropriate barriers or other means, consistent with the visual resource protection policies of this plan.</p> <p>b. Improve the existing sign program to include interpretive information pertaining to public safety, public access, protection of sensitive habitats, and special natural or man-made features.</p> <p>c. Prevent overuse and damage to plant and animal habitats and archaeological sites by developing regulations concerning maximum public usage.</p> <p>d. Provide standards for maintenance, management, and development of the City’s coastal parklands in a manner consistent with the Resource Management policies of this Plan.</p>		X		X			X	X	X			
5.4.4	The City shall enhance access to its shoreline, while maintaining the coastal zone’s unique character, by reducing the impact of automobiles. This shall be accomplished, in part, by encouraging use of public transit within the coastal zone, and by providing non-vehicular coastal zone access opportunities.	X			X								
5.5.1	The City will maintain a continuous pedestrian coastal trail, the length of the City’s coastal zone, seaward of Ocean View Boulevard/Sunset Drive.		X		X								
5.5.2	<p>As part of the planning process for the Pacific Grove Coastal Parks Plan the City will consider the following opportunities:</p> <p>a. In Planning Area II, (from 3rd Street to Fountain Avenue), provide well-defined trails along the bluffs with stairways to provide access to the water. Direct recreation to Berwick Park;</p> <p>b. In Planning Areas III and IV (from Fountain Avenue to 17 Mile Drive), maintain existing trails and vegetation. Reduce erosion by directing pedestrians to beach stairways;</p> <p>c. In Planning Area IV, clearly define parking areas from 17 Mile Drive west, to protect bluff vegetation and reduce erosion. To reduce conflicts between automobile and pedestrians/cyclists, provide ingress-egress directional arrows at parking areas.</p> <p>d. In Planning Area VI, on State-owned lands west of Sunset Drive, encourage the delineation of parking areas so as to reduce habitat damage by vehicles and to reduce conflicts with pedestrians/cyclists.</p>		X		X			X	X	X			X

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	<p>e. For all existing and new shoreline accessways in Planning Areas I, II, III, IV and VI, develop an accessways maintenance program.</p> <p>f. Delineate specific tour bus pullout areas where designated trails and public restrooms are available.</p> <p>g. Encourage Hopkins Marine Station to replace existing chain link fence.</p>												
5.5.3	Excessive signs shall be avoided.		X								X		
5.5.4	Public access from Sunset Drive/Ocean View Boulevard to the shoreline and along the coast shall be provided in any new development project except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, or (2) adequate access exists nearby. Public vertical access easements to the shoreline shall have minimum widths of ten feet if walkways and five feet if stairways. Public lateral access easements shall be at least ten feet in width and generally no more than 25 feet inland from the mean high tide line. Trail width may be reduced to four feet where the habitat is considered fragile and where damage to dune vegetation and in particular rare and endangered flora is likely to result with wider trails. These requirements may be satisfied as follows: Planning Area I (Cabrillo Pt.), dedication and construction of vertical accessways at locations shown on Shoreline Access map (Fig.5); Planning Area VI (Asilomar Dunes), dedication of blufftop lateral access easement to an appropriate public agency or private conservation foundation, where private residential use could otherwise impair such access; and in Planning Area VI (Sunset Drive commercial area), installation of sidewalks and bike lanes where parcels designated Commercial and Visitor Accommodation front on Sunset Drive.		X		X								
5.5.5	The City shall coordinate with the County of Monterey, California Department of Parks and Recreation, California Coastal Conservancy, the California Coastal Commission, and the Spanish Bay Resort project permittee to provide parking, bike lane, and segregated pedestrian trail on seaward shoulder of Sunset Drive where adjacent to the Spanish Bay Resort property.				X				X				
5.5.6	The abandoned Southern Pacific railroad right-of-way from Lover's Point southwards to the point where it enters the Spanish Bay Resort property shall be designated for public recreational use. No development shall be allowed within the corridor which would compromise its utility for recreational access. Any additional private development within the mobile home park, or elsewhere within the abandoned right-of-way which could impair the use of the corridor as a potential accessway shall be conditioned to require dedication of a through recreational access easement to an appropriate public agency prior to issuance of permits; or deposit of in-lieu fees sufficient to establish alternate route. If an alternate route is		X		X	X			X				

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	established, it must result in through public access between the Lover's Point area and the existing Spanish Bay trail system, utilizing the abandoned railroad right-of-way wherever feasible. As a secondary or conditional use, those portions of the right-of-way which are not purchased for public recreational use may be aggregated with adjoining existing parcels, provided that each segment of the former right-of-way is subject to the following easements: a) an open space easement, encompassing the entire segment; and, b) a public access easement, at least 20 feet in width, for the purpose of establishing a creational trail route.												
5.6.1	The City encourages the State to adopt a Resource Management Plan for Asilomar State Beach, to include provisions for designated accessways which are both safe and non-disruptive of sensitive habitats.			X	X				X				

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