NOTICE OF MEETING

CITY OF PACIFIC GROVE

CITY COUNCIL

SPECIAL MEETING AGENDA

Wednesday, November 6, 2024, 5:00 P.M.

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

Under the Brown Act, public comment for matters on the agenda must relate to that agenda item and public comments for matters not on the agenda must relate to the subject matter jurisdiction of this legislative body. This is a warning that if a member of the public attending this meeting remotely or in-person violates the Brown Act by failing to comply with these requirements of the Brown Act, then the Mayor or Chair may request that speaker be muted. If a member of the public attending this meeting in-person engages in disruptive behavior that disturbs the orderly conduct of the meeting, they may be removed from the meeting after a warning, pursuant to Council Policy 000-17.

PACIFIC GROVE MEETINGS ARE CONDUCTED IN PERSON AT CITY HALL COUNCIL CHAMBER AND VIRTUALLY.

PLEASE NOTE THE MEETING WILL PROCEED AS NORMAL EVEN IF THERE ARE TECHNICAL DIFFICULTIES ACCESSING ZOOM.
THE CITY WILL DO ITS BEST TO RESOLVE ANY TECHNICAL ISSUES AS QUICKLY AS POSSIBLE.

Join the Zoom Meeting to participate live at:
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AGENDA

CALL TO ORDER

APPROVAL OF AGENDA

SPECIAL MEETING

PUBLIC COMMENT ON CLOSED SESSION MATTERS

Comments from the public will not receive Council action. Comments must deal with matters on the Closed Session agenda and will be limited to three minutes.

1. Written Public Comment

A. Conference with Legal Counsel – Existing Litigation
Pursuant to Government Code §54956.9 (d) (1)
Name of Case: Rachel Beuttler v. City of Pacific Grove
Workers' Compensation Appeals Board Case No. ADJ11143026

ADJOURNMENT

NOTICE OF MEETING

CITY OF PACIFIC GROVE

CITY COUNCIL

REGULAR MEETING AGENDA

Wednesday, November 6, 2024, 6:00 P.M.

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

The Council will not begin consideration of any item on this agenda later than 10:00 p.m. unless such consideration is approved. Any items on this agenda not considered this evening will be continued to a future meeting.

Copies of the agenda packet are available for review at the Pacific Grove Library, in the Finance Department, and electronically at www.cityofpacificgrove.org/agendas. The most effective method of communication with the City Council is by sending an email to citycouncil@cityofpacificgrove.org. In order to allow the City Council adequate time to review communication related to an agenda item, it is recommended that the communication be sent no later than 9:00 AM on the day prior to the City Council meeting.

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THE PUBLIC MAY ALSO VIEW THE MEETING ON PENINSULA CHANNEL 25.

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_CC

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AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE: Mayor Pro Tem Smith

1. **APPROVAL OF AGENDA**

2. **PRESENTATIONS**

3. **COUNCIL AND STAFF ANNOUNCEMENTS (City-Related Items Only)**

A. Report on Closed Session by City Attorney

B. Other

4. **GENERAL PUBLIC COMMENT**

General Public Comment must deal with matters subject to the jurisdiction of the City and the Council that are not on the Regular Agenda. This is the appropriate place to comment as to items on the Consent Agenda, only if you do not wish to have the item pulled for individual consideration by the Council. Comments from the public will be limited to three minutes and will not receive Council action. Comments regarding items on the Regular Agenda shall be heard prior to Council's consideration of such items at the time such items are called. Whenever possible, written correspondence should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.

A. Written General Public Comment

CONSENT AGENDA

The Consent Agenda deals with routine and non-controversial matters, and may include action on resolutions, ordinances, or other public hearings for which testimony is not anticipated. The vote on the Consent Agenda shall apply to each item that has not been removed. Any member of Council, staff, or the public may remove an item from the Consent Agenda for individual consideration. When items are pulled for discussion, they will be automatically placed at the end of their respective section within the Regular Agenda. One motion shall be made to adopt all non-removed items on the Consent Agenda.

5. **APPROVAL OF CITY COUNCIL MEETING MINUTES**

Items pulled from this section will be placed under 12. Unfinished and Ongoing Business

A. Minutes of the October 16, 2024 Special and Regular Meetings **PG 9**
Reference: Sandra Kandell, City Clerk
Recommended Action: Approve minutes.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

6. **RESOLUTIONS**

Items pulled from this section will be placed under 12. Unfinished and Ongoing Business or 13. New Business

7. **ORDINANCES**
Items pulled from this section will be placed under 11. Public Hearings

8. **REPORTS – INFORMATION ONLY**
Items pulled from this section will be placed under 12. Unfinished and Ongoing Business or 13. New Business

A. Housing Element Monthly Status Update **PG 16**
Reference: Alyssa Kroeger, Housing Program Manager
Recommended Action:

1. Receive the report.
2. Alternatively, discuss and take other action related to this item.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Monterey-Salinas Transit Board Meeting Minutes: September 9, 2024 and September 24, 2024 **PG 18**
Reference: Joe Amelio, Councilmember
Recommended Action: Receive minutes.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

9. **REPORTS – REQUIRING ACTION**
Items pulled from this section will be placed under 12. Unfinished and Ongoing Business or 13. New Business

A. 2025 Ford Police Interceptor Vehicle Purchase **PG 30**
Reference: Dawn Delfino, Patrol Operations Commander
Recommended Action: Authorize the City Manager to award a purchase order with Cypress Coast Ford of Seaside for the purchase of (1) 2025 Ford Police Interceptor Vehicle in an amount not to exceed $64,927.28.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

10. **MEETING MINUTES OF COMMISSIONS, BOARDS, AND COMMITTEES**
Items pulled from this section will be placed under 13. New Business

A. Task Force on Diversity Equity and Inclusion Minutes: September 9, 2024 **PG 32**
Reference: Sandra Kandell, City Clerk
Recommended Action: Receive minutes.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Recreation Board Meeting Minutes March 28, April 25, and July 25, 2024 **PG 36**

Reference: Katie Clark, Recreation Manager

Recommended Action: Receive minutes.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

REGULAR AGENDA

11. **PUBLIC HEARINGS**

For public hearings involving a quasi-judicial determination by the Council, the proponent of an item may be given 10 minutes to speak and others in support of the proponent's position may be given three minutes each. A designated spokesperson for opposition to the item may be given 10 minutes to speak and all others in opposition may be given three minutes each. Very brief rebuttal and surrebuttal may be allowed in the sole discretion of the Council. In public hearings not involving a quasi-judicial determination by the Council, all persons may be given three minutes to speak on the matter.

A. First reading of an ordinance to amend the City Salary Classification Schedule for Police Chief **PG 43**

Reference: Leticia Livian, Human Resources Director

Recommended Action:

1. Request City Attorney to read title of ordinance;
2. Motion to waive further reading of the ordinance;
3. Introduce and hold for first reading an Ordinance Amending Salary Classification Schedule to include salary for Police Chief;
4. Direct that publication of the ordinance will be satisfied by publication of a summary approved by the City Attorney;
5. Alternatively, discuss and take other action related to this item.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Local Coastal Program Amendment - Coastal Hazards **PG 47**

Reference: Joseph Sidor, Contract Planner

Recommended Action: Adopt a Resolution of Intent to amend the Local Coastal Program (LCP), including the text, policies, and figures of the Land Use Plan (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the Implementation Plan (IP/Pacific Grove Municipal Code Section 23.90.140(b)).

CEQA: Statutory Exemption, CEQA Guidelines Section 15265, Adoption of Coastal Plans and Programs

12. **UNFINISHED AND ONGOING BUSINESS**

A. Pine Avenue Safety Improvements - Robert Down Elementary **PG 150**

Reference: Joyce Halabi, Deputy Public Works Director

Recommended Action:

1. Receive the presentation, feedback from the Traffic Safety Commission & PGUSD, and provide direction.
2. Alternatively, discuss and take other action on this item.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Facilities Conditions Assessment **PG 153**

Reference: Joyce Halabi, Deputy Public Works Director

Recommended Action:

1. Receive Report.
2. Alternatively, discuss and take other action on this item.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

C. Direction to City Attorney to work with City Manager and Staff to prepare an Ordinance amending Chapter 20.04 of the Pacific Grove Municipal Code in Regard to Signs

Reference: Brian Pierik, City Attorney **PG 158**

Recommended Action:

1. Motion to direct City Attorney to work with City Manager and staff to prepare an Ordinance amending Chapter 20.04 of the Pacific Grove Municipal Code in regard to signs.
2. Take Alternative Action Related to this item

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

13. **NEW BUSINESS**

14. **FULL PRESENTATIONS**

15. **CLOSED SESSION**

ADJOURNMENT

NOTICE OF ADA COMPLIANCE: Pursuant to Title II of the Americans with Disabilities Act (Codified At 42 United States Code Section 12101 and 28 Code of Federal Regulations Part 35), and Section 504 of the Rehabilitation Act of 1973, the City of Pacific Grove does not discriminate on the basis of race, color, religion, national origin, ancestry, sex, disability, age or sexual orientation in the provision of any services, programs, or activities. The City of Pacific Grove does not discriminate against persons with disabilities. City Hall is an accessible facility. A limited number of assisted listening devices will be available at this meeting. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format.

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Sandra Kandell, City Clerk/DEI Coordinator

MEETING DATE: November 06, 2024

SUBJECT: Minutes of the October 16, 2024 Special and Regular Meetings

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Approve minutes.

Attachments

Draft Minutes 10-16-24

DRAFT MEETING MINUTES

CITY OF PACIFIC GROVE
CITY COUNCIL
SPECIAL MEETING

Wednesday, October 16, 2024, 5:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

Join the Zoom Meeting to participate live at:
https://www.cityofpacificgrove.org/Zoom_Closed

CALL TO ORDER
Mayor Peake called the regular meeting to order at 5:00 p.m. Present in Chamber: Mayor Peake, Councilmembers Amelio, Beck, Coletti, McDonnell, and Poduri. Absent: Mayor Pro Tem Smith.

APPROVAL OF AGENDA

Action: Mayor Peake recommended the two special meeting items be joined and heard simultaneously.

Action: Upon motion by Councilmember Coletti and seconded by Councilmember Beck, Council voted 6-0-1, Mayor Pro Tem absent, to approve the agenda.

SPECIAL MEETING

PUBLIC COMMENT ON CLOSED SESSION MATTERS
Public comment received from John Reed, Michelle Knight, Bill Kampe, and Moe Ammar.

1. Written Public Comment

A. Conference with Legal Counsel - Existing Litigation
(54956.9(d)(1) Jackson Sherry v. City of Pacific Grove
United States District Court Civil Action No. 5:24-cv-04166-SVK

B. CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION
Significant exposure to litigation pursuant Government Code Section 54956.9
(d) (2) One Case (ATC Hotel Project)

DRAFT

DRAFT MEETING MINUTES

CITY OF PACIFIC GROVE
CITY COUNCIL
REGULAR MEETING

Wednesday, October 16, 2024, 6:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

APPEARING TELEPHONICALLY:
Mayor Pro Tem Nick Smith
Hyatt Centric The Pike Long Beach
Maritime Room
285 Bay St,
Long Beach, CA 90802

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_CC

DRAFT

CALL TO ORDER
Mayor Peake called the regular meeting to order at 6:00 p.m. Present in Chamber: Mayor Peake, Councilmembers Amelio, Beck, Coletti, McDonnell, and Poduri. Appearing telephonically/remotely: Mayor Pro Tem Smith.

PLEDGE OF ALLEGIANCE:
Mayor Peake led the pledge of allegiance.

1. **APPROVAL OF AGENDA**
Action: Upon motion by Councilmember Poduri and seconded by Councilmember Amelio, Council voted to approve the agenda

Motion carried 7-0 with the following roll-call vote:

YES:	Mayor Peake, Mayor Pro Tem Smith, Councilmembers Amelio, Beck, Coletti, McDonnell, and Poduri.
NOES:	None.
ABSENT:	None.

2. **PRESENTATIONS**

3. **COUNCIL AND STAFF ANNOUNCEMENTS (City-Related Items Only)**

A. Report on Closed Session by City Attorney

Conference with Legal Counsel - Existing Litigation (54956.9(d)(1) Jackson Sherry v. City of Pacific Grove
United States District Court Civil Action No. 5:24-cv-04166-SVK

City Attorney Brian Pierik report no action was taken.

B. Council and staff made general announcements.

4. **GENERAL PUBLIC COMMENT**
General public comment received from Mike Cannon, Christi Thomas, Vincent Tuminello, Mike Gibbs, Anthony Ciani, Inge Lorentzen Daumer, and Carmelita Garcia.

A. Written General Public Comment

CONSENT AGENDA

Action: Consent Agenda item 8B was pulled and considered immediately following the Consent Agenda.

Action: Upon motion by Councilmember Poduri, and seconded by Councilmember Amelio, Council voted to approve the Consent Agenda as modified.

Motion carried 7-0 with the following roll-call vote:

YES: Mayor Peake, Mayor Pro Tem Smith, Councilmember Amelio, Beck, Coletti, McDonnell, and Poduri.
NOES: None.
ABSENT: None.

5. **APPROVAL OF CITY COUNCIL MEETING MINUTES**

A. Minutes of the October 2, 2024 Special and Regular Meetings
Action: Approved minutes as revised per Errata.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

6. **RESOLUTIONS**

7. **ORDINANCES**

A. Ordinance Amending Chapter 7.40 of the City's Municipal Code to Increase Short-Term Rental Penalties in Accordance with SB 60
Action: Held second reading and adopted Ordinance No. 24-016 Amending Chapter 7.40 of the City's Municipal Code to Increase Short-Term Rental Penalties in Accordance with SB 60.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

8. **REPORTS – INFORMATION ONLY**

A. Core Revenue Report for September 2024
Action: Received the report.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Check Register for September 2024 ***This item was pulled and considered immediately following the Consent Agenda.***

DRAFT

Reference: Lori Frati, Finance Manager
Recommended Action: Receive the Check Register.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

9. **REPORTS – REQUIRING ACTION**

A. On-Call Concrete Contractor
Action: Authorized an agreement with Monterey Peninsula Engineering for on-call concrete services agreement in an amount not to exceed $75,000 with one (1) option to extend via mutual letter for one additional year.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Agreement with 4Leaf for On-Call Traffic Engineering Services
Action: Authorized the Mayor to sign extensions of the Professional Services Agreement with 4Leaf for On-Call Traffic Engineering Services.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

10. **MEETING MINUTES OF COMMISSIONS, BOARDS, AND COMMITTEES**

****

8.B. Check Register for September 2024
No public comment received.

Action: Council received the Check Register.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

REGULAR AGENDA

11. **PUBLIC HEARINGS**

A. ATC Hotel Project: Adoption of Uncodified Ordinance Conditionally Ordering Vacation of Portion of Sloat Avenue and Proposed Agreement For Purchase Of Right-Of-Way and Joint Escrow Instructions for Sloat Avenue
Public comment received from John Reed, Doug Cheshire, Nicolas Mourlam, Juan Rapoza, Michelle Knight, Bill Kampe, Jeanne Byrne, Moe Ammar, Jane Haines, Christi Metzner, Christie Thomas, Inge Lorentzen Daumer, Michelle Raine, Marietta Bain, Lisa Ciani, Rebecca Lee, and Anthony Ciani.

Action: Upon motion by Mayor Pro Tem Smith and seconded by Councilmember Amelio, Council voted to adopt Uncodified Ordinance Conditionally Ordering Vacation of Portion of Sloat Avenue. (Ordinance No. 24-017.)

Motion carried 7-0 with the following roll-call vote:

YES: Mayor Peake, Mayor Pro Tem Smith, Councilmember Amelio, Beck, Coletti, McDonnell, and Poduri.
NOES: None.

DRAFT

ABSENT: None.

CEQA: Environmental Impact Report

Action: Upon motion by Mayor Pro Tem Smith and seconded by Councilmember Amelio, Council voted to authorize the Mayor to sign Proposed Agreement For Purchase Of Right-Of-Way and Joint Escrow Instructions for Portion of Sloat Avenue, revising Section A to read 206 Hotel Rooms and 16 Group and Family Units.

Motion carried 7-0 with the following roll-call vote:

YES:	Mayor Peake, Mayor Pro Tem Smith, Councilmember Amelio, Beck, Coletti, McDonnell, and Poduri.
NOES:	None.
ABSENT:	None.

CEQA: Environmental Impact Report

Action: Council took a break from 8:00 – 8:12 p.m.

12. **UNFINISHED AND ONGOING BUSINESS**

A. Schedule of Public Hearings to Establish District Boundaries to Transition from the City of Pacific Grove City Council At-Large Election System to a District-Based City Council Election System
Public comment received from Lisa Ciani, Carmelita Garcia, and Inge Lorentzen Daumer.

Action: Council received and filed Schedule of Public Hearings to Establish District Boundaries to Transition from the City of Pacific Grove City Council At-Large Election System to a District-Based City Council Election System in accordance with California Elections Code §10010.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

13. **NEW BUSINESS**

14. **FULL PRESENTATIONS**

15. **CLOSED SESSION**

DRAFT

ADJOURNMENT
Council adjourned the special and regular meetings at 8:40 p.m.

Respectfully Submitted,

Sandra Kandell
City Clerk

Approved by Mayor: _____Date_____

Attest by City Manager: _____Date_____

DRAFT

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council
FROM: Alyssa Kroeger, Housing Program Manager
MEETING DATE: November 06, 2024
SUBJECT: Housing Element Monthly Status Update
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Receive the report.
2. Alternatively, discuss and take other action related to this item.

DISCUSSION

On December 20, 2023, City Council approved the first amendment to the contract with Rincon Consultants, initiating the preparation of the Housing Element Update (HEU), along with related General Plan Amendments, Zoning Amendments, and Environmental Impact Report (EIR). Subsequently, City Staff and Rincon Consultants continued/commenced work and provided the ninth monthly progress report update to Council on October 2, 2024. Since then, the following tasks have been undertaken:

- **September 23, 2024**: Rincon delivered the Second Draft Housing Element (DHE) to City staff for initial review by October 14, 2024.
- **September 25, 2024:** City CDD staff connected with PWD staff to confirm DHE content related to the City's Sewer Collection System Master Plan (SCSMP) and wastewater management.
- **September 30, 2024**: Planning Commissioners Sawyer and Murphy provided staff with a summary of their DHE outreach efforts at the PG Public Library and PG Farmer's Market conducted between August 6 to September 9, 2024.
- **October 2, 2024:** City staff updated the Housing Element webpage with the ninth monthly progress report and submitted content for the October 4, 2024 City Manager's Report publication.
- **October 3, 2024:** The Housing Element Team convened to discuss progress and next steps for the Program EIR Project Description (PEIR PD) and the review of the Second Draft DHE materials.
- **October 7, 2024:** Staff updated the Housing Element webpage with recent outreach information.
- **October 10, 2024:** Rincon provided a draft reference tool for preliminary revisions to the Land Use Element (LUE). During the October 10th Planning Commission Meeting, staff gave a Housing Element status update and initiated a discussion on ground floor residential uses in the Downtown Commercial Zoning District.
- **October 14, 2024**: Staff provided Rincon with consolidated comments on the Second DHE which

incorporates feedback from HCD's January 31st comment letter as well as the proposed alternative sites and methods to replace the three U-zoned sites presented to the Planning Commission in June and approved by the City Council in July 2024.

- **October 15, 2024:** Members of the Housing Element Team met with HCD reviewers to discuss the current status of the DHE.
- **October 17, 2024:** The Housing Element Team met to discuss next steps for the Housing Element Update, including the upcoming Zoning Code, Land Use, and Health and Safety Element amendments, along with the Program Environmental Impact Report (EIR).

Housing Element Team includes City Planning, Housing, and City Manager staff, City legal representation, and Rincon/subconsultant staff.

Staff will provide a monthly status update to the Council throughout the process, leading to an adopted and certified Housing Element.

For more information, please visit the Housing Element Webpage:
www.cityofpacificgrove.org/HousingElement

OPTIONS

N/A – This is information only.

FINANCIAL IMPACT:

There is no fiscal impact associated with receiving this report.

FOCUSED PRIORITY AREA: Affordable Housing

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Joe Amelio, Councilmember

MEETING DATE: November 06, 2024

SUBJECT: Monterey-Salinas Transit Board Meeting Minutes: September 9, 2024 and September 24, 2024

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive minutes.

Attachments

MST Minutes 9-9-24

MST Minutes 9-24-24

MEETING OF THE MST BOARD OF DIRECTORS

Meeting Minutes
September 9, 2024
10:00 am (Pacific)

Present:	Mary Ann Carbone, Chair	City of Sand City
	Lorraine Worthy, Vice Chair	City of Gonzales
	Jeff Baron	City of Carmel-by-the-Sea
	Ariana Rodriguez	City of Greenfield
	Kim Shirley	City of Del Rey Oaks
	Mike LeBarre	City of King
	Liesbeth Visscher	City of Marina
	Ed Smith	City of Monterey
	Joe Amelio	City of Pacific Grove
	Tony Barrera	City of Salinas
	Dave Pacheco	City of Seaside
	Anna Velazquez	City of Soledad
	Luis Alejo	County of Monterey
Absent:	None	
Counsel:	Michael D. Laredo	De Lay & Laredo
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Deputy CEO
	Kelly Halcon	Chief Human Resources Officer
	Michael Kohlman	Chief Information Officer
	Michelle Overmeyer	Director of Planning and Innovation
	Jeanette Alegar-Rocha	Deputy Secretary/Clerk to the Board
	Andrea Williams	Finance Manager
	Beronica Carriedo	C/S & Community Relations Supervisor
	Cristy Sugabo	Mobility Manager
	Dalia Lopez	Coach Operator
	Daniel Bruno	Scheduling Assistant
	Ezequiel Rebollar	IT System Engineer
	Ikuyo Yoneda-Lopez	Marketing & Communications Manager
	Jacob Huggins	IT Specialist
	Jacqueline Munoz	Customer Service Representative

	Jarred Augusta	Risk & Safety Manager
	Kevin Allshouse	Contract Transportation Manager
	Marzette Henderson	Transportation Manager
	Melissa Valadez	Human Resources Supervisor
	Natalie Flores	Associate Planner
	Paul Lopez	Facilities Manager
	Sonjé Dayries	Compliance Analyst
	Steven Bruno	Purchasing Agent
	Vince Dang	Project Management Coordinator
Public:	Chris Duymich	AMBAG
	Christina Watson	Transportation Agency for Monterey County
	Emily Paz	Rides Customer
	Javier Gomez	Monterey County Board of Supervisors
	Linda Gonzalez	Monterey County Board of Supervisors
	Liz Gerrity	Member of the Public
	Mari Padilla	Member of the Public
	Michael Salerno	Keep Ford Ord Wild
	Peter Meyerhofer	Kimley-Horn
	Steve Ramirez	ATU

1. CALL TO ORDER

1-1. Roll Call. (Jeanette Alegar-Rocha)

1-2. Pledge of Allegiance.

Chair Carbone called the meeting to order at 10:01 a.m. Roll call was taken and a quorum was established. Director Pacheco led the pledge of allegiance.

Director LeBarre arrived at 10:03 a.m.

1-3. Review Highlights of the agenda. (Carl Sedoryk)

Carl Sedoryk reviewed the highlights of the agenda. Staff received substantial public comments by the deadline related to item 5-1 which were forwarded to the Board. Staff recommended pulling item 5-1 from the agenda pending final review and actions by the Coastal Commission.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Michael Salerno asked if item 5-1 will be addressed separately. Mr. Sedoryk responded that item 5-1 was pulled from the agenda and will be brought back after the Coastal Commission meeting of September 12. Mr. Salerno asked if the series of communications from Keep Fort Ord Wild were received. Legal Counsel Michael Laredo confirmed that the Board received all public comments

provided by 3pm on Friday, September 6. Any additional comments after that time will be provided to the Board.

3. CONSENT AGENDA

These items will be approved by a single motion. Anyone may request that an item be discussed and considered separately.

3-1. Financial Reports – June 2024. (Lori Lee) (Page 7)
   a) Accept Report of June 2024 Cash Flow
   b) Approve June 2024 Disbursements
   c) Accept Report of June 2024 Treasury Transactions

3-2. Approve Minutes of the MST Board Meeting on July 8, 2024. (Jeanette Alegar-Rocha) (Page 19)

3-3. Receive Minutes of the MST Board Administrative Performance Committee Meeting on July 8, 2024 (Jeanette Alegar-Rocha) (Page 27)

3-4. Receive Draft Minutes of the RTA Board Meeting on July 8, 2024. (Jeanette Alegar-Rocha) (Page 31)

3-5. Receive Minutes of the MST Board Meeting on August 19, 2024 (Jeanette Alegar-Rocha) (Page 37)

3-6. Receive Draft Minutes of the Measure Q Oversight Committee Meeting on August 19, 2024. (Jeanette Alegar-Rocha) (Page 41)

3-7. Adopt Resolution 2025-03 Recognizing Dalia Lopez, Coach Operator as Employee of the Month for August 2024. (Marzette Henderson) (Page 45)

3-8. Adopt Resolution 2025-04 Recognizing Jacob Huggins, Information Technology Specialist as Employee of the Month for September 2024. (Scott Taylor) (Page 47)

3-9. Approve Resolution 2025-05 Authorizing the General Manager/CEO or Their Designee to Execute Grant Documents for Sustainable Transportation Planning Grant Program Funds. (Michelle Overmeyer) (Page 49)

3-10. Authorize the General Manager/CEO or Their Designee to Enter into a Three-Year Contract with The Goodyear Tire and Rubber Company for Tire Lease Service and Support, with the Option to Extend for One (1) Additional Two (2) Year Term, for a Total Contract Amount Not to Exceed $1,666,059, Including Option Years. (Steven Bruno) (Page 53)

3-11. Ratify Contract with Commute with Enterprise, Authorize the General Manager/CEO or Their Designee to Exercise the Option to Extend the Contract from July 26, 2025 through July 25, 2026, and Approve Continuing a $450/Month Subsidy for Each Vanpool Group for Each Year of the Contract. (Steven Bruno) (Page 55)

3-12. Approve Updates to MST's Public Transportation Agency Safety Plan (PTASP). (Kelly Halcon) (Page 57)

3-13. Approve Updates to MST's Injury and Illness Prevention Program (IIPP). (Kelly Halcon) (Page 83)

3-14. Receive Draft Meeting Minutes of the Mobile Advisory Committee (MAC) on July 31, 2024. (Ruben Gomez) (Page 95)

There were no public comments on the Consent Agenda.

On a motion by Director Alejo seconded by Director Amelio and carried by the following roll call vote, the Board approved all items on the Consent Agenda:

AYES:	**13**	**Alejo, Amelio, Barrera, Baron, Carbone, LeBarre, Pacheco, Rodriguez, Shirley, Smith, Velazquez, Visscher, and Worthy**
NOES:	**0**	
ABSENT:	**0**	
ABSTAIN:	**0**	
RECUSE:	**0**	

4. PUBLIC HEARINGS

None.

5. ACTION ITEMS

5-1. Receive Updates on the SURF! Busway and Bus Rapid Transit Project, Review Conditions of Approval from the Coastal Commission, and Authorize the General Manager/CEO to Negotiate and Execute a Contract Amendment with Kimley-Horn to Comply with Coastal Commission CDP Conditions and Design Services During Construction in an Amount Not to Exceed $1,070,200. (Lisa Rheinheimer) (Page 99)

Item 5-1 was pulled from the agenda.

5-2. Discontinue On Call Services in South County Effective December 31, 2024. (Michelle Overmeyer) (Page 107)

Emily Paz, member of the public, commented on her issues with MV Transportation and scheduling RIDES trips, communication, and customer

service. Mari Padilla, member of the public, reiterated Ms. Paz's concerns related to MV Transportation.

On a motion by Director Worthy, seconded by Director Velazquez and carried by the following roll call vote, the Board approved item 5-2:

AYES:	**13**	**Alejo, Amelio, Barrera, Baron, Carbone, LeBarre, Pacheco, Rodriguez, Shirley, Smith, Velazquez, Visscher, and Worthy**
NOES:	**0**	
ABSENT:	**0**	
ABSTAIN:	**0**	
RECUSE:	**0**	

6. RECOGNITIONS AND SPECIAL PRESENTATIONS

6-1. August 2024 Employee of the Month – Dalia Lopez, Coach Operator (Marzette Henderson)

The MST Board recognized Dalia Lopez as the August 2024 Employee of the Month for her outstanding contribution to MST and the entire community.

6-2. September 2024 Employee of the Month – Jacob Huggins, Information Technology Specialist (Scott Taylor)

The MST Board recognized Jacob Huggins as the September 2024 Employee of the Month for his outstanding contribution to MST and the entire community.

6-3. The Wright Way Awards Recognition (Kelly Halcon) (Page 111)

The MST Board recognized staff for their Wright Way Award achievement and outstanding contribution to MST and the entire community.

7. REPORTS & INFORMATION ITEMS

The Board will receive and file these reports, which do not require action by the Board.

7-1. General Manager/CEO Monthly Report – June 2024. (Page 113)
   a. News Article "CapMetro Stops Shift To All Electric Bus Fleet" (Page 115)
   b. June 2024 Monthly Report: http://www.mst.org/about-mst/board-of-directors/board-meetings/
   c. Facilitated Strategic Planning Workshop in January 2025

7-2. Federal Legislative Advocacy Report (Page 125)

7-3. State Legislative Advocacy Update (Page 127)

7-4. Staff Trip Reports – (Pages 133-141)

7-5. Correspondence –
   a. Public Comment Soledad Ace Hardware (Page 143)
   b. CFEE Thank you Letter (Page 153)

7-6. FY 2023-2025 Strategic Plan and Action Plan Status Update (Page 155)

8. BOARD REPORTS, COMMENTS, AND REFERRALS

8-1. Reports on Meetings Attended by Board Members at MST Expense. (AB 1234)

   a. APTA Transit Board Member Seminar July 2024- Kim Shirley (Page 165)
   b. APTA Transit Board Member Seminar July 2024- Tony Barrera (Page 167)
   c. APTA Transit Board Member Seminar July 2024- Liesbeth Visscher (Page 169)

Chair Carbone provided her written trip report for the APTA Transit Board Member Seminar in July 2024.

Director Smith provided his verbal trip report for the APTA Transit Board Member Seminar July 2024.

8-2. Board Member Comments and Announcements.

Director Alejo requested AB1234/Ethics Training through MST counsel. Michael Laredo will work with MST to coordinate the training.

Carl Sedoryk announced the September 12, Coastal Commission Findings and next steps meetings.

Director Smith asked for the Coastal Commission meeting schedule. Staff will inform the Board closer to the September 12 meeting date.

Chair Carbone informed the Board that AB1234/Ethics training is available for those participating with the California League of Cities.

8-3. Board Member Referrals for Future Agendas.

9. ATTACHMENTS

9-1. The June 2024 Monthly Report can be viewed online at http://mst.org/about-mst/board-of-directors/board-meetings/

10. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time individually, through staff, or on a subsequent agenda. ***(Please refer to page 1 of the agenda for instructions)***

As permitted by Government Code §64956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board's Meyers-Milias-Brown Act representative.

There were no public comments on the Closed Session Agenda.

10-1. Review Incentive Pool for MSTEA and Confidential Unit and Provide Direction. (Carl Sedoryk) (Enclosure)

Michael Laredo, MST General Counsel, reported that the Board met and discussed closed session item 10-1. The Board provided direction to the General Manager. The item will be brought back for action at the next meeting.

10-2. Review General Manager/CEO Performance Evaluation Gov. Code § 54957.6. (Mary Ann Carbone) (No Enclosure)

Michael Laredo, MST General Counsel, reported that the Board met and discussed closed session item 10-2. The item will be brought back for action at the next meeting.

11. ADJOURN

With no further business to discuss, Chair Carbone adjourned the meeting at 12:20 p.m. (Pacific).

Prepared by: _____
Jeanette Alegar-Rocha
Deputy Secretary/Clerk to the Board

Reviewed by: _____
Carl G. Sedoryk
General Manager/CEO

MEETING OF THE MST BOARD OF DIRECTORS

Special Meeting Minutes
September 24, 2024
9:00 am (Pacific)

Present:	Mary Ann Carbone, Chair	City of Sand City
	Lorraine Worthy, Vice Chair	City of Gonzales
	Jeff Baron	City of Carmel-by-the-Sea
	Kim Shirley	City of Del Rey Oaks
	Ariana Rodriguez	City of Greenfield
	Mike LeBarre	City of King
	Liesbeth Visscher	City of Marina
	Joe Amelio	City of Pacific Grove
	Tony Barrera	City of Salinas
	Dave Pacheco	City of Seaside
Absent:	Ed Smith	City of Monterey
	Anna Velazquez	City of Soledad
	Luis Alejo	County of Monterey
Counsel:	Michael D. Laredo	De Lay & Laredo
Staff:	Carl Sedoryk	General Manager/CEO
	Lisa Rheinheimer	Deputy CEO
	Kelly Halcon	Chief Human Resources Officer
	Michael Kohlman	Chief Information Officer
	Jeanette Alegar-Rocha	Deputy Secretary/Clerk to the Board
	Andrea Williams	Finance Manager
	Asuzena Flores	Grants Analyst
	Beronica Carriedo	C/S & Community Relations Supervisor
	Ezequiel Rebollar	IT System Engineer
	Ikuyo Yoneda-Lopez	Marketing & Communications Manager
	Jacob Huggins	IT Specialist
	Jarred Augusta	Risk & Safety Manager
	Kelly Soriano	Mobility Specialist
	Marzette Henderson	Transportation Manager
	Natalie Flores	Associate Planner
	Pamela Aquino	Customer Service Representative
	Paul Lopez	Facilities Manager

	Rolando Munoz	Mobility Specialist
	Scott Taylor	Information Technology Manager
	Ursulla Scardina	Communications Specialist
	Vince Dang	Project Management Coordinator
Public:	Chris Duymich	AMBAG
	Peter Meyerhofer	Kimley-Horn
	Tyson Sohagi	Sohagi Law Group, PLC
	Tate Baugh	Member of the Public

1. CALL TO ORDER

1-1. Roll Call. (Jeanette Alegar-Rocha)

1-2. Pledge of Allegiance.

Chair Carbone called the meeting to order at 9:05 a.m. Roll call was taken and a quorum was established. Director Pacheco led the pledge of allegiance.

Director LeBarre arrived at 9:06 a.m.

2. PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

Members of the public may address the Board on any matter related to the jurisdiction of MST but not on the agenda. There is a time limit of not more than three minutes for each speaker. The public is encouraged to engage in respectful dialog that supports freedom of speech and values diversity of opinion. ***Failure to engage in respectful dialog will result in speakers being muted or required to leave.*** *The Committee will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time, either individually, through staff, or on a subsequent agenda.* ***(Please refer to page 1 of the agenda for instructions)***

There were no public comments.

3. CLOSED SESSION

Members of the public may address the Board on any matter related to Closed Session. There is a time limit of not more than three minutes for each speaker. The Board will not take action or respond immediately to any public comments presented, but may choose to follow-up at a later time individually, through staff, or on a subsequent agenda. ***(Please refer to page 1 of the agenda for instructions)***

As permitted by Government Code §64956 et seq. of the State of California, the Board of Directors may adjourn to Closed Session to consider specific matters dealing with personnel and/or pending possible litigation and/or conferring with the Board's Meyers-Milias-Brown Act representative.

3-1. Conference with Legal Counsel; Threatened Litigation (Gov. Code § 54956.9 (d)(2):

Parties: Keep Fort Ord Wild; Monterey-Salinas Transit District; California Coastal Commission

Facts & Circumstances: the proposed SURF! Busway and Keep Fort Ord Wild's intent to challenge the project under the California Environmental Quality Act and the Coastal Act.

There were no public comments.

Director Rodriguez arrived at 9:10 a.m. and Director Amelio arrived at 9:15 a.m.

Michael Laredo, MST General Counsel, reported that the Board met and discussed closed session item 3-1 and no reportable action was taken.

4. PUBLIC HEARINGS

4-1. SURF! Busway and Bus Rapid Transit Project (Lisa Rheinheimer) (Page)

Hold a Public Hearing on the following:

a. Review the Racial Equity Analysis and Project Business Case;
b Find the SURF! Busway and Bus Rapid Transit (SURF! Project) does not trigger subsequent or supplemental environmental review for the reasons outlined under “California Environmental Quality Act (CEQA) Review,” and find the project is exempt from CEQA for the reasons outlined under “CEQA Review;” and
c. Authorize the General Manager/CEO or their designee to negotiate and execute a contract amendment with Kimley-Horn to comply with Coastal Commission CDP conditions in an amount not to exceed $1,070,200.

There were no verbal public comments. Written comments were received from Michael Salerno of Keep Fort Ord Wild.

On a motion by Director LeBarre, seconded by Director Amelio and carried by the following roll call vote, the Board approved item 4-1:

AYES:	**10**	**Amelio, Barrera, Baron, Carbone, LeBarre, Pacheco, Rodriguez, Shirley, Visscher, and Worthy**
NOES:	**0**	
ABSENT:	**3**	**Alejo, Smith, and Velazquez**
ABSTAIN:	**0**	
RECUSE:	**0**	

5. ADJOURN

With no further business to discuss, Chair Carbone adjourned the meeting at 9:36 a.m. (Pacific).

Prepared by: _____ Reviewed by: _____

Jeanette Alegar-Rocha
Deputy Secretary/Clerk to the Board

Carl G. Sedoryk
General Manager/CE0

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Dawn Delfino, Patrol Operations Commander

MEETING DATE: November 06, 2024

SUBJECT: 2025 Ford Police Interceptor Vehicle Purchase

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Authorize the City Manager to award a purchase order with Cypress Coast Ford of Seaside for the purchase of (1) 2025 Ford Police Interceptor Vehicle in an amount not to exceed $64,927.28.

DISCUSSION

Police vehicles play an integral role within the City's fleet, serving as indispensable tools for the police department's daily operations. The Pacific Grove Police Department currently maintains a diverse fleet comprising nine marked patrol vehicles. This lineup includes (3) Ford Explorers, (2) Dodge Chargers, (2) Ford Crown Victoria, (1) Chevrolet Tahoe, and (1) Ford Expedition.

The City has spent tens of thousands of dollars to repair the aging fleet in the past year and needs to purchase a new vehicle. The purchase of a new patrol vehicle will allow for the replacement of an older unit with high mileage in the fleet. Unit 3 is currently inoperable because it does not have a camera system . According to the California Department of General Services, the recommended mileage for replacing law enforcement vehicles is 100,000 miles after 60 months. Below is an approximate mileage chart of the Police Department's current fleet:

UNIT #	YEAR	VEHICLE TYPE	APPROX. MILEAGE
1	2015	Ford Explorer	100,000
2	2015	Ford Explorer	95,000
3	2010	Ford Crown Victoria	102,000
4	2018	Dodge Charger	53,000
5	2015	Ford Explorer	110,000
6	2010	Ford Crown Victoria	99,000
7	2017	Dodge Charger	87,000
8	2004	Ford Expedition	70,000
9	2023	Chevrolet Tahoe	5,000

The City attempted to receive (3) dealership quotes for purchasing one 2025 Ford Police Interceptor. Due to high demand and low inventory, two of the three dealerships did not have a vehicle for purchase, could not provide a quote, and did not have an in-stock estimated availability date. Outfitting of the vehicle (including lights, sirens, push bumpers, radio, wireless equipment, mobile data computer docking station, partition equipment storage, cabling, shotgun, and rifle mounts) is separate from the purchase price of the vehicle and will be sent out to bid.

DEALERSHIP	VEHICLE QUOTE
Frontier Ford	Unavailable
The Ford Store Morgan Hill	Unavailable
Cypress Coast Ford	$64,927.28

Cypress Coast Ford currently has a vehicle in stock, and based on this availability, the staff recommends that the award be granted to Cypress Coast Ford.

OPTIONS

1. Do not authorize the agreement with Cypress Coast Ford
2. Authorize the purchase of the 2025 Ford Police Interceptor through Cypress Coast Ford
3. Take no action

FINANCIAL IMPACT:

The City Council approved a capital outlay project totaling $85,000.00 in the FY 2024/25 Annual Budget to purchase a new patrol vehicle and install public safety equipment. Funding has been allocated for this project in the Police Department FY 2024/25 Operations Budget.

FOCUSED PRIORITY AREA: Not Applicable.

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Sandra Kandell, City Clerk/DEI Coordinator

MEETING DATE: November 06, 2024

SUBJECT: Task Force on Diversity Equity and Inclusion Minutes: September 9, 2024

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive minutes.

Attachments

DEI Minutes 9-5-24

MEETING MINUTES

CITY OF PACIFIC GROVE

TASK FORCE ON DIVERSITY, EQUITY, AND INCLUSION

REGULAR MEETING

Monday, September 9, 2024, 6:00 P.M.

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

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_DEI

1. **CALL TO ORDER / ROLL CALL**

Chair Bui called the meeting to order at 6:00 pm. City Clerk/DEI Coordinator Kandell conducted roll call with the following Task Force members present in person: Chair Bui and Member Doneux.

Chair Bui stated Vice-Chair Fryberger requested remote appearance pursuant to AB 2449 for emergency circumstances as the Vice-Chair is caretaker to her spouse who has medical issues.

Pursuant to AB 2449, a quorum of the legislative body must approve a member to appear by teleconference for publicly disclosed "just causes" or in "emergency circumstances." All votes must be taken by roll call.

Action: Upon motion by Chair Bui and seconded by Task Force Member Doneux, the Task Force voted to allow Vice-Chair Fryberger to appear by teleconference pursuant to AB 2449.

Motion carried 2-0, by the following vote:

Ayes: Chair Bui and Task Force Member Doneux.
Noes: None.
Absent: None.

2. **APPROVAL OF AGENDA**

Action: Upon motion by Councilmember Bui and seconded by Member Doneux, the Task Force voted to approve the Agenda.

Motion carried 3-0, by the following vote:

Ayes: Chair Bui, Vice-Chair Fryberger, and Task Force Member Doneux.
Noes: None.
Absent: None.

3. **PRESENTATIONS**

4. **TASK FORCE AND STAFF ANNOUNCEMENTS (City-Related Items Only)**

The Task Force made general announcements.

5. **COUNCIL LIAISON ANNOUNCEMENTS**
Council Liaison Poduri made an announcement regarding the status of districts within the City and Measure Z.

6. **GENERAL PUBLIC COMMENT**
General public comment received from Carol Marquart, Tina Rau, Vince Tuminello, Fred Jealous, and Sue Parris.

A. Written General Public Comment

7. **CONSENT AGENDA**
Action: Upon motion by Task Force Member Doneux and seconded by Vice-Chair Fryberger, the Task Force voted to approve the Consent Agenda.

Motion carried 3-0, by the following vote:

Ayes: Chair Bui, Vice-Chair Fryberger, and Task Force Member Doneux.
Noes: None.
Absent: None.

A. Minutes of the Task Force on Diversity, Equity and Inclusion August 12, 2024 Meeting
Action: Approved minutes.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

8. **REGULAR AGENDA**
A. DEI Task Force Work Plan
Public comment received from Inge Lorentzen Daumer, Colleen Ingram, Vince Tuminello, and Sue Parris.

Action: The Task Force reviewed the 2024-2025 Work Plan.

B. Appointment of Work Plan Subcommittees ***This item was tabled to a date uncertain due to the questioning of size of a subcommittee.***
Public comment received from Vince Tuminello, Colleen Ingram, and Segolene.

Recommended Action: Appoint Diversity, Equity and Inclusion (DEI) Work Plan Subcommittees.

9. **NEXT MEETING:** October 14, 2024 at 6:00 PM

10. **ADJOURNMENT**
The meeting was adjourned at 7:03 p.m.

Respectfully submitted,

Sandra Kandell
City Clerk/DEI Coordinator

Approved by Chair:_____Date_____

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Katie Clark, Recreation Program Manager

MEETING DATE: November 06, 2024

SUBJECT: Recreation Board Meeting Minutes March 28, April 25, and July 25, 2024

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive minutes.

Attachments

Recreation Board Meeting Minutes March 28, 2024

Recreation Board Meeting Minutes April 25, 2024

Recreation Board Meeting Minutes July 25, 2024

March 28, 2024 Recreation Board Meeting Minutes

1. CALL TO ORDER Vice Chair Jay Tulley called the meeting to order at 4:03 PM. Present in the Chamber are Vice Chair Jay Tulley, Commissioner Ashley Gamble, and Commissioner Darryl Smith. Board Chair Colleen Goldsmith and Commissioner Ximena Waissbluth are absent. Recreation Program Manager Katie Clark is present. Public Works Director/Deputy City Manager Daniel Gho is absent. Liaison Nick Smith is absent.

2. APPROVAL OF AGENDA Upon motion by Commissioner Smith and seconded by Vice Chair Tully, the Recreation Board voted unanimously to approve the agenda.

3. BOARD AND STAFF ANNOUNCEMENTS (City-Related Items Only) Recreation Program Manager Clark reported that recruitment has closed for 30 and 40-hour jobs posted. New Summer hiring continues. Summer camp registration opened on 3/27/24. See the website for more information and to register for summer offerings. Preschool for children 3-6 years of age has opened. More info is available online. Spring Track and Field has opened. See the website for more information and to register. Vice Chair Jay Tulley thanked the Rotary Club for their gift to the Youth Center. Recreation Program Manager Clark is going to follow up on how the funds will be spent for this gift.

4. COUNCIL LIAISON ANNOUNCEMENTS None, Liaison Smith is absent.

5. GENERAL PUBLIC COMMENT Fred Jealous thanked Board Chair Goldsmith for her support and advocated to have the high school courts double-lined for tennis and pickleball. Beth Walker advocated for improvements to Caledonia Park, including making it more inclusive, remodeling the bathrooms, using part of the grass area for a new sports court, using the existing basketball court for a skatepark, updating the chain-link fence, and putting in a dog park.

6. APPROVAL OF THE MINUTES

A. Recreation Board Meeting Minutes January 25, 2024 Upon motion by Commissioner Smith and seconded by Commissioner Gamble, the Recreation Board voted unanimously to approve the minutes.
B. Recreation Board Meeting Minutes February 2024 Upon motion by Commissioner Smith and seconded by Commissioner Gamble, the Rec Board voted unanimously to approve the minutes.

7. REGULAR AGENDA

A. Received 2023-2024 Winter Youth Soccer Report from Andy Lipsig, Recreation Coordinator.

B. Received programming update report from Katie Clark, Recreation Program Manager

C. Received Capital Improvements Projects report from Katie Clark, Recreation Program Manager, because Daniel Gho, Public Works Director/Deputy City Manager, was absent. Upon motion by Vice Chair Tully and seconded by Commissioner Smith, the Recreation Board voted unanimously to add remodeling the bathrooms at Caledonia Park to the Capitol Improvements Projects, all in favor. March 28, 2024 Recreation Board Meeting Minutes

D. Selected George Washington Park playground equipment to complement the existing equipment for children between the ages of 2 and 5. Upon motion by Vice Chair Tully and seconded by Commissioner Smith, the Recreation Board voted unanimously for Park Planet Option 1.

E. Received Chinese Pavilion Project update from Katie Clark, Recreation Program Manager, because Daniel Gho, Public Works Director/Deputy City Manager, was absent. During the public comments, Mike Ipson spoke about the origins and goals of the project. Lisa Ciani also commented that because the Chinese Pavilion Project is on the same site as Chautauqua Hall, the project should be reviewed by the Historic Resource Commission.

F. Received Chautauqua Hall Report from Katie Clark, Recreation Program Manager, because Daniel Gho, Public Works Director/Deputy City Manager, was absent.

8. NEXT MEETING April 25, 2024 at 4:00 PM at the Council Chamber, City Hall at 300 Forest Avenue, Pacific Grove, CA. 9. ADJOURNMENT Rec Board Meeting adjourned at 5:14 PM Respectfully submitted by Commissioner Gamble.

1. CALL TO ORDER
   Chair Colleen Goldsmith called the meeting to order at 4:05 PM. Present in the Chamber are Vice Chair Jay Tulley, Commissioner Ashley Gamble, Commissioner Darryl Smith, Commissioner Ximena Waissbluth, Recreation Program Manager Katie Clark, and Public Works Director/Deputy City Manager Daniel Gho. Liaison Nick Smith is absent.

2. APPROVAL OF AGENDA
   Upon motion by Commissioner Smith and seconded by Vice Chair Tulley, the Recreation Board voted unanimously to approve the agenda.

3. BOARD AND STAFF ANNOUNCEMENTS (City-Related Items Only)
   Katie announced:
   - Two new staff members have joined the Recreation Department. Now, all four recreation coordinators are in place.
   - Recreation staff, Marine and Clarissa both received their five-year awards. Congratulations to them.
   - The city is still looking for summer staff. Applicants are encouraged to apply; see the City website for more details.
   - There are more spaces left for camps and swim lessons. If a waitlist forms, people are encouraged to add their names to the list. Specialty camps are also available. Visit the City website for more programming information.
   - Preschool registration is open.
   - The Track and Field program will have its first meet this weekend, April 27, 2024.
   - The fiscal calendar is on the city website.
   - The Good Old Days and the Quilt Show are coming up. See their respective websites for more details.
   - The Rotary Donation is gifted directly to the Youth Center and is utilized for repairs and maintenance.

   Vice Chair Tulley and Chair Goldsmith commented that they would like to see gifts used for programming in the future.

   Commissioner Smith announced the leadership program through 'The Wave Program' could implement a tree planting program.

   Vice Chair Tulley said he would like to see the volunteer program include lifeguards if a lack of lifeguards restricts full programming.

   Chair Goldsmith announced that the Chinese Pavilion project is moving forward through the City's process.

   Vice Chair Tulley announced the subcommittee meetings between PGUSD and the City have begun.

   Mayor Peak announced:
   - A new City Manager has been hired.
   - Updates on the 5-way intersection
   - As Vice Chair Tulley mentioned, the first joint PGUSD / City subcommittee meeting occurred, and the joint use agreement was discussed at the meeting.
   - May and June are busy with Capital Improvement Projects.

4. COUNCIL LIAISON ANNOUNCEMENTS
   None, Liaison Nick Smith is absent.

5. GENERAL PUBLIC COMMENT
   There was one written, general public comment from Christy Thomas.

   Inge Lorentzen Daumer spoke regarding not being able to hear some of the meeting and welcomed the new recreation staff.

6. APPROVAL OF THE MINUTES
   Recreation Board Meeting Minutes from March 28, 2024. Upon motion by Commissioner Smith and seconded by Vice Chair Jay Tulley, the Recreation Board voted unanimously to approve the minutes.

7. REGULAR AGENDA
   A. PG PONY Baseball and Softball Sponsorship Banners
      The Recreation Board received a report from Commissioner Gamble. Public comment was given by Paul Black, President of PG PONY. He explained that sponsorship banners can potentially bring in $35,000 to $50,000 into the program. Inge Lorentzen Daumer spoke on the subject. Dan gave guidance as to how to get permitting for the 2025 baseball season, which involves PG PONY going through ARB. Upon motion by Vice Chair Tully, the Recreation Board voted unanimously to support sponsorship banners in ballfields, subject to ARB permitting.

   B. Recreation Board Goals 2024
      The Recreation Board received a report from Vice Chair Tulley. Public Comments include Lisa Ciani, who said that she supports the goals, and Inge Lorentzen Daumer, who said she could not hear someone talking. She also said she is interested in a walking tour, especially in the Great Tide Pool. The Recreation Board and Staff discussed the proposed goals and tasks. Upon motion from Chair Goldsmith and seconded by Commissioner Waissbluth, the Recreation Board voted unanimously to approve the goals as outlined in Vice Chair Tully's report.

8. NEXT MEETING
   May 23, 2024, at 4:00 PM at the Council Chamber, City Hall at 300 Forest Avenue, Pacific Grove, CA.

9. ADJOURNMENT
   Rec Board Meeting adjourned at 5:48 PM

Respectfully submitted by Commissioner Gamble.

1. **CALL TO ORDER**
   Chair Colleen Goldsmith called the meeting to order at 4:00 PM. Also present in the Chamber were Vice Chair Jay Tulley, Commissioner Ashley Gamble, Commissioner Darryl Smith, Commissioner Ximena Waissbluth, Recreation Program Manager Katie Clark, Public Works Director/Deputy City Manager Daniel Gho, Recreation Board Liaison Nick Smith, and Mayor Peake.

2. **APPROVAL OF AGENDA**
   Chair Colleen Goldsmith proposed item 7A be removed from the agenda because the topics will be discussed 7B. Upon motion by Commissioner Smith and seconded by Commissioner Gamble, the Recreation Board voted unanimously to approve the revised agenda.

3. **BOARD AND STAFF ANNOUNCEMENTS (City-Related Items Only)**
   Public Works Director/Deputy City Manager Daniel Gho announced updates to the Capital Improvement Projects:
   - The Chinese Tea House project is moving forward
   - The Parks and open space plan did not receive any funding.
   - The City Council will consider Capital Improvement Projects at one of the two September meetings, so there is still an opportunity for projects that did not get funded to be considered.
   - Arbor Day was given $10,000 in funding.
   - George Washington Storm Water improvements did not receive money.
   - Youth sports received a $10,000 budget.
   - The backstop at Muni has been completed.
   - The playground at GW is underway, construction will start in mid-late September.

   Chair Goldsmith asked about the timing of the equipment installation.

   Vice Chair Tulley asked about the unfunded Capital Improvement Projects. Chair Goldsmith asked a follow-up question about funding. Public Works Director/Deputy City Manager Gho clarified that at one of the two September meetings, the City Council will be considering multiple budget items. There is a budget of $147,000 that be could allocated towards Capital Improvement Projects. There is still an opportunity for consideration of any of the projects that are placed on that list. The Recreation Board has the opportunity to reach out to Recreation Board Liaison Smith and lobby for specific projects.

   Recreation Program Manager Clark announced:
   - Thanks to the recreation staff and families for a great summer of programming.
   - Fall programs are available online.
   - Eleven Special Events are scheduled, more information can be found online.

   Vice Chair Tulley asked for clarifications about the pool closing.

   Chair Goldsmith announced:
   - Upcoming events include the Pet Parade, Youth Ambassador weekend, a dance, and Summer Lights.
   - The Chinese Pavilion fundraising is set to begin this month, and the revised drawings of the pavilion are to be presented to the City Council for approval on August 7th
   - The Legends of the Autobahn was unexpectedly canceled. It has been moved to Seaside to the Black Horse Bayonet Golf Course.
   - Pacific Grove resident Fred Jealous forwarded an e-mail he received from Josh Jordan, Assistant Superintendent, Pacific Grove Unified School District, to advise that

Pacific Grove Adult Education will be holding its pickleball classes at the high school tennis courts in September. A decision is in the works to mark two of the tennis courts for pickleball, resulting in a total of four pickleball courts at the high school.

Public Works Director/Deputy City Manager Daniel Gho clarified the timing of the Chinese Pavilion.

4. **COUNCIL LIAISON ANNOUNCEMENTS**
Liaison Nick Smith announced:
- Budget highlights
- 5-year lease for the Lover's Point Snack Shack has been approved.
- Approval of the roundabout option
- Advised the Recreation Board to make a recommendation for the August agenda and make a motion in order to put it under consideration.

5. GENERAL PUBLIC COMMENT
There was one written general public comment by Inge Lorentzen Daumer regarding draft minutes.

Inge Lorentzen Daumer spoke regarding Liaison Nick Smith's presence at the meeting.

6. **APPROVAL OF THE MINUTES**
Recreation Board Meeting Minutes from April 25, 2024. Upon motion by Commissioner Vice Chair Tulley and seconded by Commissioner Smith, the Recreation Board voted unanimously to approve the minutes.

7. REGULAR AGENDA
A. Received Resident Outreach Plan by Recreation Board Chair Goldsmith. No public comment was made. Commissioner Ximena Waissbluth made a suggestion about Commissioners 'hosting' a park and hearing feedback from the community in September. Chair Colleen Goldsmith agreed. Vice Chair Jay Tulley made comments about timing and added it would be great to have citizens survey the parks. Commissioner Darryl Smith commented about encouraging participation. Vice Chair Tulley made comments clarifying Commissioner Waissbluth's vision. Commissioner Waissbluth's clarified her vision. Commissioner Smith encouraged the board to organize quickly. Chair Goldsmith agreed the weekend of September 28, 2024, would be a great date and encouraged a subcommittee to be formed. Commissioner Gamble suggested that the Lover's Point Pool should be added to the Lover's Point Park visit. Vice Chair Tulley added that he would like the Youth Center on the list. Further details were discussed. Public Works Director/Deputy City Manager Gho said he was not able to comment on the event at this time. Vice Chair Tulley and Commissioner Waissbluth volunteered to be part of the subcommittee. There was a discussion about the subcommittee logistics.

8. **NEXT MEETING**
August 22, 2024, at 4:00 PM at the Council Chamber, City Hall at 300 Forest Avenue, Pacific Grove, CA.

9. **ADJOURNMENT**
Rec Board Meeting adjourned at 4:56 PM

Draft minutes respectfully submitted by Commissioner Gamble.

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Leticia Livian, Human Resources Director

MEETING DATE: November 06, 2024

SUBJECT: First reading of an ordinance to amend the City Salary Classification Schedule for Police Chief

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Request City Attorney to read title of ordinance;
2. Motion to waive further reading of the ordinance;
3. Introduce and hold for first reading an Ordinance Amending Salary Classification Schedule to include salary for Police Chief;
4. Direct that publication of the ordinance will be satisfied by publication of a summary approved by the City Attorney;
5. Alternatively, discuss and take other action related to this item.

DISCUSSION

The City of Pacific Grove (City) is currently launching a recruitment with the assistance of the executive recruitment firm, Bob Murray and Associates, for its vacant position of Police Chief. The former Police Chief retired in October of this year.

The role of a Police Chief today involves navigating complex issues such as community policing, mental health crises, and evolving crime trends. In order to attract top candidates with proven track records and innovative approaches to law enforcement, the city needs to offer competitive salary and benefits.

A recent total compensation survey by Bryce Consulting Services shows that the current total compensation for the City's Police Chief is under the market for our area.

Total compensation includes the following: base salary, other pays (such as management incentive), longevity pay, allowances, education pay incentives, vacation cash-out, employer contributions to health plans, and employer deferred compensation contributions.

Chief of Police Classification Comparison

City	Total Monthly Compensation
Hollister	$27,613
Monterey	$26,235
Santa Cruz	$25,830

Salinas	$25,564
Seaside	$25,098
Marina	$24,899
Watsonville	$21,877
Pacific Grove	**$21,763**
Capitola	$20,128

Data is as of 9/1/2024

The city has a practice of providing compensation at 95% of market median for total compensation. From the chart above, the city is below that target. In order to bring the Police Chief classification up to 95% of market median for total compensation ($24,066 monthly), the following proposed hourly rate is recommended.

Police Chief	**1A**	**2B**	**3C**	**4D**	**5E**	**6F**	**7G**
Current	78.20	82.11	86.21	90.52	95.05	99.80	104.79
Proposed	87.82	92.21	96.82	101.67	106.75	112.09	117.69

The recommended action is for the City Council to request the City Attorney to read the title of the Ordinance and to waive further reading and introduce for first reading an Ordinance Amending the Salary Classification Schedule for Police Chief.

The requested change to the salary classification schedule will only impact the Police Chief classification. All other classification hourly salary ranges will remain the same. To view the entire salary schedule, please refer to the City's website. To view the revised classification hourly salary ranges for the classifications listed below, please see the related ordinance linked to this agenda report.

OPTIONS

1. Not approve the Ordinance amending the salary classification schedule for Police Chief.
2. Provide alternative direction to staff.

FINANCIAL IMPACT:

No impact to the FY 24/25 budget due to salary savings from several police department vacancies. The maximum total annual compensation increase using the top step of the proposed salary range compared to the top step of the current salary range is, $35,529. However, the successful candidate may not be hired at the top step and may be less than the maximum.

FOCUSED PRIORITY AREA: Not Applicable.

Attachments

Ordinance

ORDINANCE NO. 24-____

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PACIFIC GROVE AMENDING THE SALARY SCHEDULE TO ADD THE POLICE CHIEF CLASSIFICATION

Findings

1. A recruitment is underway for the Police Chief classification; and

2. A recent salary survey shows the Police Chief classification in under market for total compensation; and

3. The City's past practice is to target 95% of market median in total compensation; and

4. The salary schedule amendment seeks to establish a revised salary range for Police Chief and to bring total compensation to 95% of market median; and

5. Amendment to the salary schedule classification plan must be adopted by the City Council pursuant to Pacific Grove Municipal Code (PGMC) Section 4.20.280; and

6. In the enactment of this ordinance, the City followed the guidelines adopted by the State of California and published in the California Code of Regulations, Title 14, Section 15000, et seq. Enactment of this ordinance action does not constitute a "project" as defined by California Environmental Quality Act (CEQA) because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment pursuant Section 15378.

Ordinance

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE:

SECTION 1. The foregoing findings of the City Council are incorporated into this Ordinance as if set forth in full.

SECTION 2. The position classification plan approved and adopted by the City Council pursuant to PGMC § 4.20.280 is amended for the Police Chief classification.

Police Chief	1A	2B	3C	4D	5E	6F	7G
New	87.82	92.21	96.82	101.67	106.75	112.09	117.69

SECTION 3. The City Manager is directed to execute all documents and to perform all other necessary City acts to implement this Ordinance.

SECTION 4. In accord with Article 15 of the City Charter, this ordinance shall become effective on November 24, 2024.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE this_____day of November 2024, by the following vote:

AYES:

NOES:

ABSENT:

APPROVED:

_____
BILL PEAKE, Mayor

ATTEST:

_____
SANDRA KANDELL, City Clerk

APPROVED AS TO FORM:

_____
BRIAN PIERIK, City Attorney

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Joseph Sidor, Contract Planner

MEETING DATE: November 06, 2024

SUBJECT: Local Coastal Program Amendment - Coastal Hazards

CEQA: Statutory Exemption, CEQA Guidelines Section 15265, Adoption of Coastal Plans and Programs

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RECOMMENDATION

Adopt a Resolution of Intent to amend the Local Coastal Program (LCP), including the text, policies, and figures of the Land Use Plan (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the Implementation Plan (IP/Pacific Grove Municipal Code Section 23.90.140(b)).

DISCUSSION

In 2022, the City applied for and received a $100,000.00 grant from the California Coastal Commission (CCC) to update its coastal hazard mapping. This effort is intended to support a technical update or refinement of the City's Local Coastal Program (LCP) current coastal hazard overlay data which is based on modeling data from 2008. While using the current data in the processing of Coastal Development Permits, it became apparent that it was too broad or insufficiently detailed to determine when a Coastal Hazards Report would be required for a particular project. Thus, the City proposed to update the LCP hazard mapping by conducting a more detailed site-specific coastal hazard analysis that would provide more accurate data consistent with current state guidance on sea level rise.

The updated coastal hazards mapping will assist City staff when determining which properties within the Coastal Zone are susceptible to coastal hazards and need to submit a Coastal Hazards Report at the time of the proposed development application, and which properties are unlikely to be impacted and may be exempted from this requirement. Put another way, this more detailed analysis will provide staff with the tools to correctly determine when additional study may be required. Hence, the associated LCP amendment is a limited technical refinement of the policies and implementing regulations that will be used by City staff.

Since this effort is intended as a limited technical update to better inform applicants and City staff, CCC staff has advised City staff to tie the LCP amendments specifically to the technical analysis. Therefore, the proposed amendment is a technical refinement to the LCP and does not include substantive policy changes. Additionally, this proposed LCP amendment is limited by a very defined scope that was formulated by the CCC staff and included as part of the grant agreement and timeline. Thus, the City Council resolution authorizing submittal of the grant application (attached) defined the scope as follows: "... to update the background information and data needed to prepare an amendment to Section 23.90.140 (Coastal Hazards) of the Implementation Plan (IP) and Chapter 2.1 (Coastal Hazards) of the

Land Use Plan (LUP), as needed, ..." Therefore, for this particular LCP amendment, the City needs to remain within the parameters of the grant agreement and timeline (see **Timeline** below).

The grant funding was used to hire Integral Consulting to perform modeling and analysis of the City's coastline. Integral Consulting completed the technical analysis and presented an overview of the modeling methodology and key coastal hazard analysis results to the Planning Commission on August 8, 2024. The final report (Coastal Hazards Modeling Technical Methods and Results, August 19, 2024) is attached. City staff forwarded all public comments received prior to and on August 8, 2024, to the CCC staff to inform the collaborative discussion while drafting the LCP amendment.

Based on the results of the technical analysis, City staff and CCC staff prepared minor technical refinements to the text, policies, and figures of the Land Use Plan (LUP) and Implementation Plan (IP/PGMC Chapter 23.90). City staff coordinated extensively with the CCC staff to ensure that the final LCP amendments would be acceptable to the Coastal Commission and result in timely certification without any modifications. These minor amendments to the LCP are intended to implement the updated technical analysis and tools used to determine coastal hazard vulnerability. The draft amendments (attached) consist primarily of the following:

1) The addition of a definition for Critical Public Infrastructure (LUP Section 1.10).

   This definition will assist City staff in determining what constitutes Critical Public Infrastructure, which will be evaluated at a higher standard than development on private property. CCC staff provided guidance on the types of infrastructure to include in the definition.

2) Updates to the data and information sources (LUP Section 2.1.1).

   The addition or deletion of sources used to prepare the analysis of coastal hazards.

3) Update to LUP Figure 3 (LUP Section 2.1.2).

   LUP Figure 3 is updated to reflect the new technical analysis and data. It's also important to remember that LUP Figure 3 is a static "snapshot" and that City staff will use GIS data to complete an initial assessment.

4) Text revisions to Policy HAZ-12 (LUP Section 2.1.4).

   LUP Policy HAZ-12 would be amended to include a paragraph regarding critical public infrastructure and to differentiate between the level of review required for private and public development. Within the GIS data, an additional safety setback distance has been added to the calendar year 2100 erosion hazard zone to approximate a more severe sea level rise scenario for critical public infrastructure. LUP Policies HAZ-1 through HAZ-11 and HAZ-13 through HAZ-16 remain valid as written. No changes to these policies are necessary to continue LCP implementation nor to implement the updated coastal hazards technical analysis.

5) Text revisions to IP/PGMC Section 23.90.140(b).

   This revision shifts the responsibility for completion of an initial assessment to City staff. As currently written, an initial assessment prepared and submitted by an applicant would still require review and confirmation by City staff.

As intended and defined by the grant agreement, this is a minor technical update to the coastal hazards sections of the LCP.

On October 10, 2024, the Planning Commission considered the draft amendments as required by PGMC Section 23.84.020, and voted 6-0-1 (6 yes, 0 no, and 1 absent) to initiate the LCP amendment and recommend the City Council approve the amendments as proposed (Planning Commission Resolution Nos. 2024-004 and 2024-005).

Timeline

April 20, 2022 – City Council directed staff to apply for grant funding

November 9, 2022 – CCC grant agreement signed and funding awarded to the City

February 3, 2023 – City approves contract with Integral Consulting to perform technical analysis and mapping

January 29, 2024 – CCC approved grant amendment to extend the project deadline to March 30, 2025

June 4, 2024 – Draft technical analysis provided to City and CCC for review

August 8, 2024 – Draft technical analysis presented to the Planning Commission for public review and comment

August 19, 2024 – Final technical analysis and mapping completed

October 10, 2024 – Public hearing at the Planning Commission for proposed LCP amendments

November 6, 2024 – Public hearing at the City Council for proposed LCP amendments

Next Steps

Pursuant to the City Council's direction, CDD staff will prepare and submit an LCP amendment packet to the CCC for consideration and certification. Following CCC certification, the LCP amendment would return to the City Council for final adoption. The anticipated completion date for the LCP Amendment process is past the current grant agreement deadline; however, if necessary, CCC staff has indicated that the grant agreement deadline could be extended to, yet not beyond, June 30, 2025.

Noticing

City staff completed the required noticing pursuant to Pacific Grove Municipal Code Sections 23.86.040 and 23.90.070. On October 24, 2024, a Notice of Public Hearing was published in the Monterey County Weekly and posted at City Hall. In this case, no permanent structural development is proposed; therefore, story poles and netting are not warranted or required.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

In reviewing this action, the City has followed the CEQA statute adopted by the State of California as published in the California Public Resources Code, Division 13, §21000, et seq., and the California Code of Regulations, Title 14, §15000, et seq. (i.e., CEQA Guidelines). Pursuant to CEQA Guidelines Section 15265 (Adoption of Coastal Plans and Programs), an amendment to a Local Coastal Program is statutorily exempt. Per Section 15265, CEQA does not apply to activities and approvals pursuant to the California Coastal Act by any local government necessary for the preparation and

adoption of a local coastal program. This section shifts the burden of CEQA compliance from the local agency to the Coastal Commission. Pursuant to Public Resources Code Sections 21080.5 and 21080.9, and CEQA Guidelines Section 15251(f), the Coastal Commission is identified as a certified regulatory program which meets the requirements of Public Resources Code involving the preparation, approval, and certification of local coastal programs. As such, the Coastal Commission report that will be prepared for the LCP Amendment qualifies as a functional equivalent environmental review document with regard to CEQA. The analysis in the report (Coastal Hazards Modeling Technical Methods and Results) prepared for the LCP Amendment provides the Coastal Commission with the technical background information they require to analyze the proposed LCP Amendment. Therefore, the City is not required to take further CEQA action on the proposed LCP Amendment.

OPTIONS

1. Adopt the Resolution of Intent to amend the Local Coastal Program as proposed (staff recommendation); or
2. Discuss and take other action related to this item.

FINANCIAL IMPACT:

There is no financial impact associated with the processing and implementation of the proposed LCP Amendment related to Coastal Hazards. The $100,000 grant funding covered the costs associated with Integral Consulting's coastal mapping and analysis.

FOCUSED PRIORITY AREA: Infrastructure

Attachments

Draft Resolution of Intent

Draft LCP Amendment - LUP

Draft LUP Figure 3

Draft LCP Amendment - IP Ordinance

Coastal Hazards Modeling Technical Methods and Results

Planning Commission Resolutions 2024-004 and 2024-005

City Council Resolution 22-018 (Grant Application Authorization)

Public Comment

RESOLUTION 24 - ___

A RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF PACIFIC GROVE, PURSUANT TO PACIFIC GROVE MUNICIPAL CODE CHAPTER 23.84, TO AMEND THE LOCAL COASTAL PROGRAM, INCLUDING THE TEXT, POLICIES, AND FIGURES OF THE LAND USE PLAN (LUP SECTIONS 1.10, 2.1.1, 2.1.2, AND 2.1.4) AND TEXT OF THE IMPLEMENTATION PLAN (PACIFIC GROVE MUNICIPAL CODE, CHAPTER 23.90 (SECTION 23.90.140(b))

RECITALS

1. Section 65300 et seq. of the California Government Code requires each city to adopt a comprehensive, long-term General Plan for the physical development of each city.

2. On October 5, 1994, the City Council of the City of Pacific Grove ("City" or "City Council") adopted a city-wide General Plan ("General Plan") pursuant to California Planning, Zoning and Development law.

3. Section 30500 of the Public Resources Code requires each County and City to prepare a Local Coastal Program ("LCP") for that portion of the coastal zone within its jurisdiction.

4. On January 15, 2020, the City adopted the LCP, comprised of a Land Use Plan ("LUP") and Implementation Plan ("IP"), pursuant to the California Coastal Act and consistent with Section 30512 of the Public Resources Code. This separate mandate replaces policy guidance for most policy topics found in the General Plan and is applied in the Coastal Zone. The primary policy topics of noise and housing (to include other minor specific policies) are not addressed under the LCP - Coastal Act mandate although they are still applicable in the Coastal Zone under the jurisdiction of the General Plan – Planning Zoning and Development law mandate.

5. On March 11, 2020, the California Coastal Commission ("Coastal Commission") acknowledged certification of the City's LCP.

6. Section 30514 of the Public Resources Code provides for amendments to adopted LCP's in accordance with certain procedures. Proposed amendments are to be submitted to and processed by the Coastal Commission in accordance with applicable procedures. The City may make no more than three submittals of proposed amendments per calendar year; however, each submittal may contain multiple amendments. To date, the City has made no submittals of LCP amendments in 2024.

7. Pursuant to Public Resources Code Sections 30000 et seq., and Title 23 of the Pacific Grove Municipal Code ("PGMC"), the City may amend the adopted LCP provided the City follows certain procedures, including that the City of Pacific Grove Planning Commission ("Planning Commission") hold a noticed public hearing and make a written recommendation to the City Council on the proposed amendment of the LCP, and that the City Council hold a public hearing to determine whether to adopt a resolution of intent to approve, and if affirmative, submit the proposed amendment to the Coastal Commission for certification. The Coastal Commission may certify the amendments or may suggest modifications. The amendments become final and effective only after the Council acknowledges certification, including any suggested modifications, and formally adopts

the amendments and the Executive Director of the Coastal Commission confirms, without objection by the Coastal Commission, that the City's action conforms to the Coastal Commission's certification order.

8. Pursuant to Government Code Sections 65350 et seq., the City may amend the adopted General Plan provided the City follows certain procedures, including that the Planning Commission hold a noticed public hearing and make a written recommendation to the City Council on the proposed amendment of the General Plan. In this case, the proposed LCP amendment is consistent with the General Plan and no amendment to the General Plan is needed.

9. All policies of the General Plan and the Land Use Plan have been reviewed by the Community Development Department staff to ensure that the proposed amendments maintain the compatibility and internal consistency of the General Plan and the Land Use Plan.

10. Pursuant to Pacific Grove Municipal Code (PGMC) Sections 23.84.060, Findings, and 23.84.070, Amendments to the Local Coastal Program, in considering the proposed LCP Amendment, the City Council makes the applicable findings as described below.

11. In reviewing this action, the City has followed the CEQA statute adopted by the State of California as published in the California Public Resources Code, Division 13, §21000, et seq., and the California Code of Regulations, Title 14, §15000, et seq. (i.e., CEQA Guidelines). Pursuant to CEQA Guidelines Section 15265 (Adoption of Coastal Plans and Programs), an amendment to a Local Coastal Program is statutorily exempt. Per Section 15265, CEQA does not apply to activities and approvals pursuant to the California Coastal Act by any local government necessary for the preparation and adoption of a local coastal program. This section shifts the burden of CEQA compliance from the local agency to the Coastal Commission. Pursuant to Public Resources Code Sections 21080.5 and 21080.9, and CEQA Guidelines Section 15251(f), the Coastal Commission is identified as a certified regulatory program which meets the requirements of Public Resources Code involving the preparation, approval, and certification of local coastal programs. As such, the Coastal Commission report that will be prepared for the LCP Amendment qualifies as a functional equivalent environmental review document with regard to CEQA. The analysis in the report (Coastal Hazards Modeling Technical Methods and Results) prepared for the LCP Amendment provides the Coastal Commission with the technical background information they require to analyze the proposed LCP Amendment. Therefore, the City is not required to take further CEQA action on the proposed LCP Amendment.

12. The City of Pacific Grove Land Use Plan sections proposed to be amended, in a version showing the changes with strikethrough and underline and in a "clean" version, is attached hereto and incorporated herein by reference. The proposed ordinance amending the Implementation Plan is also attached hereto and incorporated herein by reference.

13. This is a minor technical update to the coastal hazard sections of the Local Coastal Program and is intended to implement the updated technical analysis and tools used to determine coastal hazard vulnerability. These amendments to the Land Use Plan (LUP) and Implementation Plan (IP) do the following:

a. Add a definition for Critical Public Infrastructure.

b. Update the data and information sources.

c. Update LUP Figure 3.

d. Revise the text of LUP Policy HAZ-12.

e. Revise the text of IP Section 23.90.140(b).

14. On October 10, 2024, the Planning Commission held a duly noticed public hearing to consider initiating amendments to the City's LCP, as required by PGMC Section 23.84.020, and making a recommendation to the City Council regarding approving amendments to the LCP, including amending the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)). On September 26, 2024, at least 10 days before the first public hearing date, notice of the hearing before the Planning Commission was published in the Monterey County Weekly. The Planning Commission, by a vote of 6-0-1 (6 yes, 0 no, and 1 absent), initiated the LCP amendments and recommended approval (Planning Commission Resolution Nos. 2024-004 and 2024-005). The Planning Commission resolutions were transmitted to the City Council as part of the November 6, 2024, agenda report.

15. On November 6, 2024, the City Council held a duly noticed public hearing to consider a resolution of intent to adopt the proposed amendments to the text, policies, and figures of the LUP and the text of the IP. On October 24, 2024, at least 10 days before the first public hearing date, notice of the hearing before the City Council was published in the Monterey County Weekly and posted at City Hall.

16. This amendment is intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

FINDINGS

Pursuant to Pacific Grove Municipal Code (PGMC) Sections 23.84.060, Findings, and 23.84.070, Amendments to the Local Coastal Program, in considering the proposed LCP Amendment, the City Council considered the Planning Commission resolutions, agenda report, written and oral testimony, and administrative record as a whole and, on that basis, finds that:

General Plan or Local Coastal Program Amendments

1. The proposed amendment is internally consistent with all other provisions of the local coastal program;

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and

3. The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested and anticipated land uses.

Zoning Ordinance Amendments

1. The proposed amendment is consistent with the general plan and the certified local coastal program; and

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and

3. The proposed amendment is internally consistent with applicable provisions of the Zoning Ordinance.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pacific Grove, hereby:

1. Determines that each of the Recitals and Findings set forth above is true and correct, and by this reference incorporates those Recitals and Findings as an integral part of this Resolution.

2. Adopts a resolution of intent to adopt the amended sections of the Land Use Plan, attached hereto and incorporated by reference.

3. Adopts a resolution of intent to adopt an ordinance, attached hereto and incorporated by reference, to amend the Implementation Plan.

4. Certifies that the amendments are intended to be carried out in a manner fully in conformance with the Coastal Act.

5. Directs staff to transmit the proposed amendments to the California Coastal Commission for certification together with materials sufficient for a thorough and complete review.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE on this 6TH day of November, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

BILL PEAKE, Mayor

ATTEST:

_____

SANDRA KANDELL, City Clerk

APPROVED AS TO FORM:

_____

BRIAN PIERIK, City Attorney

City of Pacific Grove
Draft Local Coastal Program (LCP) Amendment
Coastal Hazards Technical Refinements

Land Use Plan (LUP):

1.10 TERMINOLOGY USED IN THE LAND USE PLAN

Critical Public Infrastructure: Processes, systems, facilities, technologies, networks, assets, and services essential to the health, safety, security, or economic well-being of the City. Examples include, yet are not limited to, the following: potable water treatment facilities and distribution networks, wastewater treatment facilities, wastewater collection (i.e., sewer main lines) networks, stormwater infrastructure, public roads, other public utilities (e.g., gas, electrical, and internet/telephone), and public sidewalks/trails associated with public roads. Examples of non-critical public infrastructure would include, yet are not limited to, the following: public sidewalks/trails not associated with public roads and public parks.

2.1 COASTAL HAZARDS (HAZ)

2.1.1 Background – Coastal Hazards and Sea Level Rise

Large winter waves and bluff erosion have long been hazardous to the built environment, as well as to natural systems and resource management in the Coastal Zone. Now, added to those historical challenges are changes brought by global climate change and the effects of sea level rise. Global climate change is amplifying other threats to ocean and coastal ecosystems, including erosion, pollution, and habitat loss. This Land Use Plan contains policies to respond to and address these hazards in the City's planning and permitting process.

Among the most significant natural hazards along the Pacific Grove coastline are large winter storms and waves, and ongoing bluff and shoreline erosion. Impacts associated with storms, waves and erosion have fallen disproportionately on the built environment and natural systems at the ocean-land interface. In addition, the Hopkins Marine Station has long been listed as being particularly vulnerable to tsunamis. The City's 2015 Climate Change and Vulnerability Analysis outlines many of these challenges but indicates that tsunamis have a relatively lower potential for damage to life and property due to the configuration of Monterey Bay and orientation of the Pacific Grove Coastline.

The geologic foundation of the entire Monterey Peninsula is a granitic rock called granodiorite overlain by marine terrace deposits. The marine terrace deposits are typically between 2 and 12 feet thick and capped by topsoil. The marine terrace deposits general consist of uncemented, friable, thinly laminate to thickly bedded silty very fine to coarse grained sand with pebbles and cobbles. The upper six inches to four feet of the marine terrace deposits are dark brown and clay rich due to topsoil. The base is generally marked in spots by a cobble and pebble rich deposit where the terrace deposits rest on top of the wave-cut platform. The contact between the granodiorite rock and marine terrace deposits typically has a seaward gradient. The terrace deposits exposed in the upper bluff are extremely erodible and unstable. When ocean wave run up impacts the terrace deposits, they erode, particularly near the base. That process undermines the terrace deposits and the upper terrace deposits slump downward onto the bedrock platform.

The granodiorite rock is sturdy in earthquakes, resists waves, and generally breaks up into sand and gravel rather than mud so the water is clear. The upper portion of the granite is highly weathered and portions are prone to erosion. At depth the granite is less weathered and is very erosion resistant. Pacific Grove's Coastal Zone also includes areas of sand dune on the Asilomar coast, and marine terrace deposits along both the bay and ocean shores. There are rock bluffs consisting of bedrock that is slowly eroding and decomposing, which separates the exposed rocky shore and beaches from the coastal terrace and dune landforms immediately inland. There are also rock outcrops and promontories, boulders, offshore sea stacks, and a string of islets off of point Pinos, all of which contribute to an extraordinarily scenic coastline. The granodiorite erodes very slowly, replenishing the sand supply which is not fed by the littoral drift that disperses into other beaches on the southern shore of Monterey Bay.

The Asilomar Dunes complex is a distinct geologic formation that extends from Point Pinos to Cypress Point in Pebble Beach. In Pacific Grove, the Asilomar Dunes encompass the area between Asilomar Avenue and the shoreline. The dune landforms are composed almost entirely of pure quartz sand, which accounts for the beautiful white sand beaches whose well-rounded frosted quartz grains indicate they were at one time in a dune field in the open air, away from the water.

The exposed granite rock mass at the Pacific Grove shoreline is generally erosion-resistant, except for localized erosion where wave action at faults can break the rock. This fracturing is minimal both on the City's northeast shoreline along Monterey Bay, due to its orientation away from the predominantly northwest direction of the waves; and on the Asilomar coastline along the open ocean, due to the many off-shore reefs that dissipate the wave energy. The most rapid erosion along the shoreline has occurred in the natural coastal terrace deposits and midden, and various areas of rock and soil fill. A combination of ground squirrel and other animal activities; wave and tidal action; stormwater runoff and heavy pedestrian use has resulted in localized shoreline erosion sometimes affecting trails, bluffs, parking lots, and even the road. The City has historically sought to remedy this problem through a sea wall and rip rap revetment construction program and other shoreline armoring. As a result, the natural and scenic character of the Bay shoreline within the City has been altered to some extent by shoreline armoring that has been installed between Point Pinos and the Monterey Bay Aquarium at the City's eastern boundary.

While bluff erosion along the Pacific Grove shoreline has generally been a localized problem, the winter storms of 1982-83 resulted in extensive damage. Rip rap revetments were washed out, storm drains were damaged, and parking areas were destroyed by the strong waves from these storms. Except for Hopkins Marine Station, a portion of the Monterey Bay Aquarium, two single family residences, and sewer pumping stations, the immediate shoreline area is used predominately for open space recreational purposes.



Damage from strong storm surges at Hopkins Marine Station. Photo Credit - Gary Griggs, Ph.D., presentation: Sea-Level Rise, Shifting Shorelines and El Niño 11/11/15



Monterey Herald pictures of storm surges crashing over Ocean View Boulevard, Pacific Grove CA. Photo Credit- Monterey Herald, 2001.

The natural coastal hazards and sea level rise policies in the Land Use Plan recognize the potential risks and hazards associated with development along Pacific Grove's coast, including the probable impact of climate change and associated sea level rise. Land Use Plan policies both govern potential development in this area and address potential impacts. The best available science at the time of Coastal Development Permit review, including data and information recommended for use by the *California Adaptation Planning Guide* and the California Coastal Commission's *Sea Level Rise Policy Guidance* must be used to help determine sea levels and potential hazards until such time as new data and information is available. This data may include:

- Cal-Adapt interactive website designed to provide data and information produced by the State's scientific and research community that provides a view of how climate change might affect California at the local level;
- The Ocean Protection Council's 2024 Science and Policy Update on Sea Level Guidance: State of California Sea Level Guidance;
- ~~The National Research Council's 2012 Report: *Sea Level Rise for the Coasts of California, Oregon and Washington: Past Present and Future*; and~~
- California Geologic Survey's California Tsunami Hazard Area Maps for Monterey County;
- Local data as available, which in the case of Pacific Grove currently includes the data set from the *Monterey County Multi-Jurisdictional Hazard Mitigation Plan – Final Draft 2014* and the City of Pacific Grove Climate Change Vulnerability Assessment, completed in January 2015;
- National Data Buoy Center (Scripps Institution of Oceanography Station 46249 – Cabrillo Point, and NDBC Station 46042 – Monterey Bay); and
- Monterey Tide Gauge (NOAA Station 9413450).

All the above listed reports project that climate change will intensify a variety of coastal hazards, as a result of sea level rise.

A *Climate Change and Vulnerability Analysis Report*, as well as a *Background Report*, both dated January 12, 2015 were prepared in support of the Local Coastal Program. Potential climate changes that may affect Pacific Grove's Coastal Zone include increases in temperature, shifts in precipitation, higher sea level, more severe storms, and ocean acidification. Although a secondary impact of climate change, Pacific Grove's Coastal Zone is also at increased risk of exposure to wildfire. Specific changes are difficult to predict, and considerable complexities arise when calculating potential risks.

The City's *Climate Change and Vulnerability Analysis* found that Pacific Grove's development pattern, particularly the City's coastal park and trail system, in conjunction with setting development back from the coast, well-position the City's residential and commercial areas to help withstand effects of sea level rise and tsunami inundation. Additionally, the City's location on granitic bluffs also limits erosion susceptibility. Nevertheless, the City may be susceptible to potential impacts, as all areas along California's coast are subject to some level of inherent hazards risk. The climate change and vulnerability assessment modeling showed potential flooding along the City's coastline, including the City's coastal park system and developed residential areas. Additionally, modeling utilized in the City's *Climate Change and Vulnerability Analysis* showed erosion potential, again primarily along the City's north shore, which, in the long run, would affect the City's coastal parks and trails along with areas developed with residential, commercial and institutional uses. Figure 3, Coastal Hazards and Areas of Potential Sea Level Rise, shows the areas of potential hazards related to projected sea level rise as identified in the Coastal Hazards Modeling Technical Methods and Results ~~*Climate Change and Vulnerability Analysis*~~ report prepared in ~~2015~~2024.

The best available and most recent scientific information with respect to the effects of long-range sea level rise, including the coastal hazards analysis identified in the *Background Report* and *Climate Change and Vulnerability Analysis*, must be considered in the preparation of findings and recommendations for all geologic, geotechnical, hydrologic, and engineering investigations. Furthermore, the City will continue to consider the findings of future scientific studies that increase and refine the body of knowledge regarding potential sea level rise and coastal hazards in Pacific Grove and along the Monterey Bay, and possible responses to it. Additionally, the City may utilize the variety of academic institutions and non-governmental organizations in the region with expertise in climate change such as the University of California Santa Cruz, California State University Monterey Bay, Naval Postgraduate School, Middlebury Institute for International Studies at Monterey, Stanford-Hopkins Marine Station, Stanford-Center for Ocean Solutions, the Nature Conservancy, and the Monterey Bay Aquarium, to assist the City with data collection and research regarding the potential impacts of climate change and possible adaptation responses. Also, data from the Monterey Tide Gauge (NOAA Station 9413450) which was installed in 1973 can be utilized to report local sea levels and track sea level rise.

2.1.2 Coastal Act Policies – Coastal Hazards and Sea Level Rise

Various parts of the Coastal Act support policies in Local Coastal Program Land Use Plan that address climate change, sea level rise, and coastal hazards. Additionally, the California Coastal Commission Sea Level Rise Policy Guidance provides information for local municipalities updating Local Coastal Programs. The guidance document recognizes that the Coastal Act supports:

1. Use of best available science to guide decisions;
2. Minimization of coastal hazards through planning and development standards;
3. Maximization of protection of public access, recreation, public views and other coastal resources; and
4. Maximization of agency coordination and public participation.

Coastal Act policies relating to shoreline processes and natural hazards require that shoreline protection structures, such as seawalls, only be permitted where they serve coastal-dependent uses or protect existing structures or beaches in danger from erosion. The Coastal Act also requires that shoreline protection structures be designed to eliminate or mitigate adverse impacts on local shoreline sand supply (Public Resources Code §30235). Further, other coastal policies require that any development, such as shoreline protective devices, among other things, be sited and designed to:

1. Prevent degrading impacts to Environmentally Sensitive Habitat Areas (Public Resources Code §30240);

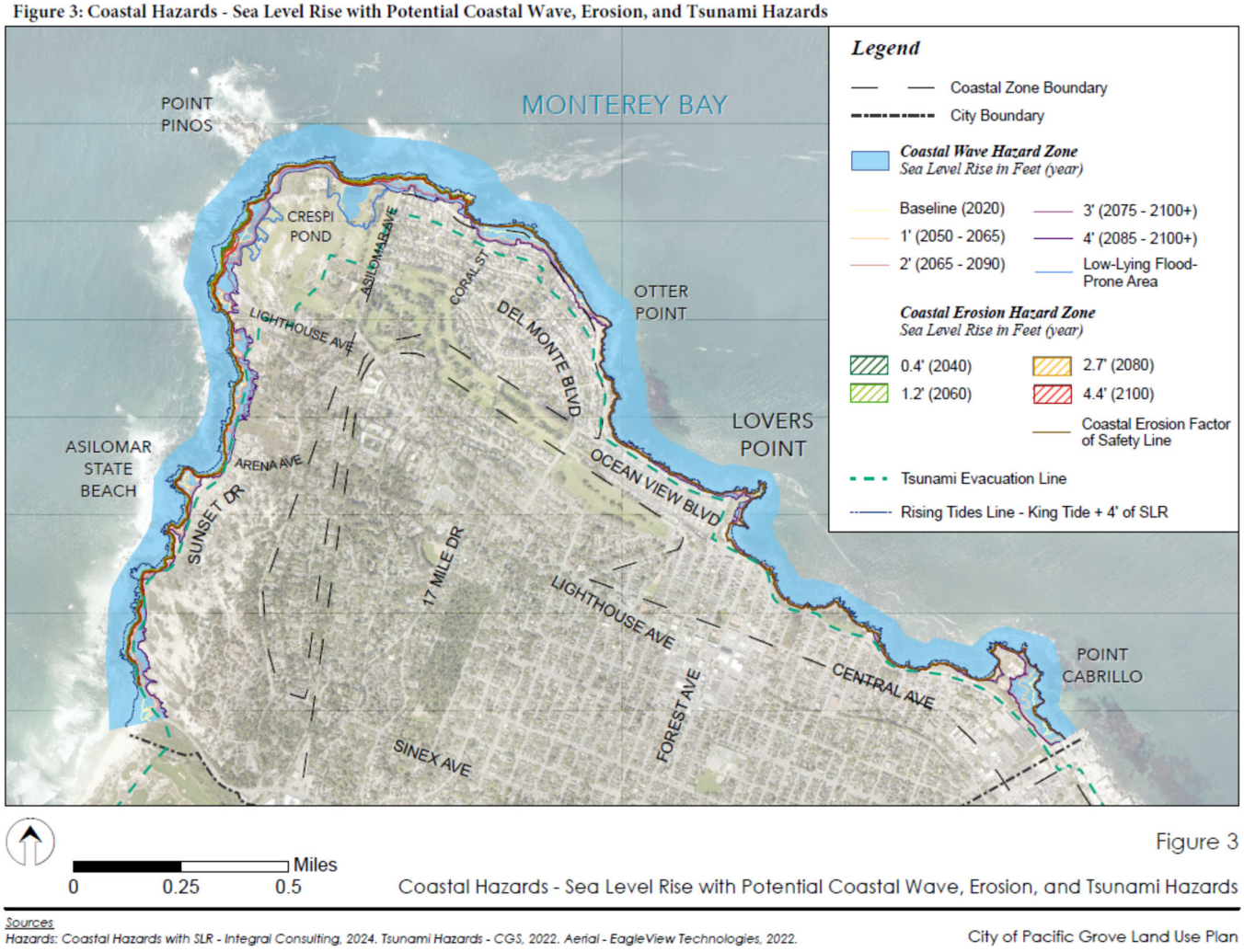
2. Mitigate adverse impacts to archeological resources (Public Resources Code §30244);

3. Protect ocean views, minimize the alteration of natural land forms, and be visually compatible with and subordinate to the surrounding character of the area (Public Resources Code §30251); and

4. Provide, and not interfere with, maximum public recreational access to and along the shoreline (Public Resources Code §§30210, 30211 and 30212).

Finally, Coastal Act policies require that all new development minimize risks to life and property in hazard areas (Public Resources Code §30253(a)) and not create, nor contribute to, erosion, instability, destruction of a site, or require protective devices that substantially alter natural bluff and cliff forms (Public Resources Code §30253(b)).

Figure 3: ~~Coastal Hazards and Areas of Potential Sea Level Rise~~
Coastal Hazards - Sea Level Rise with Potential Coastal Wave, Erosion, and Tsunami Hazards



2.1.3 General Plan and Other Policies – Coastal Hazards and Sea Level Rise

The Pacific Grove General Plan commits ocean front lands to open space and recreational uses. The combination of public ownership and existing City policies and ordinances severely limit physical structures on the immediate shoreline area. The effect of the policies and public ownership along the shoreline is to help reduce the risks to life and property from storm and tsunami hazards and bluff erosion. However, certain policy areas, such as the effect of the construction of shoreline protective devices, among others, are not specifically covered by the Pacific Grove General Plan and are addressed in this Land Use Plan, the Implementation Plan, and the future Shoreline Management Plan. The Pacific Grove shoreline is an irreplaceable resource and its preservation as a natural living shoreline is a matter of great public importance. Therefore, the intent of the Local Coastal Program is to ensure that shoreline protective devices and other shoreline altering development are only utilized in limited situations and only when all coastal resource impacts are appropriately and proportionately mitigated, consistent with this Section.

2.1.4 Land Use Plan Policies – Coastal Hazards and Sea Level Rise

The following Land Use Plan policies on shoreline hazards supplement existing City policies and regulations by providing for:

New development and redevelopment that is sited and designed to be safe from potential coastal hazards and in a manner that may not require future shoreline protective devices;

Specific attention to the possible effects of shoreline protective device construction;

Implementation of City policy calling for detailed park planning along the shoreline in order to maximize public access, find methods to minimize bluff erosion, and reduce other potential impacts on coastal resources; and

Expanded policies addressing protection from storm wave and tsunami hazards and the impacts associated with sea level rise while protecting coastal resources.



Tsunami Hazard Zone Sign. Photo Credit: www.NOAA.gov

HAZ-1. The City will continue to gather information on the effects of sea level rise and other coastal hazards on Pacific Grove's shoreline, including identifying vulnerable areas, structures, facilities, and resources, specifically areas with priority uses such as public access and recreation resources, Environmentally Sensitive Habitat Areas, and existing and planned sites for public infrastructure. Updates to the LCP, including through any vulnerability assessment, shall use the best available science, including the best available scientific estimates of expected sea level rise and potential resultant impacts. The information gathered should address multiple time frame horizons (e.g. 2025, 2050, and 2100) and sea level rise scenarios, as appropriate and feasible.

HAZ-2. Based on the information gathered over time per Policy HAZ-1, the City will conduct an evaluation at least every 10 years (and in response to significant storm events resulting in erosion) as to whether additional policies and other actions for inclusion in the LCP are necessary in order to better address the impacts of sea level rise and other coastal hazards, particularly those related to erosion.

As applicable, such periodic evaluations may result in LCP changes to hazard policies designed to:

a) require relocation of existing or planned development, including development already protected by shoreline protective devices, to safer locations or higher elevations and restoring shoreline areas to natural conditions if feasible, including working with entities that plan or operate infrastructure;

b) modify allowable land uses in hazardous areas, and modify siting and design standards for development, to avoid and minimize risks and better protect coastal resources;
c) better protect wetlands and Environmentally Sensitive Habitat Areas;
d) update standards for determining erosion rates;
e) ensure long term protection of the function and connectivity of existing public recreational access facilities and resources; and
f) require modifications to existing shoreline protective devices to ensure that such devices are meeting then-current standards and are functioning in a way that has the least impact on coastal resources as possible, including evaluation of possible removal and shoreline restoration.

HAZ-3. The City will monitor sea level rise and request changes to the Coastal Zone boundary, as appropriate and feasible. The City will minimize the need for construction of new shoreline protective devices through management and, where necessary, restoration of the coastal park lands, including control of pedestrian use, parking, and ground squirrel and other rodent, vermin, or animal activities.

HAZ-4. The City will maintain a warning system and procedures for protection of life and property in coastal areas that are subject to storm and tsunami hazard, including informing visitors to the shoreline of the potential danger of large waves, and will coordinate closely with the Monterey County Office of Emergency Services on the implementation and future amendment of the Monterey County Multi-jurisdictional Hazard Mitigation Plan. New development subject to tsunami hazards shall prepare a tsunami preparedness plan that describes evacuation procedures and other protocols for addressing a potential tsunami event.

HAZ-5. The City will endeavor to coordinate planning and management of the coastal park lands with adjacent jurisdictions and other public agencies such as the City of Monterey, Monterey County, State Water Resources Control Board, National Oceanic and Atmospheric Association (Monterey Bay Sanctuary), Bureau of Land Management (California Coastal National Monument), the California Department of Parks and Recreation, the California Department of Fish and Wildlife, the United States Coast Guard, and the California State Lands Commission, which has decision-making authority on policies that affect land below the mean high tide line. The City should also coordinate planning and management of the coastal park lands on its downcoast borders with the Pebble Beach Company and other large private landowners, where feasible.

HAZ-6. The City will prepare a Shoreline Management Plan (SMP), consistent with the parameters set forth in HAZ-2, to evaluate potential actions to guide the management of public parklands along the shoreline while considering the effects of sea level rise, best protecting coastal resources, as well as circulation and utility infrastructure. The SMP, when approved by the Coastal Commission, will function as a tool to help maximize public access and protect coastal resources along the City's shoreline.

HAZ-7. The City will strive to minimize erosion of the shoreline by directing people to use public access pathways and stairways. The City will coordinate public recreation and access points with the Bureau of Land Management to ensure that public access use is designed to mitigate adverse impacts to the California Coastal National Monument and its geological, biological, cultural, and visual resources.

HAZ-8. Development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall also assure stability and structural integrity, shall not create nor contribute significantly to erosion, geologic instability, or destruction of the site, and shall not substantially alter natural landforms. Public infrastructure, public recreational access facilities, and coastal-dependent development shall be developed in a manner consistent with Policy HAZ-10, and may qualify for shoreline protective devices only if in imminent danger from erosion consistent with HAZ-15 and HAZ-16. All other development shall be developed in a manner consistent with Policy HAZ-9.

HAZ-9. Development shall be sited and designed to avoid impacts from coastal hazards, including but not limited to, erosion, episodic and long-term shoreline retreat, flooding, inundation, storm waves, high seas, tidal scour, and tsunamis, including in relation to sea level rise, over the life of the development. As a condition of approval for all coastal development that at some point during its lifetime may be subject to coastal hazards, the Applicant shall record a deed restriction against the properties involved in the application acknowledging that the development site may be subject to coastal hazards.

HAZ-10. New public recreational access facilities (e.g. public parks, trails, and paths), public infrastructure (e.g. public roads, sidewalks, and public utilities), and coastal-dependent development (any development or use that requires a site on, or adjacent to, the sea to be able to function such as Hopkins Marine Station) shall be sited and designed in such a way as to limit potential impacts to coastal resources over their lifetime. See also Policy HAZ-15.

As appropriate, such development may be allowed within shoreline areas only if it meets all of the following criteria:

1. The development shall to the maximum extent feasible be sited and designed to be removable without significant damage to shoreline and/or bluff areas.

2. The development shall only be allowed when it will not cause, expand, or accelerate instability of a bluff.

HAZ-11. In order to minimize potential damage to life and property from coastal hazards, development and the use of land below the 20-foot elevation (as measured from mean high tide) shall be limited to coastal dependent and coastal related development, open space, low intensity public recreational access facilities and uses, public infrastructure, allowable shoreline armoring and coastal access facilities, and, at Lovers Point, Hopkins Marine Station, and Monterey Bay Aquarium, coastal dependent development. Other legally established existing development and uses below the 20-foot elevation may remain, but shall be relocated above the 20-foot elevation (or simply removed) should it become threatened by coastal hazards or should they redevelop. Costs for relocation shall be borne by the property owner. Regardless, no new major critical public infrastructure (e.g., new water/wastewater treatment facilities) shall be allowed seaward of Ocean View Boulevard or Sunset Drive. To the maximum extent feasible, existing major critical public infrastructure shall be relocated outside of this area.

HAZ-12. Development proposed in potential hazard areas, including but not limited to those that are mapped as hazardous in Figure 3, shall be evaluated for potential coastal hazards at the site using intermediate-high scenario sea level rise projections, based on ~~all~~ readily available information and the most current and recently adopted ~~best~~ available science (e.g., State of California Sea Level Rise Guidance). If the initial evaluation determines that the proposed

development may be subject to coastal hazards over its lifetime, a site-specific hazards report prepared by a qualified geologist/engineer is required, the purpose of which is to ensure that such development can be built in a manner consistent with applicable LCP coastal hazards policies. Proposed development on properties that are determined not to be subject to coastal hazards over its lifetime would not be subject to additional site-specific hazards analysis.

With respect to critical public infrastructure specifically, such development shall be evaluated for potential coastal hazards using high scenario sea level rise projections, based on readily available information and the most current and recently adopted available science (e.g., State of California Sea Level Rise Guidance). If the initial evaluation determines that the proposed critical public infrastructure development may be subject to coastal hazards over its lifetime, a site specific hazards report prepared by a qualified geologist/engineer is required, the purpose of which is to ensure that such development can be built in a manner consistent with applicable LCP coastal hazards policies and will be safe from extreme sea level rise projections either through its design or through the development of an adaptation plan to be implemented in the future.

HAZ-13. Repair and maintenance of existing legally established shoreline protective devices (including restacking dislodged rock rip-rap in revetments within the approved revetment profile and texturing/contouring a vertical seawall per the approved surface treatment, but not including replacement, augmentation, addition or expansion) shall only be allowed if the shoreline protective device is required to protect public infrastructure, public recreational access facilities, and coastal-dependent development in critical danger from erosion (i.e., when a site-specific analysis determines the development would be unsafe to use or occupy within two years). If it is not so required, then the shoreline protective device shall be removed and the affected area restored. Any such allowable repair and maintenance projects shall include measures to address and mitigate for any coastal resource impacts the device is having, including with respect to public views and public recreational access.

HAZ-14. New shoreline protective device development (including replacement, augmentation, addition and expansion associated with an existing device) shall only be allowed where required to protect public recreational facilities (e.g., public parks trails, and paths), public infrastructure (e.g., public roads, sidewalks, and public utilities), and coastal dependent development (e.g., certain Hopkins Marine Station development) in imminent danger from erosion. Such devices shall only be utilized if no other feasible, less environmentally damaging alternative is available, such as relocation, beach nourishment, non-structural drainage and native landscape improvements, or other similar non-structural options. Such non-structural options shall be used and prioritized wherever possible to protect coastal resources, including coastal habitats, public recreational uses, and public access to the coast.

Where such non-structural options are not feasible in whole or in part, soft structural alternatives (e.g., sand bags, vegetation, etc.) shall be used and prioritized wherever possible before more significant shoreline protective devices (including, but not limited to, seawalls, revetments, breakwaters, groins, bluff retention devices, and piers/caisson foundation systems). Shoreline protective devices shall not be constructed to protect non coastal-dependent development, other than public recreational facilities and public infrastructure that do not otherwise constitute coastal-dependent development, or where other measures can adequately mitigate erosion hazards. All construction associated with shoreline protective devices and repair or maintenance or augmentation of existing protection devices shall be designed to eliminate or mitigate adverse impacts to the California Coastal National Monument and its geological, biological, cultural and visual resources.

HAZ-15. New shoreline protective devices shall be sited and designed to avoid coastal resource impacts to the maximum extent feasible, including through eliminating or mitigating all adverse impacts on local shoreline sand supply (including sand and beach area that are lost through the shoreline protective device's physical encroachment on a beach, fixing of the back beach, and prevention of new beach formation in areas where the bluff/shoreline would have otherwise naturally eroded, and the loss of sand-generating bluff/shoreline materials that would have entered the sand supply system absent the device); protecting and enhancing public recreational access; protecting and enhancing public views; minimizing alteration of, and be visually subordinate to, the natural character of the shoreline; avoiding impacts to archeological resources; and protecting other coastal resources as much as possible.

Shoreline protective devices shall be required to mitigate impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resource impacts in 20-year increments, starting with the building permit completion certification date. Permittees shall apply for a coastal permit amendment prior to expiration of each 20-year mitigation period, proposing mitigation for coastal resource impacts associated with retention of the shoreline protective device beyond the preceding 20-year mitigation period, and such application shall include consideration of alternative feasible mitigation measures in which the permittee can modify the shoreline protective device to lessen its impacts on coastal resources, including potential removal.

HAZ-16. When development is proposed, property owners with any structures that are associated with and/or protected by existing shoreline protective devices shall be required to provide an assessment of the continued efficacy of such devices, including an evaluation of whether the devices can be removed or modified (and affected areas restored to natural conditions) in light of the development proposed (e.g., if the development is being relocated inland) to better protect coastal resources, in terms of public recreational access resources, while still providing necessary coastal hazard protection. If the assessment indicates that they can be so removed or modified, including if the assessment indicates that there is greater coastal resource benefit to removal or modification of the shoreline protective device, then the removal or modification shall be required as a condition of any approval for the development. In all cases, shoreline protective devices shall only be authorized until the time when the qualifying development that is protected by such a device is no longer present and/or no longer requires armoring.

Figure 3: Coastal Hazards - Sea Level Rise with Potential Coastal Wave, Erosion, and Tsunami Hazards



Figure 3

Coastal Hazards - Sea Level Rise with Potential Coastal Wave, Erosion, and Tsunami Hazards

PGCC 11-6-24

Sources

Hazards: Coastal Hazards with SLR - Integral Consulting, 2024. Tsunami Hazards - CGS, 2022. Aerial - EagleView Technologies, 2022.

ORDINANCE NO. 25 - ___

AN ORDINANCE OF THE CITY OF PACIFIC GROVE AMENDING THE TEXT OF SECTION 23.90.140 OF THE PACIFIC GROVE MUNICIPAL CODE (PART OF THE IMPLEMENTATION PLAN OF THE CITY'S LOCAL COASTAL PROGRAM)

RECITALS

WHEREAS, Section 30500 of the Public Resources Code requires each County and City to prepare a Local Coastal Program ("LCP") for that portion of the coastal zone within its jurisdiction; and

WHEREAS, on January 15, 2020, the City of Pacific Grove ("City") adopted an LCP (City Council Resolution No. 20-001), comprised of a Land Use Plan ("LUP") and Implementation Plan ("IP"), pursuant to the California Coastal Act and consistent with Section 30512 of the Public Resources Code; and

WHEREAS, on March 11, 2020, the California Coastal Commission ("Coastal Commission") acknowledged certification of the City's LCP; and

WHEREAS, the LCP is final, adopted and certified and took effect on the certification date of March 11, 2020; and

WHEREAS, the City determined it appropriate to codify the IP as Chapter 23.90 of the Pacific Grove Municipal Code (PGMC), and did so via the adoption of Council Ordinance No. 20-023; and

WHEREAS, Section 30514 of the Public Resources Code and the PGMC Chapter 23.84 provide for amendments to adopted LCP's; and

WHEREAS, on October 10, 2024, the Planning Commission of the City of Pacific Grove ("Planning Commission") considered, at a duly noticed public hearing, the initiation of an LCP amendment, as required by PGMC Section 23.84.020, to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)), and the Planning Commission voted to recommend the City Council adopt the proposed LCP amendment (Planning Commission Resolution Nos. 2024-004 and 2024-005); and

WHEREAS, on November 6, 2024, the City Council of the City of Pacific Grove ("City Council") considered, at a duly noticed public hearing, the proposed LCP amendment to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)); and

WHEREAS, notice of the public hearing before the City Council was published in the Monterey County Weekly and posted at City Hall on October 24, 2024; and

WHEREAS, in considering the proposed LCP Amendment, the City Council considered the Planning Commission resolutions, the agenda report, the written and oral testimony, and the administrative record as a whole; and

WHEREAS, pursuant to CEQA Guidelines Section 15265 (Adoption of Coastal Plans and Programs), an amendment to a Local Coastal Program is statutorily exempt; and

WHEREAS, this amendment is intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

NOW, THEREFORE, THE COUNCIL OF THE CITY OF PACIFIC GROVE DOES ORDAIN AS FOLLOWS:

SECTION 1. The foregoing recitals are adopted as findings of the City Council as though set forth fully herein.

SECTION 2. The City Council makes the following findings pursuant to PGMC 23.84.060:

1) The proposed amendment is consistent with the general plan and the certified local coastal program;
2) The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and
3) The proposed amendment is internally consistent with other applicable provisions of the Zoning Ordinance.

SECTION 3. The Pacific Grove Municipal Code is amended as follows:

Chapter 23.90
Local Coastal Program Implementation Plan
Section 23.90.140 Coastal Hazards

(a) In order to protect life, property, and coastal resources from coastal hazards, and to maintain consistency with the LCP's land use plan (LUP), development shall conform to all applicable land use plan coastal hazards policies and the following requirements:

(b) Applications for All Development Potentially Subject to Coastal Hazards.

(1) Initial Coastal Hazards Assessment. City staff ~~The applicant~~ shall conduct ~~submit~~ an initial site assessment screening to determine whether the site may be subject to coastal hazards over its lifetime (generally over at least the next 75 years). The initial site assessment shall be based on readily available information and the most current and recently adopted available science (e.g., State of California Sea Level Rise Guidance). The screening shall include a review of CDPs issued or applied for at the subject site and immediate vicinity, technical reports, resource maps, aerial photographs, site inspection, current coastal hazard GIS layers, and the LCP's coastal hazard map in LUP Figure 3. Maps can be used as a resource for identification of coastal hazard areas; however, absence of mapping cannot alone be considered absence of hazard, and local site conditions must be examined at the time of coastal permit application using the best available science.

(2) Coastal Hazards Report. Where the initial site assessment reveals that the proposed development ~~is located on or seaward of Ocean View Boulevard or Sunset Drive, mapped within LUP Figure 3, and/or otherwise~~ may be subject to coastal hazards over the next 75 years, a site-specific coastal hazards report (report) shall be prepared. The report shall at a minimum provide for:

….

SECTION 4. The City Manager is directed to execute all documents and to perform all other necessary City acts to implement effect this Ordinance.

SECTION 5. Severability. If any provision, section, paragraph, sentence, clause or phrase of this ordinance, or any part thereof, or the application thereof to any person or circumstance is for any reason

held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, or any part thereof, or its application to other persons or circumstances. The City Council hereby declares that it would have passed and adopted each provision, section, paragraph, subparagraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, paragraphs, subparagraphs, sentences, clauses or phrases, or the application thereof to any person or circumstance, be declared invalid or unconstitutional.

SECTION 6. In accord with Article 15 of the City Charter, this ordinance shall become effective on the thirtieth (30th) day following passage and adoption hereof and following certification by the California Coastal Commission.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE THIS ____ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
_____, Mayor

ATTEST:

_____
SANDRA KANDELL, City Clerk

APPROVED AS TO FORM:

_____
BRIAN PIERIK, City Attorney

City of Pacific Grove

Coastal Hazards Modeling Technical Methods and Results



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August 19, 2024

ACKNOWLEDGMENTS

Integral Consulting Inc.

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City of Pacific Grove

- Joseph Sidor, Contract Senior Planner
- Garrett McCown, Associate Planner & RFP Coordinator

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A draft of this report was submitted July 10, 2024.

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ACRONYMS, ABBREVIATIONS, AND DEFINITIONS

backshore	Extreme inland limit of the beach
BFE	Base flood elevation
bluff	Soft unconsolidated materials found in the marine terrace deposits
cliff	Hard consolidated rock made primarily of granodiorite in Pacific Grove
DEM	Topographic digital elevation model
dunes	Areas where wave action and onshore winds have led to sand deposition, located landward of the beach
FEMA	Federal Emergency Management Agency
NAVD 88	North American Vertical Datum of 1988; the vertical control datum used for surveying.
NOAA	National Oceanic and Atmospheric Administration
total water level	The combined effect of wave run-up height, storm surge, tides, and sea level elevations
TRI	Terrain Ruggedness Index
USGS	U.S. Geological Survey

EXECUTIVE SUMMARY

Integral Consulting Inc. (Integral), with funding from the California Coastal Commission (Grant Agreement LCP-22-02), has conducted a detailed city-wide, parcel-scale coastal hazard modeling assessment to support the City of Pacific Grove (City) in updating their LCP and coastal hazard overlay and updating their parcel vulnerability assessment. The impetus for this project came from several sea level rise reports submitted as part of Coastal Development Permit (CDP) applications under the 2020 revised Local Coastal Program for the City. Each of these site-specific technical reports identified substantially less risk from coastal hazards than previously identified, placed an extra reporting burden on local landowners, and required additional City planning resources which ultimately slowed down the local planning decision making process.

This assessment relied on the 2024 California sea level rise guidance for the intermediate-high sea level rise scenario and analyzed up to 4.4 feet of sea level rise by 2100. The following technical memorandum provides a synopsis of the methods and major findings for Task 1, Conceptual Model; Task 2, Coastal Hazard Modeling; and Task 3, Revised Vulnerability Assessment.

The conceptual site model development evaluated previous shoreline research, and relevant publicly available data sets, and collected new topographic data to provide a site model of detailed shoreline characteristics, nearshore conditions, and history of coastal hazards along the City's coastline. The coastal hazard modeling task applied the conceptual shoreline site model information coupled with an ensemble of cliff erosion models to project future coastal cliff erosion hazard extents and to document uncertainties in those estimates over a range of sea level rise scenarios. In addition, coastal storm wave runup extents and future high tide inundation based on future sea level rise scenarios were mapped. Results of the coastal hazard exposure modeling was then applied in a revised vulnerability assessment, which identified the at risk land use parcels and structures exposed to coastal hazards. The timing of impacts to parcels and structures are reported by future sea level rise elevations and a corresponding time period in the future.

This mapping and vulnerability assessment is intended to update the prior coastal hazard overlay conducted by EMC Planning in 2015 for the Pacific Grove Local Coastal Program Update. The 2015 coastal hazard overlay mapped a total of 87 parcels and 70 structures exposed to coastal storm wave flood hazards by 2100 with 4.6 feet of sea level rise. This new coastal storm wave flood hazard modeling effort identified 69 parcels and 28 structures exposed to coastal wave hazards by 2100 with 4.0 feet of sea level rise. While the sea level rise horizons between both studies are slightly different, this is a reduction of 18 parcels and 42 structures. The 2015 coastal erosion hazard overlay only extended from Hopkins Marine Station to Point Pinos and mapped a total of 319 parcels and 290 structures exposed by 2100 with 4.6 feet of sea level rise. This revised coastal erosion hazard modeling effort took a more

site-specific approach, taking into account more detailed wave modeling, wave dissipation from the offshore rocks, and the hard rock geology of the City's shoreline, and projected a significant reduction in erosion from the previous study. This study mapped the entirety of the City's shoreline and identified 23 parcels, and only one structure exposed to coastal erosion hazards by 2100 with 4.4 feet of sea level rise.

The projected coastal storm wave flood hazards in both studies show many similarities and identify elevated exposure in a few distinct areas including at Hopkins Marine Station, the Beach Tract / Fairway Homes neighborhood west of Shell Ave, the Asilomar Dunes Neighborhood north of Arena Ave, and Point Pinos and the Pacific Grove Golf Links. Parcels of particularly high risk in these areas may benefit from additional site-specific technical studies.

The assessment has been conducted on a City-wide scale and should serve as a parcel-level screening tool for both the City and its landowners to identify properties that may require more detailed parcel-specific analysis and possibly include additional project elements to address these future hazards. The benefit would be a more streamlined planning process and transparency in decision-making for local landowners.

DISCLAIMER

This information is part of an ongoing process to understand and prepare for coastal hazards and sea level rise for the City of Pacific Grove. The coastal hazard layers are intended as planning tools to illustrate projected hazard exposure under a variety of future sea level rise scenarios. This information is advisory in nature and not binding with respect to any actions that the City of Pacific Grove, the California Coastal Commission, California State Lands Commission, Monterey Bay National Marine Sanctuary, US Army Corps of Engineers, or any other regulatory agencies may take.

There are inherent uncertainties associated with modeling and projecting future coastal hazards and their potential impacts. The spatial data layers are based on model outputs and cannot account for all complex and dynamic ocean, terrestrial, and anthropogenic processes or for future adaptation approaches such as shoreline protection upgrades. In addition, these data layers do not include projected flooding from rainfall-induced runoff events, erosion or flooding precipitated by land use change, or tsunamis. Flooding due to sea level rise and the various coastal hazards is possible in areas outside of those projected in this study, and even the best projections cannot guarantee the safety of an individual parcel or structure.

Although every effort was made to review all parcel and structure data received from other sources, neither the City of Pacific Grove nor its consultant, Integral Consulting Inc., can verify the completeness or accuracy of all spatial data. For this reason, we do not accept responsibility for any errors, omissions, or positional inaccuracies. The City of Pacific Grove and Integral Consulting Inc. assumes no liability for any damages alleged to have occurred due to

reliance upon the information contained herein. Users of this data are strongly cautioned to verify all information.

1 INTRODUCTION

1.1 PURPOSE OF THIS STUDY

This study is part of the City of Pacific Grove's (City) Coastal Hazards Overlay, and this technical memorandum serves to complete the deliverables for Task 1, Conceptual Site Model; Task 2, Coastal Hazard Modeling; and Task 3, Revised Vulnerability Assessment. This technical memorandum projects long-term cliff erosion, storm wave flooding, and tidal inundation with sea level rise, as well as summarizes the risk to land use parcels and structures. The coastal hazard modeling was completed using a suite of state-of-the-science models and incorporated data and input from three previous technical and research studies, as well as incorporating the latest sea level rise guidance from the State of California.

1.2 STUDY AREA

For the purposes of this study, the coastline is organized into three coastal sections as described in the City neighborhood planning areas. Study area sections are as follows and can be seen in Figure 1:

- The western section of the City is characterized by a rocky shoreline with pocket beaches and backed by aeolian dunes perched on top of hard granodiorite bedrock and wide expanses of offshore rock (average surf zone width of 245 ft). This area experiences higher wave energy than other areas of the city. The mean cliff height in this region is 19 feet. This area extends from the southern City boundary at Asilomar Dunes to Crespi Pond in the north. This area is henceforth referred to as **Section 1, or Asilomar Dunes**.
- The northern section of the City is characterized by a mix of seawalls and riprap, natural rocky promontories and pocket beaches, backed by low terrace cliffs, and less offshore rock than Section 1 (average surf zone width of 117 ft). The mean cliff height in this region is 22 feet. This area extends from Crespi Pond to Lovers Point Park. This area is henceforth referred to as **Section 2, or Beach Tract / Fairway Homes**.
- The eastern section of the City is characterized by a mostly rocky and armored coastline, and backed by low terrace cliffs and less offshore rock than Section 1 (average surf zone width of 107 ft). The mean cliff height in this region is 23 feet. This area extends from Lovers Point Park to Hopkins Marine Station. This area is henceforth referred to as **Section 3, or Pacific Grove Retreat**.

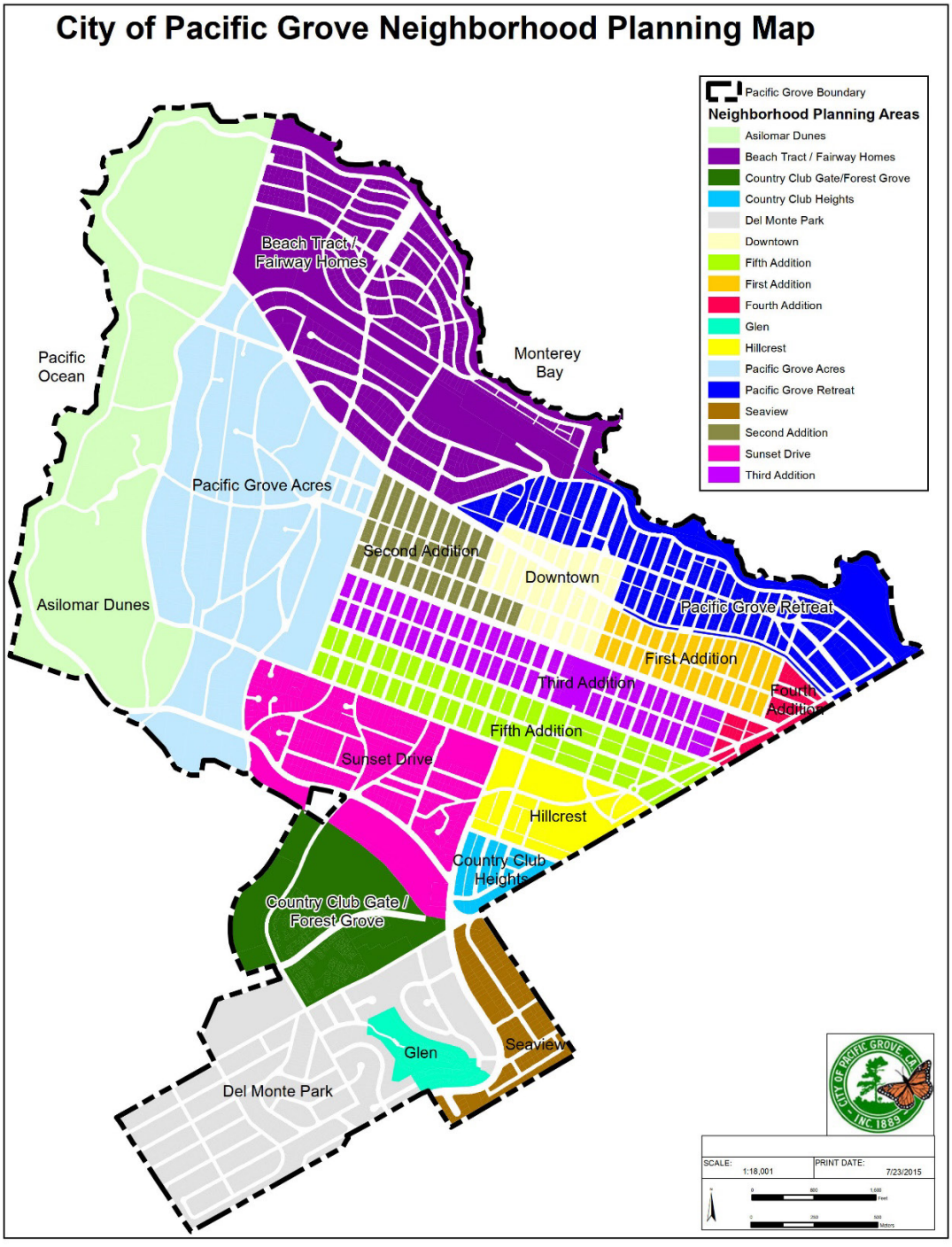


Figure 1. Neighborhood delineations within the City of Pacific Grove.

1.3 COASTAL HAZARDS

This study evaluated the following coastal hazards:

- **Coastal cliff erosion**—includes erosion of the cliff and is projected every 20 years into the future (2040, 2060, 2080, and 2100) with up to 4.4 ft of sea level rise. Also includes a projection of a 30-year erosion setback line, which can be interpreted as the area exposed to erosion in the near term and can be used as a factor of safety.
- **Coastal wave flooding**—includes coastal wave flooding inundation and is representative of wave runup during a 100-year coastal storm event.[1] Coastal wave flooding was modeled using X Beach 1D with 1, 2, 3, and 4 ft of sea level rise. The volume of water filling the low-lying area of Crespi Pond and the Pacific Grove Golf Links was not modeled explicitly but mapped as a low-lying flood-prone area based on the interpretation of maximum wave runup elevations, contour elevations, and expected future flooding.
- **Tidal inundation**—evaluated using the highest astronomical tide (7.21 ft NAVD88) with 4 ft of sea level rise for a total of 11.21 ft NAVD88.

1.3.1 Coastal Cliff Erosion

Coastal erosion is a complex process shaped by various factors resulting in the ongoing retreat of cliffs. The factors that contribute to erosion encompass marine forces (such as wave energy), terrestrial forces (including rainfall, groundwater flow, and burrowing animals), and terrestrial conditions (like geologic rock type, grain size, joint density, or the presence of coastal armoring). Together, these elements are the primary factors that contribute to coastal cliff erosion. Two erosion processes occur simultaneously along the cliff-backed shoreline: the first is the erosion of the softer marine terrace deposits (or bluffs) and aeolian dunes that overlay the hard slowly erodible granodiorite bedrock within the City, and the second involves the long-term weathering and dislodging of rocks in the granodiorite bedrock, which occurs at a very slow rate. In conjunction, these processes will lead to the inland retreat of the cliff along the City's shoreline.

1.3.2 Wave Environment

The waves that approach Pacific Grove are characterized by three dominant types depending on their wave source and direction (Figure 2). Most wave energy approaches the study site from the northwest and west (Storlazzi and Wingfield 2005) by waves generated by cyclones in the North Pacific and tends to peak in wave height during the winter months (up to 26 ft). During the summer, southern hemisphere waves produce smaller waves with longer wave periods (greater than 20 seconds). Between April and October, mid-sized and slightly shorter

[1] Wave run up extents were mapped at the 2% runup elevation, or R2%.

periods of wind waves also approach Pacific Grove from the northwest (Storlazzi and Wingfield 2005).

The wave climate fluctuates over interannual and longer time periods with ocean-atmosphere oscillations like the El Niño Southern Oscillation (ENSO). These storms tend to follow a more southerly track when El Niño conditions are strongest, resulting in more erosion potential for the study area. El Niño conditions generally occur every three to seven years, with particularly intense events every 10 to 20 years (Storlazzi and Griggs 1998). There are also longer-term climatic oscillations such as the Pacific Decadal Oscillation, warm phases of which have been associated with periods of increased storm frequency and intensity, resulting in accelerated erosion rates (Russell and Griggs 2013).

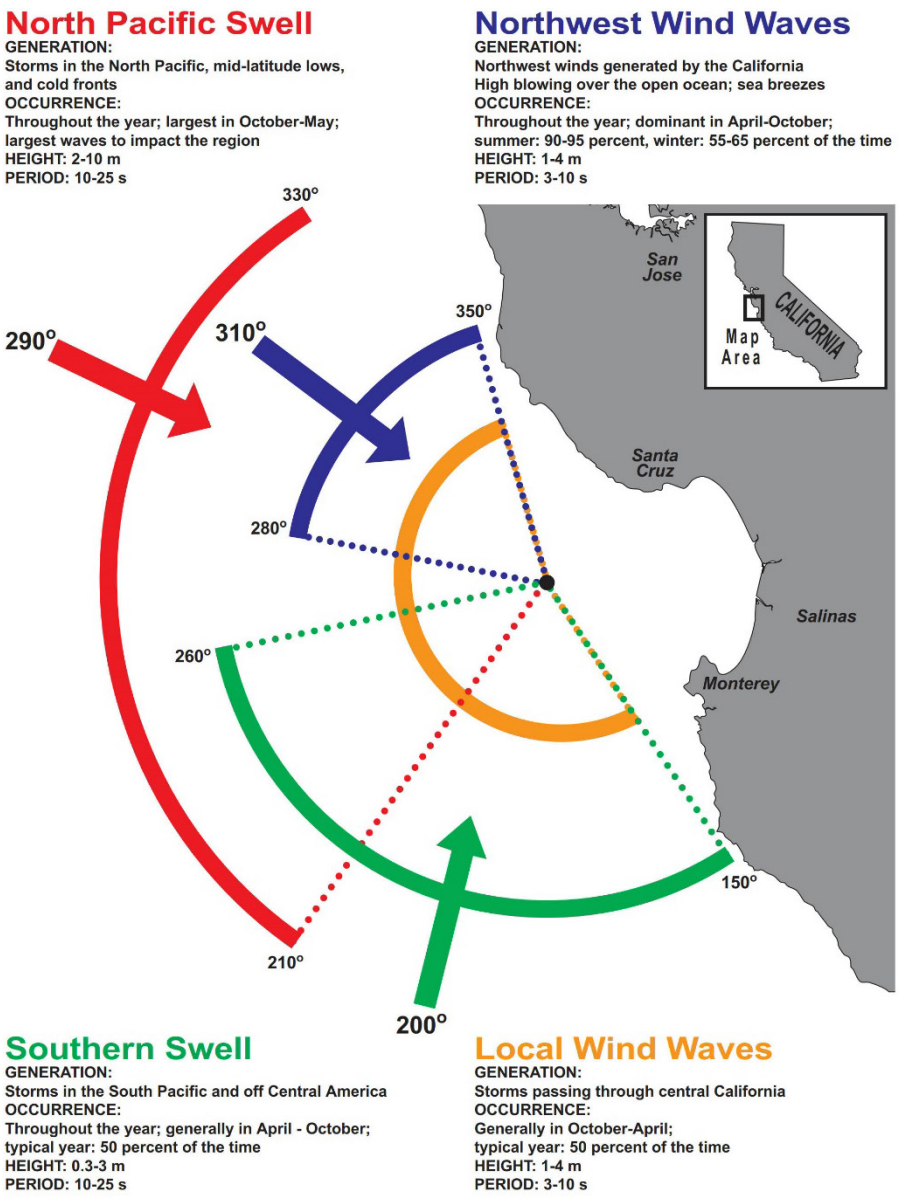


Figure 2. Diagram depicting dominant wave types, directions, and seasons for Pacific Grove and Monterey Bay. Source: Storlazzi and Wingfield (2005).

The National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA), is intended to reduce future flood damage by encouraging local governments to adopt floodplain management regulatory programs. The regulatory Flood Insurance Rate Maps identify base flood elevations according to a 1%-annual-chance total water level elevation (formerly known as 100-year storm wave elevation) at the coast. The base flood elevations in the City vary from 16 to 27 ft based on the varying wave exposure, with the

highest base flood elevations (BFEs) at the rocky headlands off of Point Pinos and Point Cabrillo.

1.3.3 Sea Level Rise Projections

The projected acceleration of sea level rise in the near term is a result of human-induced climate change and is driven by the thermal expansion of ocean water and the melting of terrestrial ice as the Earth warms. Global climate models indicate that California will see significant sea level rise during this century, with the exact magnitude depending on factors such as global greenhouse gas emissions and the Earth's energy imbalance, the rate at which oceans absorb heat, land ice melting rates, movement of land-based ice sheets, and local land subsidence or uplift.

According to California's Office of Environmental Health Hazard Assessment, the central coast of California experienced about 8 in. of sea level rise from 1900 to 2020, and the rate is projected to increase over this century (OEHHA 2022). In January 2024, the California Ocean Protection Council (OPC) issued the Draft State of California Sea Level Rise Guidance: 2024 Science and Policy Update meant to assist local jurisdictions with sea level rise planning. Based on this most recent State guidance, this study evaluated an intermediate-high scenario, described as a scenario in which rapid ice sheet loss processes contribute to sea level rise, with a probability of up to 20% that 2100 sea level rise will reach 4.4 ft by 2100 (see Table 1 and Figure 3).

Table 1. Probabilistic projections for future sea level rise by year for Monterey.

From Draft OPC 2024 Guidance	
Year	**Intermediate-High Scenario**
2020	0 (baseline)
2040	0.4
2060	1.2
2080	2.7
2100	4.4

Source: OPC and OST (2024). Projected sea levels using the Monterey tide gauge. Values have been adjusted by shifting the baseline year from 2000 to 2020. Sea level rise rates are referenced to high emissions scenarios.

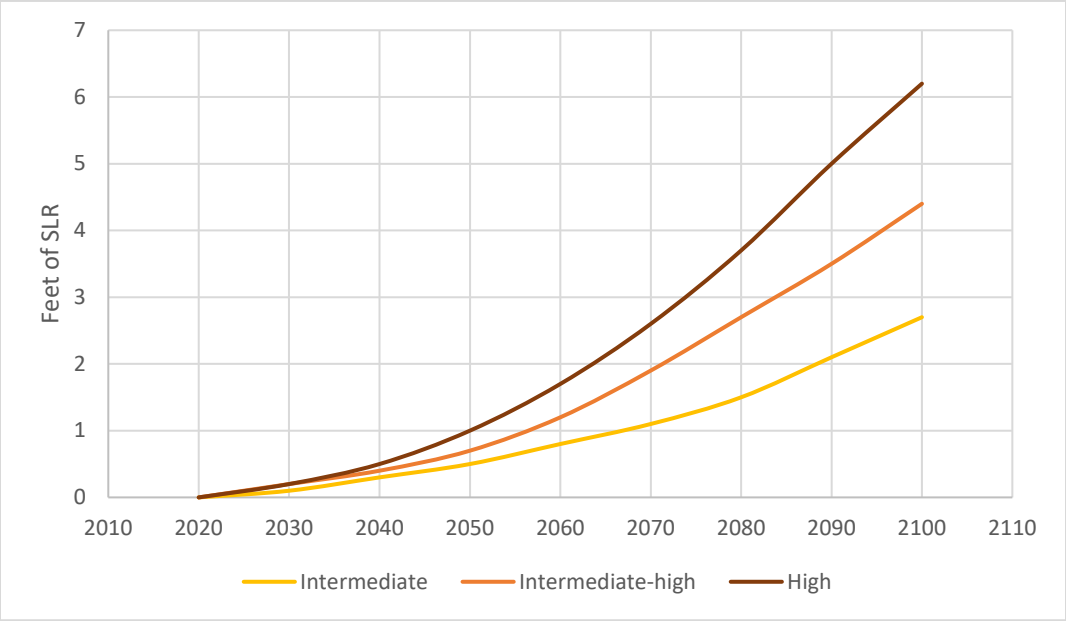


Figure 3. Intermediate, intermediate-high, and high predictions of future sea level rise, based on draft OPC guidance (OPC and OST 2024). These three scenarios are recommended by the State of California to inform appropriate sea level rise planning and project decisions. The erosion models in this analysis are based on the intermediate-high scenario.

The coastal hazard models applied in this study utilize different approaches in associating sea level rise and time. For the erosion study, a time component is integrated into the model, which necessitates selecting a specific sea level rise curve for the analysis. For this study, the intermediate-high sea level rise curve was incorporated into the coastal erosion model. For the wave runup in this study, only specific water levels are required for the model, and these associated sea level rise elevations can occur over a range of future years. For the sake of simplicity and consistency with current State guidance sea level rise scenarios of existing conditions (0), and 1, 2, 3, and 4 ft of sea level rise were used. The sea level rise elevation values and associated estimated ranges of future years of occurrence used in these models are shown in Table 2.

Table 2 Time horizons and associated sea level rise (SLR) scenarios used in the coastal wave runup and erosion hazard analysis in this study. Wave runup uses a linear sea level rise horizon, while coastal erosion uses a linear timeline.

Wave Runup Hazards		Coastal Erosion Hazards	
Year(s)	**Sea Level Rise**	**Year**	**Sea Level Rise**
2020	0	2020	0
2050–2065	1	2040	0.4
2065–2090	2	2060	1.2
2075–2100+	3	2080	2.7
2085–2100+	4	2100	4.4

2 TASK 1 CONCEPTUAL SITE MODEL AND COASTAL HAZARD MODELING METHODS

This section provides an overview of the City's coastal setting and describes the prior research that informed this study as well as the data sources that were utilized in the characterization of the City's shoreline to best apply the detailed coastal hazard modeling and vulnerability assessment.

2.1 PRIOR STUDIES

Three site-specific shoreline and coastal hazard assessments were conducted recently: a comprehensive shoreline assessment as part of the City's Shoreline Management Plan (SMP), a coastal trail study and plan around Point Pinos, and a site-specific coastal hazards assessment of Stanford's Hopkins Marine Station. Together, these prior studies provided input into the conceptual site model and helped to create a detailed characterization of the shoreline, with estimates of historical erosion rates, determination of 30-year erosion setback distances, and projected wave runup extents with sea level rise. The estimates of historical erosion rates from these previous studies were incorporated into this study, and the estimates of wave runup were used as a secondary data reference point to check model results. Details on these prior assessments can be found below:

- **The Point Pinos Coastal Trail Project (2017)** included a coastal hazard assessment conducted by Haro, Kasunich & Associates, Geologists and Geotechnical Engineers (HKA), and Timothy C. Best, Engineering Geologist, CEG. As part of the long-term trail planning effort, HKA and Timothy Best produced a geologic and technical assessment that determined historical erosion rates and a 30-year erosion setback line for the area from the Great Tide Pool to Coral Street.
- **The Pacific Grove Shoreline Master Plan (2020)** was led by City staff along with a multi-disciplinary team of consultants including Eisen|Letunic, Moffatt & Nichol, and Dudek. This effort produced estimates of short-term and long-term coastal erosion and a 30-year erosion setback line for the area from Asilomar Avenue to Hopkins Marine Station. It also determined runup extents and overtopping volumes along the coast from Jewell Avenue to Hopkins Marine Station.
- **Stanford's Hopkins Marine Station Sea Level Rise Vulnerability and Adaptation Report (2021)** was led by Stanford's Land, Buildings & Real Estate with a team of Integral Consulting and HKA. The study projected maximum wave runup extents and flood depths, coastal erosion extents with sea level rise, and site-specific vulnerabilities.

2.2 COASTAL MODELING PARAMETERS

Coastal cliff erosion modeling relies on simplifications of reality that relate cliff retreat to multiple geomorphic, geologic and coastal process (waves and tides) related factors. These factors include:

- **Geomorphic:** cross-shore profiles, cliff-top and -toe elevations, foreshore slopes, surf zone widths, surf zone roughness, backshore types, and historical shoreline positions
- **Coastal processes**: tides, wave heights, wave direction and wave periods contributing to wave runup and a sum total water level elevation As sea level rises the frequency, duration and elevation of total water levels is expected to increase and accelerate coastal cliff erosion.

Detailed below are the methods used to determine these model parameters.

2.2.1 Backshore Conditions (Soils and Geology) and Erosion Processes

The City has a highly crenulated coastline with rocky headlands, offshore rocks, nearshore reefs and small pocket beaches backed by dune fields and low marine terraces that are approximately 3 to 10 ft in depth (Pacific Grove 2017). The coastline stretches for approximately 5 miles from Asilomar State Beach in the west to the Hopkins Marine Station in the east. The crest of the coastal dunes and cliffs varies from approximately 16.8 to 24.3 ft NAVD88, with an average crest height of 21.3 ft NAVD88. The contact between the bedrock and dune / marine terrace typically has a seaward gradient; however, in some local areas, portions of the bedrock platform slope gently landward, such as around Crespi Pond

Along the coast, pocket beaches composed of sand, cobble, and boulders appear among rocky headlands with offshore rocks that are relatively resistant to coastal erosion. The overlying, terrace and dune sediments are much more erosion-prone. The bedrock along the contact between bedrock and terrace sediments is highly weathered due to the relatively high exposure to wave attack (Pacific Grove 2017). For erosion modeling and mapping purposes, projected erosion distances represent the crest of the cliff or dune.

Historically, the City has experienced episodic erosion from large storm wave events. As a result, the City's coastline has a variety of shoreline protective devices and also many locations where erosion repairs placed artificial fill (often fronted by coastal armoring) that lies above the bedrock material. These locations often correspond with the oceanfront parking areas which provide important coastal access amenities. The areas where these repairs have occurred or coastal armoring has been placed often show cliff accretion, which is impossible by natural means, and this posed some difficulty in discerning natural historical erosion rates and storm erosion distances. Where data was available, historical erosion rates that preceded the shoreline fill and armoring were used for these sections.

2.2.2 Historical Shoreline Positions and Erosion Rates

Historical erosion rates underpin the cliff erosion modeling and so much care was taken to document baseline erosion conditions, which are then accelerated for future cliff erosion modeling. To determine historical erosion rates for the shoreline, this study relied on three sources of information:

1. For the section of the coast that corresponds with the Point Pinos Trail (from the Great Tide Pool to Coral Street), HKA and Best (2017) determined historical erosion rates based on shoreline changes measured from aerial photographs from 1945, 1976, and 2016.
2. For the section of coast that corresponds with the Pacific Grove Recreation Trail (from Asilomar Avenue near Crespi Pond to Hopkins Marine Station), Dudek and Moffat & Nichol (2020) determined historical erosion rates based on shoreline changes measured from aerial photographs from 1945, 1976, and 2003.
3. For the entire City's coastline, Integral Consulting Inc. (Integral) determined historical erosion rates based on an endpoint erosion rate method relying on aerial photographs from 1945 and the project-derived topographic lidar and associated air photos collected in December 2022 and January 2023.

To determine historical erosion rates, the reference historical aerial photographs were georeferenced, and cliff-top positions were digitized manually. For the more recent data years, such as 2022/2023, the cliff-top position was digitized manually using a range of imagery products including a high-resolution multidimensional hillshade derived from a project-specific LiDAR survey, a change in slope surface, and a high-resolution orthoimage. For the section of the coastline from the Great Tide Pool to Coral Street, this study relied on the cliff-top position determined from the Point Pinos Trail project.

To generate statistics on historical erosion rates, the Integral team utilized the Digital Shoreline Assessment System (DSAS), an ArcGIS-based tool developed by the U.S. Geological Survey (USGS). Within DSAS, digital shorelines are used as inputs, and the tool calculates erosion rates using a variety of statistical methods based on how the shoreline position has changed measured across 10-foot spaced cross-shore transects[2].

Erosion rates were aggregated for each of these smaller backshore sections from each of the three studies above. Each of these subsections was organized by similarities in orientation, backshore type (armor or unarmored), geology, exposure to wave attack, and presence/absence of offshore rocks to dissipate wave energy. In total, 105 separate backshore areas were used to parcel location-specific erosion hazard distances, and the historical erosion rates for these areas are shown in Figure 4.

[2] A total of 2,473 transects were used to calculate rates for the DSAS analysis

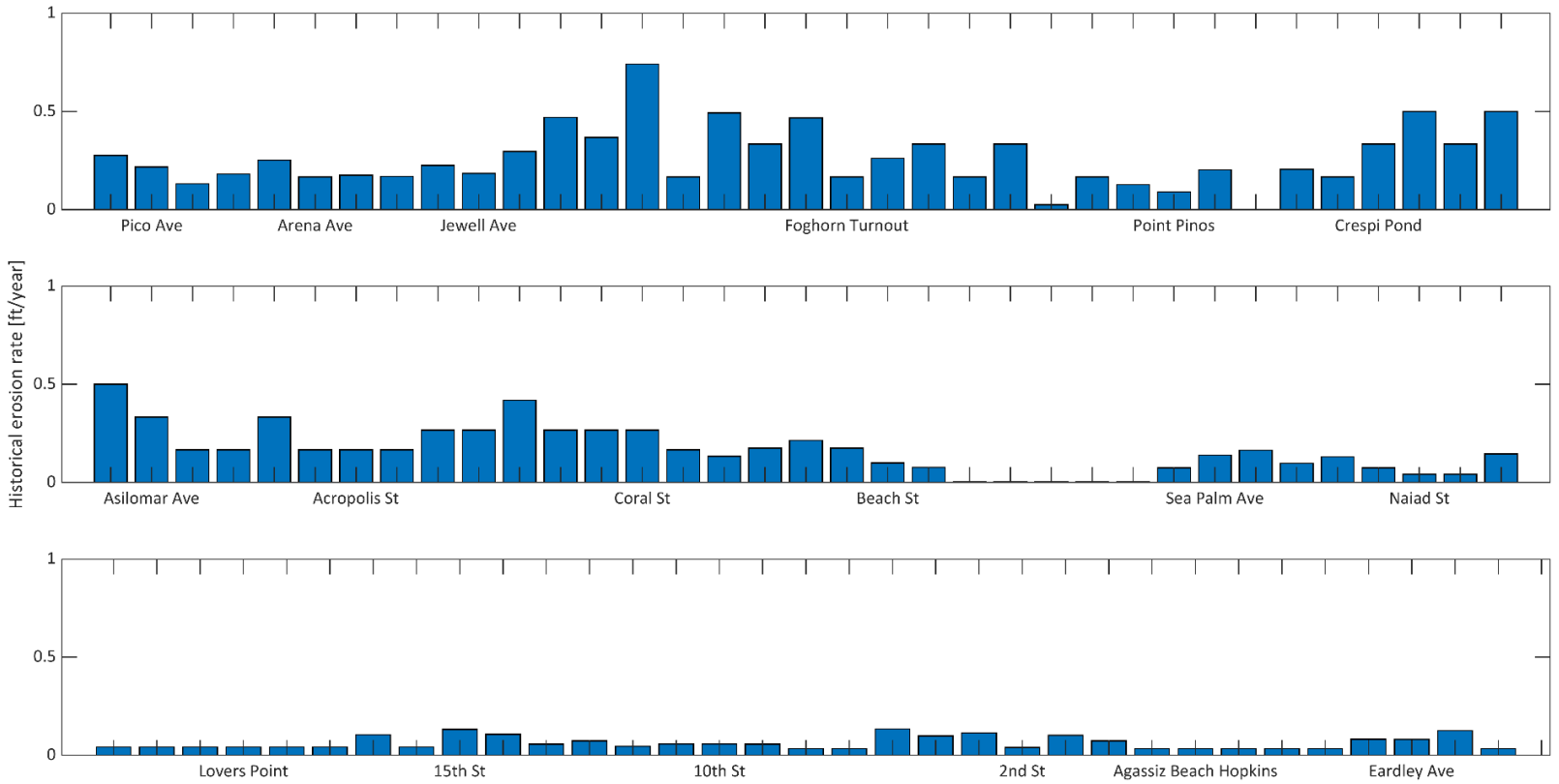


Figure 4. Average annual erosion rates in feet per year across each of the 105 coastal sections of the City (1945-2023).

For this study, the Integral team attempted to locate and georeferenced the best available historical aerial photograph series. However, because there is still significant horizontal and vertical uncertainty in any historical aerial data set, as well as differences in how erosion rates are measured, this study incorporated the erosion rate calculations by the HKA and Dudek teams as well. Dudek estimated erosion rates from Asilomar Avenue eastward, and HKA estimated erosion rates from Lighthouse Avenue to Coral Street. Thus, for all segments of the coast except for the open coast south of Lighthouse Avenue, there were at least two calculations of historical erosion rates from distinct studies. The Integral team utilized these calculations to develop an estimate of uncertainty in historical erosion rates. For areas with two or three historical erosion rates, we used the range of historical erosion rate estimates to determine a minimum, a mean, and a maximum historical erosion rate. For the Asilomar Dunes area, where Integral's historical erosion rate calculations were the only ones available, our team calculated the minimum and maximum values by adding and subtracting the standard deviation between all of the studies. For some segments of the coast, erosion rates were zero or positive due to armoring and filling, and for these areas, the team filtered the historical rate to 1 mm/year, or 0.04 in./year, so as not to project future accretion.

2.2.3 Elevations, Slopes, and Cliff Top /Toe Locations

Digital elevation models (DEMs) were used to develop cross-shore profiles, which informed the elevations of important cliff and dune features. These data were sourced from the National Oceanic and Atmospheric Administration (NOAA) Digital Coast website and from the Association of Monterey Bay Area Governments as well as the project specific collected topographic survey described above.

This effort was also informed by the collection of elevation data and orthographic imagery from an unmanned aerial vehicle (UAV drone) equipped with a camera to collect imagery, and a LiDAR sensor[3] to collect topographic elevations. The UAV was flown in December 2022 and January 2023 during king low tides and resulted in a DEM of 1-ft resolution. This DEM was utilized to develop inputs for the wave runup and erosion modeling tasks, including cliff and dune crest and toe locations, foreshore slopes, and surf zone roughness.

The elevation models considered in this study are presented in Table 3.

[3] The LiDAR sensor uses light from a laser to measure the distance to the earth's surface, enabling measurements of topographic elevation.

Table 3 Elevation models considered in this study.

Source	Year	Season
Integral and Walls Land+Water UAV LiDAR Flight	2022/2023	Winter
Federal Emergency Management Agency	2018	Spring
U.S. Geological Survey	2016	Spring
U.S. Army Corps of Engineers NCMP	2014	Winter
U.S. Army Corps of Engineers NCMP	2010/2011	Winter
Association of Monterey Area Governments	2010	Summer
U.S. Army Corps of Engineers NCMP	2009	Fall
U.S. Geological Survey	1998	Spring
U.S. Geological Survey	1997	Fall
USGS CoNED Topobathy	Multiple	Variable

Locations of the toe and top of the cliff or armoring structure were manually digitized from high-resolution aerial imagery collected by a UAV flight done by Integral in 2022-2023 and verified using a multidimensional hillshade derived from the LiDAR survey, a change in slope surface, and a high-resolution orthoimage. For the section of the coast that corresponds with the Point Pinos Trail (from the Great Tide Pool to Coral Street), this study relied on the previously surveyed top of the cliff or armor location from HKA and Best (2017).

2.2.4 Roughness

Surf zone roughness is a key model input, especially in a location like Pacific Grove, where the surf zone is often composed of numerous offshore rocks, boulder beaches, rocky reefs, and promontories. A determination of roughness is important because rougher surf zones can dissipate wave energy more effectively, reducing their wave energy and erosive potential on the backshore. To determine surf zone roughness, the team utilized a spatial analysis approach developed by Riley et al. (1999), known as Riley's Terrain Ruggedness Index (TRI). This approach calculates TRI from a DEM by determining the elevation change between adjacent grid cells. In landscapes where there are large elevation differences between grid cells, the TRI will have a higher value. The Integral team calculated a rolling mean of the TRI along each of the 105 coastal segments and then used this as a basis to determine Manning's friction coefficient, which is used in the coastal erosion and wave runup modeling efforts.

This translation from the TRI to Manning's friction coefficient took into consideration other local factors that are not encapsulated in Riley's TRI, such as the average width of the surf zone, the presence of offshore rocks seaward of the surf zone, and the presence of vertical coastal armoring. In addition, we also incorporated findings from HKA (2017) and Dudek (2018), who published field observation characterizations on the wave dissipation potential of each backshore segment. Integral used the inputs to adjust the TRI values at specific locations to better match local conditions. The resulting TRI values were then remapped to Manning's

friction coefficient to values that are appropriate for very rough and rocky shorelines. This range was determined from a study by Gon et al. (2020) on the wave dissipation by bottom friction along the Pacific Grove shoreline. The resulting bottom friction dissipation coefficient across the shoreline varied from approximately 0.05 to 0.1, with a median value of 0.068. These roughness adjustments resulted in more realistic estimates of local wave energy impacting the shoreline and causing erosion. Over time as sea level rises this wave energy dissipation is anticipated to decrease as depths increase.

2.2.5 Nearshore Waves and Total Water Levels

An important measure of coastal wave hazards and an important forcing for the erosion models is the total water level elevation and nearshore wave values. Nearshore waves including wave direction, height, and period were derived from two sources:

1. Unpublished data from the USGS CoSMoS model (Hegermiller et al. 2017) included wave parameters at 12 locations across the City's shoreline. This timeseries of nearshore waves, including hindcast data for 1980–2010 and projected data for 2010–2100, was developed using downscaled regional models.
2. SWAN is a wave model developed at Delft University of Technology that computes random, short-crested, wind-generated waves in coastal regions. This model was used by Integral to determine nearshore wave characteristics that were needed for the wave runup and erosion projections. The SWAN model relied on NOAA's National Data Buoy Center Buoy 46240 records from 1987 to 2019 and bathymetry data from NOAA. The wave period and directional spreading were held constant across the 15 simulations, set as 16 seconds and 25°, respectively. Wind speed and direction were held constant as well, set as 9.9 m/s and 269°, based on the same data buoy used for the extreme value analysis (EVA). These 15 simulations were used to create a wave height, wave period, and mean wave direction lookup table for locations at the 10 m isobath along the shoreline.

For the coastal erosion model, total water levels, which are the combined effect of wave runup height, storm surge, tides, and sea level, were determined for all 105 transects by combining the mean astronomical tide (7.21 ft NAVD88), wave timeseries (2000-2020), and a wave runup values using the Dodet et al. (2018) wave runup equation. This runup formulation was chosen because it was created using observations taken on a complex and rocky shoreline, like the shoreline of Pacific Grove. These total water level calculations were then calibrated with FEMA's BFEs using a calibration coefficient to closely fit the FEMA data[4].

[4] K value with the closest fit was found to be 0.73

For the coastal wave hazard modeling, total water levels were determined at 14 separate transects used in the XBeach model. Total water levels for this model used the highest astronomical tide from the Monterey tide station (7.21 ft NAVD88).

2.3 EROSION PROJECTION METHODS

Coastal erosion projections assume that sea level rise will elevate wave energy, intensifying its impact on cliffs, cliffs, and dunes, and ultimately leading to accelerated cliff-top retreat rates. Peer-reviewed models, described in more detail below, rely on assumptions linking cliff retreat to sea level rise, wave energy, historical cliff behavior, and cross-shore profile geometry. The CoSMoS cliff forecasting tool relies on five different models from Limber et al. (2018). However, not all models within the CoSMoS cliff forecasting tool were appropriate for this hard rock geology shoreline. This study used three models to match the hard rock geologic conditions of Pacific Grove. Results from all three are presented as an ensemble. The erosion model projects erosion distances at 1-year time steps. Erosion distances are mapped in approximately 20-year periods from 2020–2040, 2040–2060, and 2060–2080, and 2080–2100. The following models were included in the erosion project ensemble.

2.3.1 Trenhaile Model

This model presumes that the distance between the wave breaking and the cliff toe (surf zone length over which wave energy dissipation will occur) will drive cliff retreat and is described in Trenhaile (2000) and Limber et al. (2018). A shorter surf zone will increase the wave energy available to reach the backshore, and sea level rise will reduce surf zone length and lead to an acceleration of erosion into the future. Cliff erosion will in turn lengthen the surf zone. Thus, erosion and sea level rise attempt to balance each other, and as sea level rise accelerates, erosion does as well. Three erosion hazard zones representing a range of estimates of future erosion hazards were developed.

This model includes the following parameters:

- Breaking wave height
- Surf zone roughness
- Surf zone width (a function of slope, total water level, and wave height).

2.3.2 Energy Flux Model

This model presumes that the distance between wave breaking and the cliff toe (surf zone length) will drive cliff retreat and is described in Limber et al. (2018). It is very similar to the Trenhaile model but assumes that erosion depends on wave energy flux, which includes wave height squared, making this model more sensitive to changes in wave height. Like the model

above, three hazard zones representing a range of estimates of future erosion were developed. This model includes the following parameters:

- Breaking wave height squared
- Wave group velocity
- Surf zone roughness
- Surf zone width (a function of slope, total water level, and wave height).

2.3.3 Hackney Model

This model presumes that all wave energy that reaches the coast contributes to coastal erosion and is described in Hackney (2013, 2015) and Limber et al. (2018). Unlike the Trenhaile and Energy flux models, it does not include surf zone roughness, and in a rocky and complex shoreline like Pacific Grove, it results in higher erosion rates, especially in the near-term horizon. Like the models above, hazard zones representing a range of estimates of future erosion were developed. This model includes the following parameters:

- Significant wave height
- Sea level.

2.4 WAVE RUNUP METHODS

A process-based numerical model, XBeach, was used to quantify the elevation and inland extents of large storm wave runup. XBeach simulates wave transformation as storm waves approach coastlines, and in this application, XBeach was used on a 1-dimensional basis such that waves propagate towards the shore along transects (as opposed to a grid). Fourteen transects along the coast of Pacific Grove were selected for use in the wave runup analysis. The non-hydrostatic mode of XBeach was utilized, allowing for the computation of runup caused by wind-driven waves regardless of varying tide elevations. Offshore water levels were determined using the highest astronomical tide. Offshore wave conditions that correspond to a 100-year storm wave event were taken from a separate wave (SWAN) model that Integral developed as part of the Hopkins Marine Science Center analysis. Sea level elevations representing current conditions (0), 1, 2, 3, and 4 ft of sea level rise were run, resulting in a total of 70 simulations. Simulations were run over 60 minutes around a high tide window, and results were analyzed to determine R2%, which is the height above which only 2% of waves reach on a coastline and is a commonly used metric in coastal engineering. Maximum wave runup elevations were also calculated and informed the potential flooding of low-lying areas within the Pacific Grove Golf Links. These results were calibrated with FEMA BFEs and verified with wave runup values using the Dodet et al. (2018) method. Agreement between XBeach results and FEMA BFEs is shown in Figure 5. XBeach generally overpredicted FEMA BFE by several (<3) feet, though on some transects, such as near Point Cabrillo and Point Pinos, FEMA

overpredicted XBeach. Given the physics-based detailed modeling using XBeach, it is anticipated that more accurate storm wave run up would differ from the empirical calculations of total water level elevations calculated by FEMA.

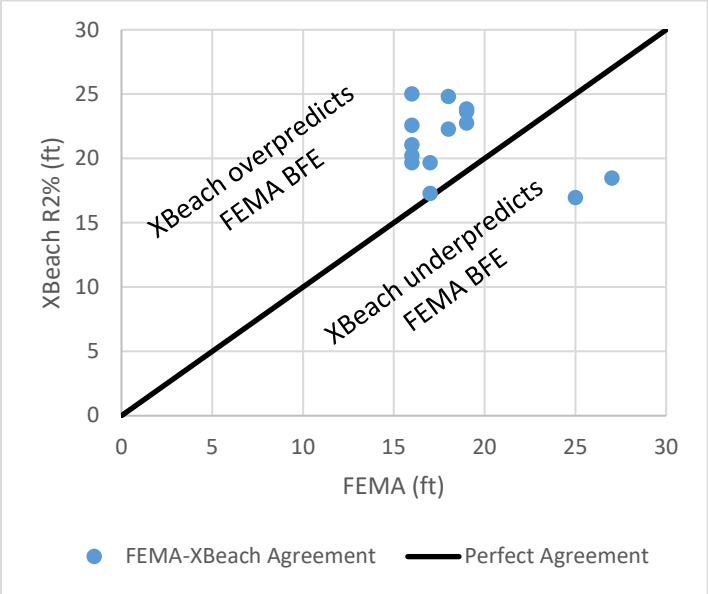


Figure 5. Agreement between R2% determined from the XBeach simulations and FEMA BFE levels.

The elevation of the R2% wave was transposed onto the topography of each transect to determine the horizontal extent of the wave hazard. Contour elevations representative of these elevations were then derived from the 2022/2023 LiDAR survey and seamed together between transects. Results were then verified with the wave runup and overtopping study conducted by Moffatt & Nichol as part of the Shoreline Master Plan, the site-specific work at Hopkins Marine Station by Integral and HKA, and with FEMA's mapped velocity (VE) hazard zone.

2.5 TIDAL INUNDATION METHODS

To quantify the impact of tidal inundation on flood risk, a bathtub approach was utilized. Sea level was mapped at the highest annual king tide (or HAT) at the Monterey Tide Gage. With 4 ft of sea level rise, the current HAT of 7.21 ft was mapped at 11.21 ft NAVD88. This analysis assumed that the future wave climate is comparable to the historical wave climate and that total water level changes are based primarily on influences from sea level rise. Modeling of total water levels assumes that the current backshore location and height of armoring remain consistent throughout the future and that no additional adaptation strategies are implemented.

2.6 COASTAL HAZARD MODEL CAVEATS

These results represent the state of the science and practice in coastal cliff erosion projections at a local scale However, the coastal erosion model projections are applied using a range of measured historic erosion rates and show a zone of potential erosion. It is highly unlikely that erosion of this entire area would occur simultaneously, but rather that multiple failures would occur along the coast in different locations over time. The cliff erosion models used in this study do not account for the evolution of nearshore slopes over time, including the beach and shore platform, or the contact depth between the dunes or marine terrace deposits and the bedrock. The efficacy of coastal armoring over time, which reduces erosion could substantially change when or if failure or removal of these coastal armoring structures will occur, is also not considered.

Furthermore, the ensemble of cliff erosion models used in this study are not process-based models, but rather 1-dimensional numerical models that relate offshore wave and water level conditions to accelerate historical erosion to project future erosion extents. These cliff erosion models do not consider terrestrial factors such as rainfall, stormwater runoff, or bioturbation from burrowing animals. While using an ensemble approach helps produce more defensible and probabilistic erosion estimates, the amount of future erosion predicted is highly dependent on variations in initial parameter values, particularly historical erosion rates. This study attempted to increase the certainty of historical rates by incorporating calculations from numerous studies; however, uncertainty still exists because of the varying nature of the input data set and calculation methods.

Similarly, the wave runup model used in this study also has associated uncertainty. In contrast to the erosion model, XBeach is a process-based model, meaning it captured the physics involved in coastal waves. However, it still has several limitations. Primarily, wave runup simulations with future sea level rise do not account for changes in elevation driven by coastal erosion. The erosion and wave models are not coupled to each other in this analysis, because there are no models available for use that can capture long-term erosion and wave runup in a computationally efficient way. As such, the wave hazards are calculated separately from the erosion hazards. Additionally, limited data were available to calibrate model output. FEMA BFE elevations were utilized for calibration but those elevations also have their own inherent uncertainty.

In summation, both the modeling processes, as well changes that may arise in the future ranging from potential changes in precipitation, temperature, wave climate, groundwater, frequency and magnitude of precipitating storm events, and anthropogenic contributions and responses to erosion contribute to uncertainty. For this reason, caution should be used with all projections. Given these caveats, however, all efforts have been made to utilize the best available science and methods and carefully document uncertainties.

This study has applied multiple historic erosion data sets and three different models to identify a range of possible erosion extents. All of the output data has been provided to the City for

future use. The projected erosion distances using the minimum historic erosion rates can be considered erosion hazard projections with a higher level of confidence to occur. The projected erosion distances using the maximum historic erosion rates show a lower confidence and more extreme projection that is more likely appropriate for the coastal hazard overlay. All of the model projections though would be useful for evaluating site specific projects as part of the CDP process.

2.7 VULNERABILITY ASSESSMENT METHODS

The vulnerability assessment analyzed the spatial intersection (or overlay) of the coastal erosion and wave runup hazard zones with the land use parcels and structures data sets. The study team overlaid all available parcels and structures to quantitatively assess both the number of structures and the area of parcels exposed. Data sets were queried, and summary statistics of assets were developed by sea level rise elevation. Results were collated into tables and are interpreted in the section below. The parcels data set was sourced from the County of Monterey in 2024, and the structures data set was sourced from Open Street Map (OSM) in 2023 and verified with a building footprint layer sourced from the City.

3 TASK 2 COASTAL HAZARD MODELING RESULTS

3.1 TASK 2.1 COASTAL EROSION HAZARDS RESULTS

This section provides an overview and map of the erosion hazard zones extents. A time series of maximum, mean, and minimum erosion distances for the three erosion models used in this study is shown for all 105 transects, spanning from 2020 to 2100 (Figure 6), given a projection of erosion hazards throughout the city over the rest of the century. Estimated maximum, mean, and minimum erosion distances are shown separately for each transect for the years 2040, 2060, 2080, and 2100 (Figure 7 through Figure 10). These figures highlight the areas of the City's coastline that are particularly vulnerable to erosion and give a range of likely erosion distances for each segment of the City's shoreline. Finally, a map is presented, spatially depicting the maximum erosion hazard zones to 2100 as well as the mapped factor of safety line representing areas that may be exposed to erosion in the near term (next 30 years) for the entire coastline of the City (Figure 11). To clarify, the extent of the hazard zone represents the projected time-averaged position of the cliff-top edge in the future.

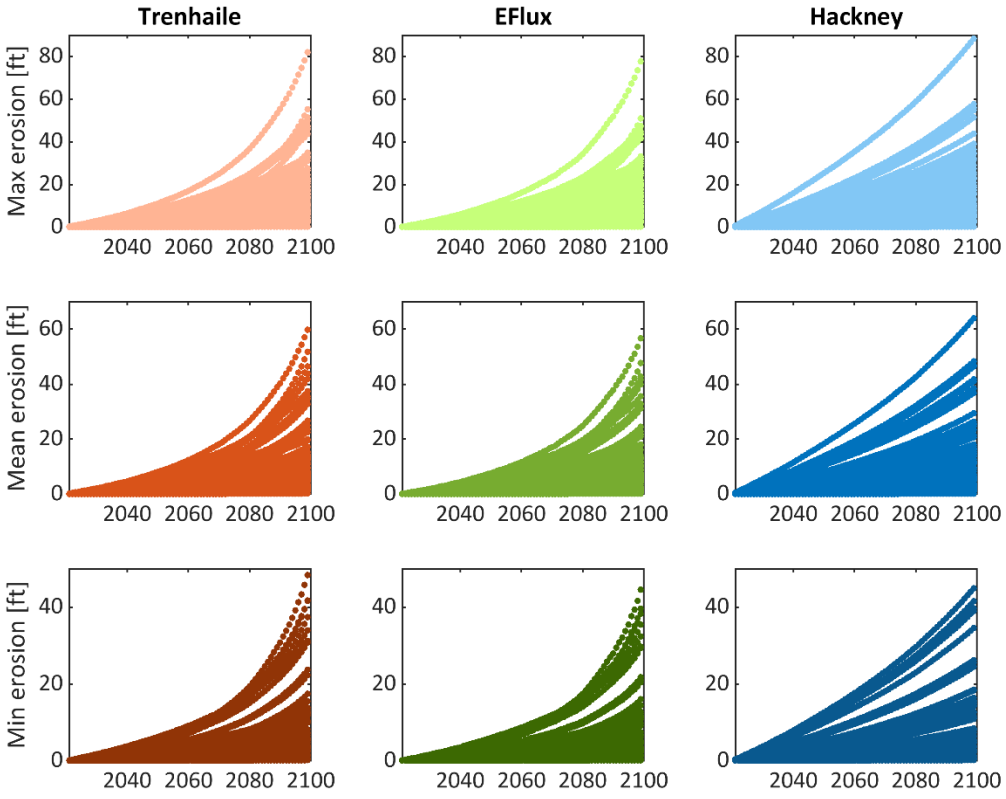


Figure 6. City-wide erosion, modeled to 2100. The three columns represent results from the three different erosion models that were utilized, and the three rows represent maximum, mean, and minimum modeled erosion.

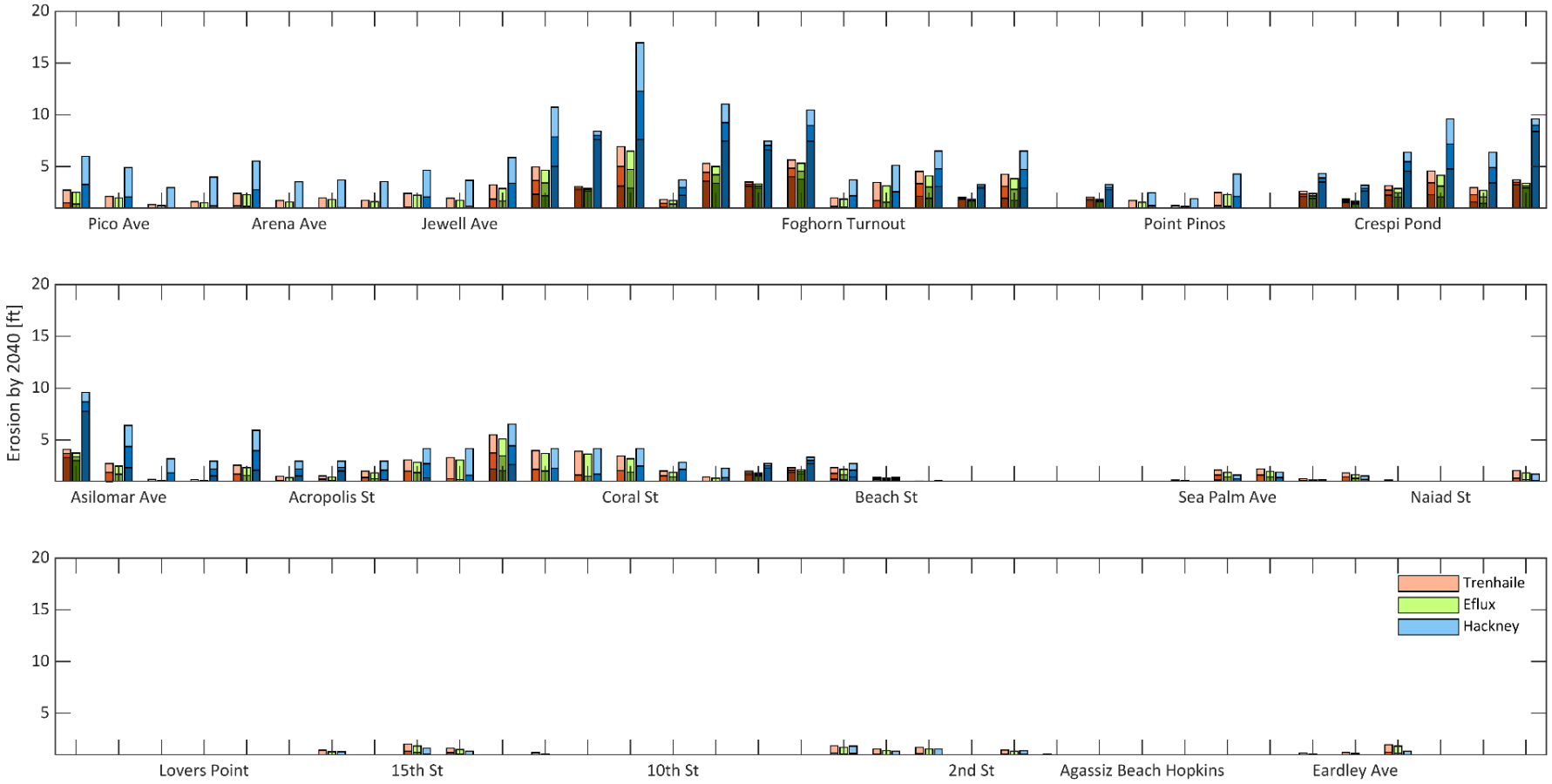


Figure 7. Modeled cliff erosion along the Pacific Grove coastline with 0.4 ft of sea level rise, estimated to occur by 2040. Red bars represent results from the Trenhaile erosion model, green bars represent results from the Energy Flux erosion model, and blue bars represent results from the Hackney model. The three color shares represent minimum or best-case erosion, mean erosion, and maximum or worst-case erosion.

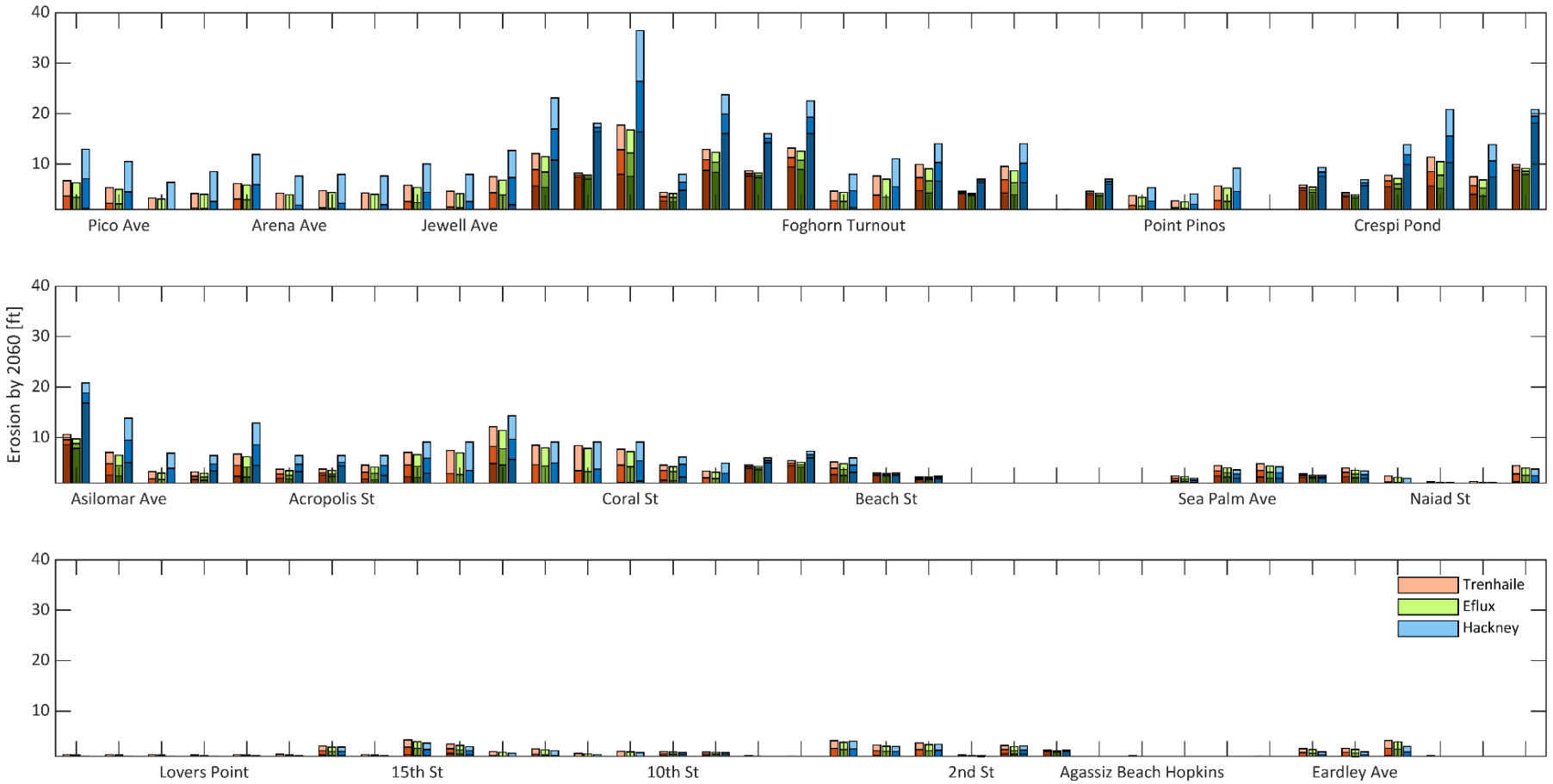


Figure 8. Modeled cliff erosion along the Pacific Grove coastline with 1.2 ft of sea level rise, estimated to occur by 2060. Red bars represent results from the Trenhaile erosion model, green bars represent results from the Energy Flux erosion model, and blue bars represent results from the Hackney model. The three color shares represent minimum or best-case erosion, mean erosion, and maximum or worst-case erosion.

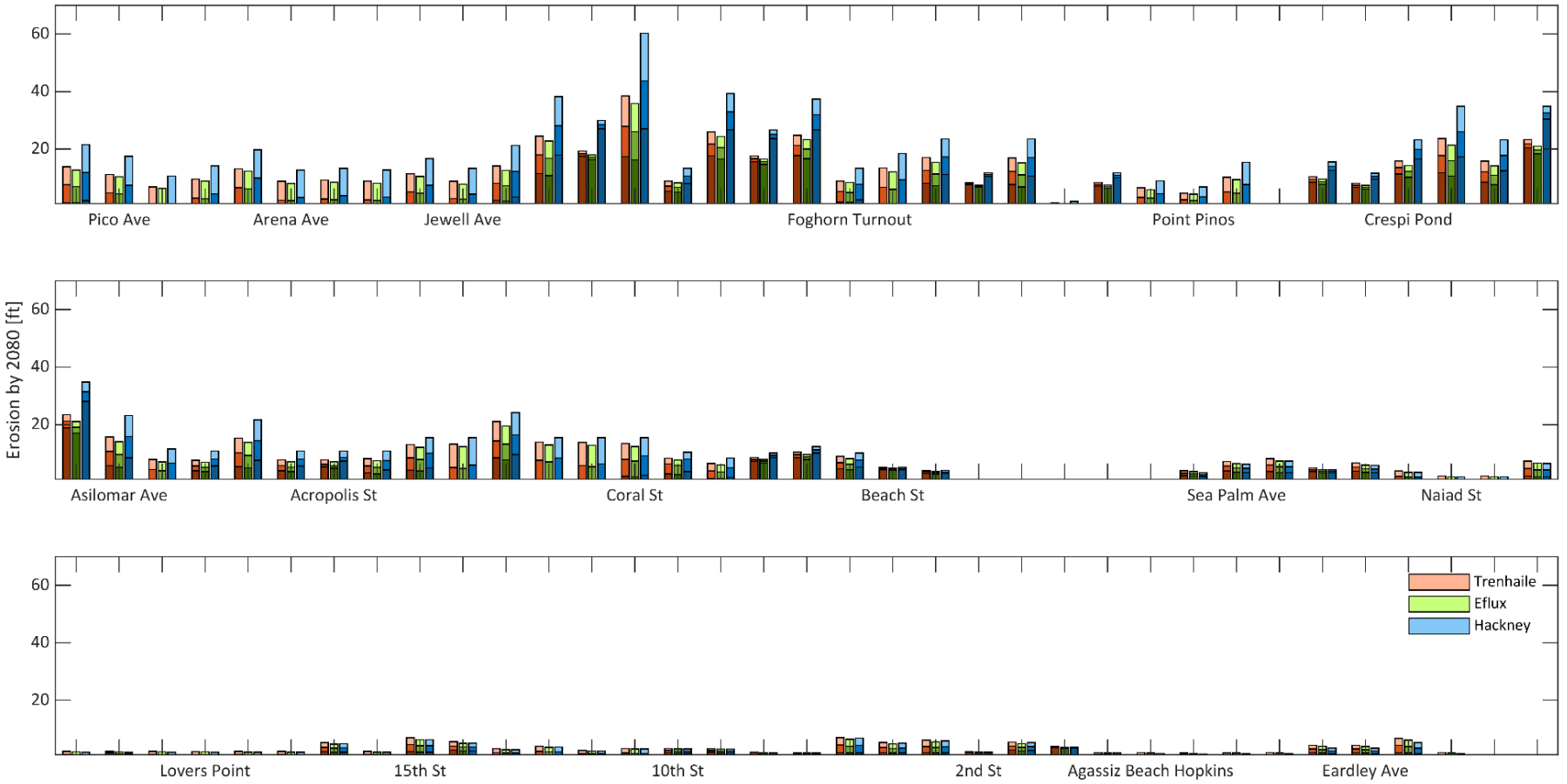


Figure 9. Modeled cliff erosion along the Pacific Grove coastline with 2.7 ft of sea level rise, estimated to occur by 2080. Red bars represent results from the Trenhaile erosion model, green bars represent results from the Energy Flux erosion model, and blue bars represent results from the Hackney model. The three color shares represent minimum or best-case erosion, mean erosion, and maximum or worst-case erosion.

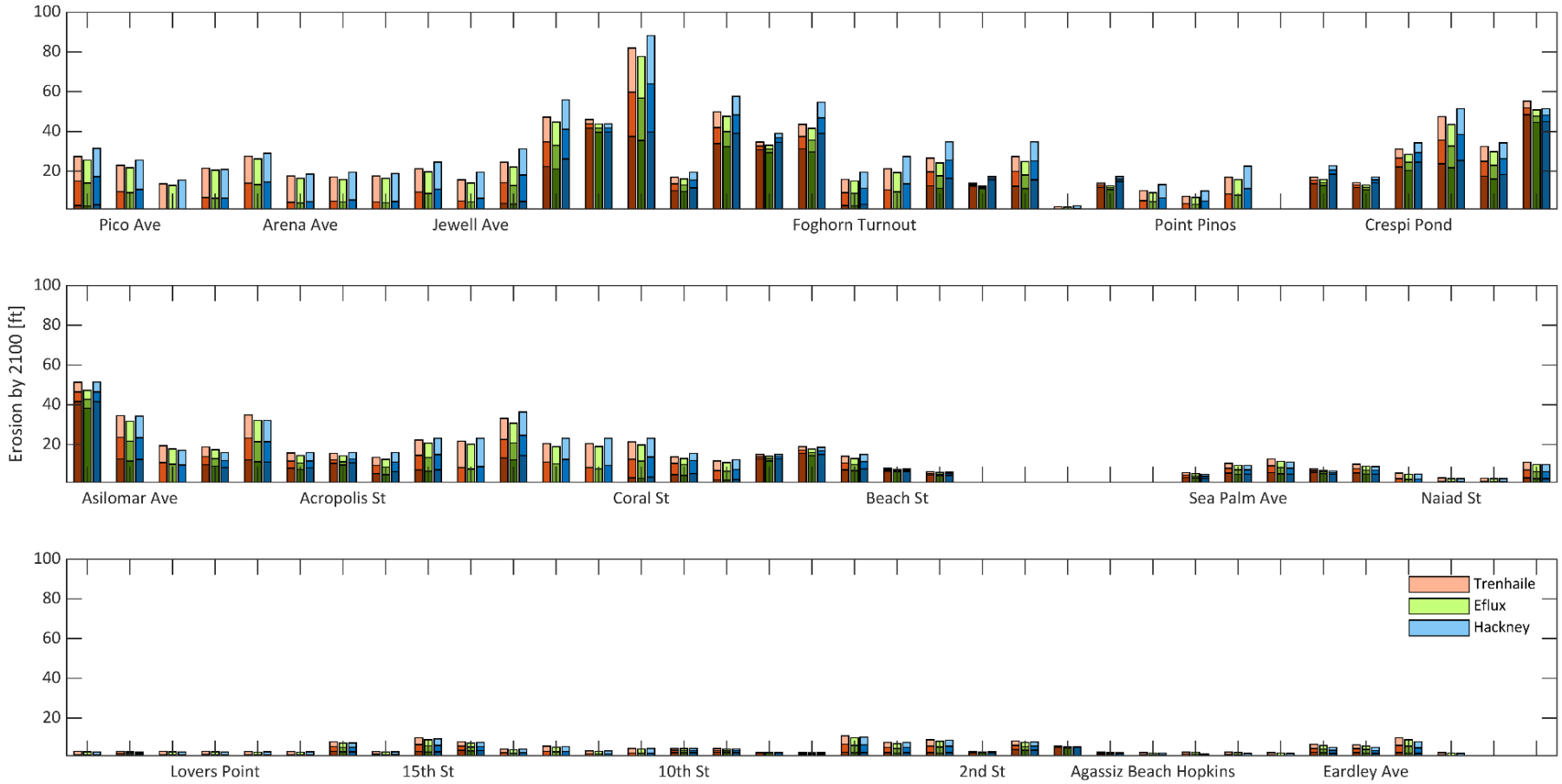


Figure 10. Modeled cliff erosion along the Pacific Grove coastline with 4.4 ft of sea level rise, estimated to occur by 2100. Red bars represent results from the Trenhaile erosion model, green bars represent results from the Energy Flux erosion model, and blue bars represent results from the Hackney model. The three color shares represent minimum or best-case erosion, mean erosion, and maximum or worst-case erosion.

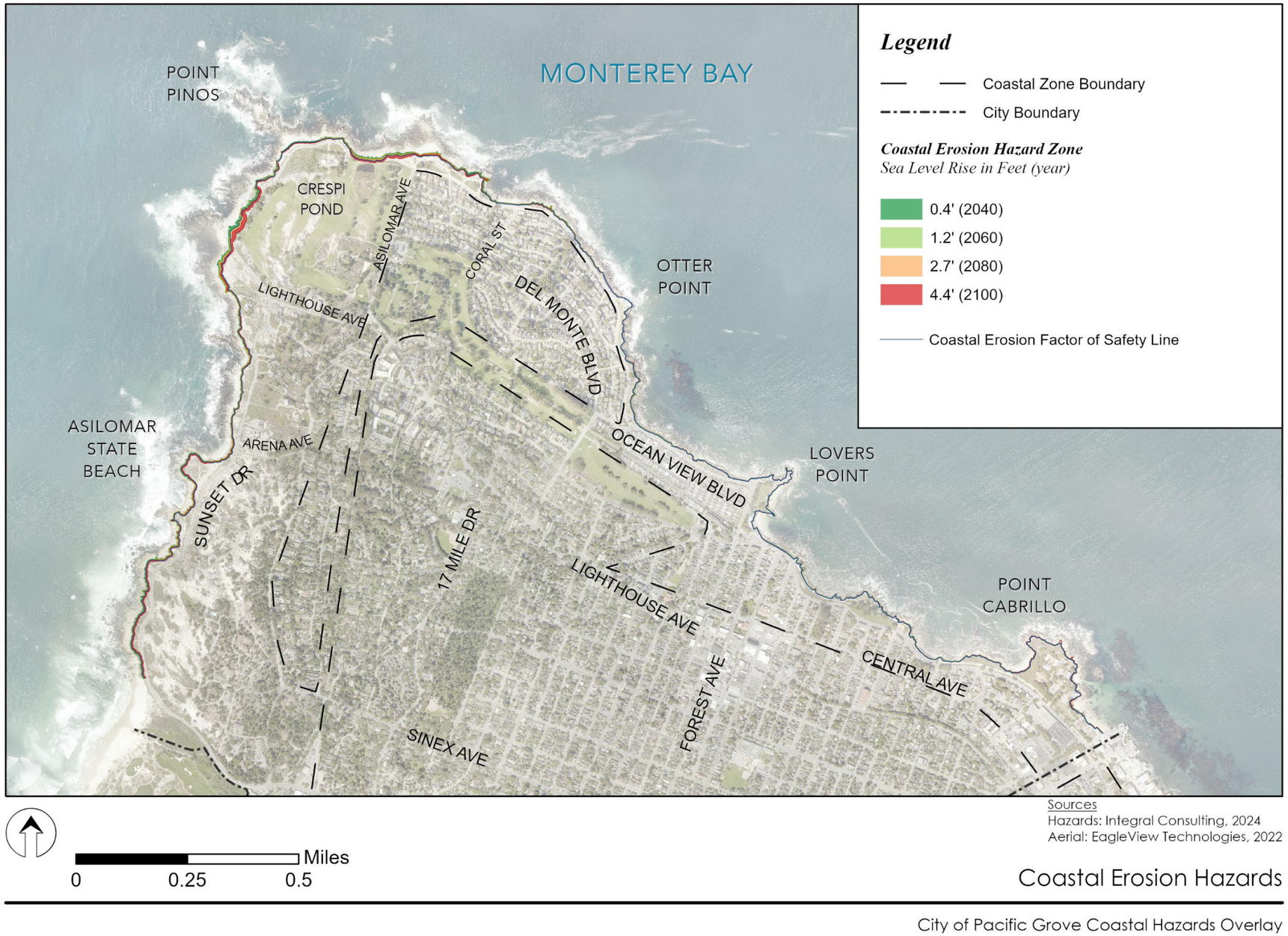


Figure 11. Coastal erosion hazard zones with sea level rise.

3.2 COASTAL EROSION EVENT AT THE GREAT TIDE POOL AND THE ASILOMAR DUNES STATE BEACH IN THE WINTER OF 2022/23

Integral performed a LiDAR survey at king low tides in December of 2022 and January 2023 which occurred before and after a large (~50-year) coastal storm wave event on January 5th 2023. Within the region, offshore wave heights reached 28 feet along the region, and considerable coastal wave flooding and erosion were reported along the Monterey Peninsula, including in Pacific Grove. The timing and spatial overlap of the surveys provided a unique insight into a severe erosion event and the potential storm-induced erosion extents regardless of sea level rise.

One location where erosion was most severe was at the Great Tide Pool along a section of the Asilomar Coastal Trail. Erosion was most severe within a 600 square-foot area, where the dune eroded back up to 50 feet and up to 5.5 feet of depth was lost (Figure 12 and Figure 13). The wooden lookout platform and boardwalk were destroyed, and rocks and debris from the foreshore were moved by waves and thrown over 100 feet and scattered around the dune field and trail.



Figure 12. Left: Portions of the damaged Asilomar Coastal Trail boardwalk that had been moved by wave action. Right: Erosion of the trail and dune near the Great Tide Pool, January 2023. Photo Source: City of Pacific Grove, 2023.

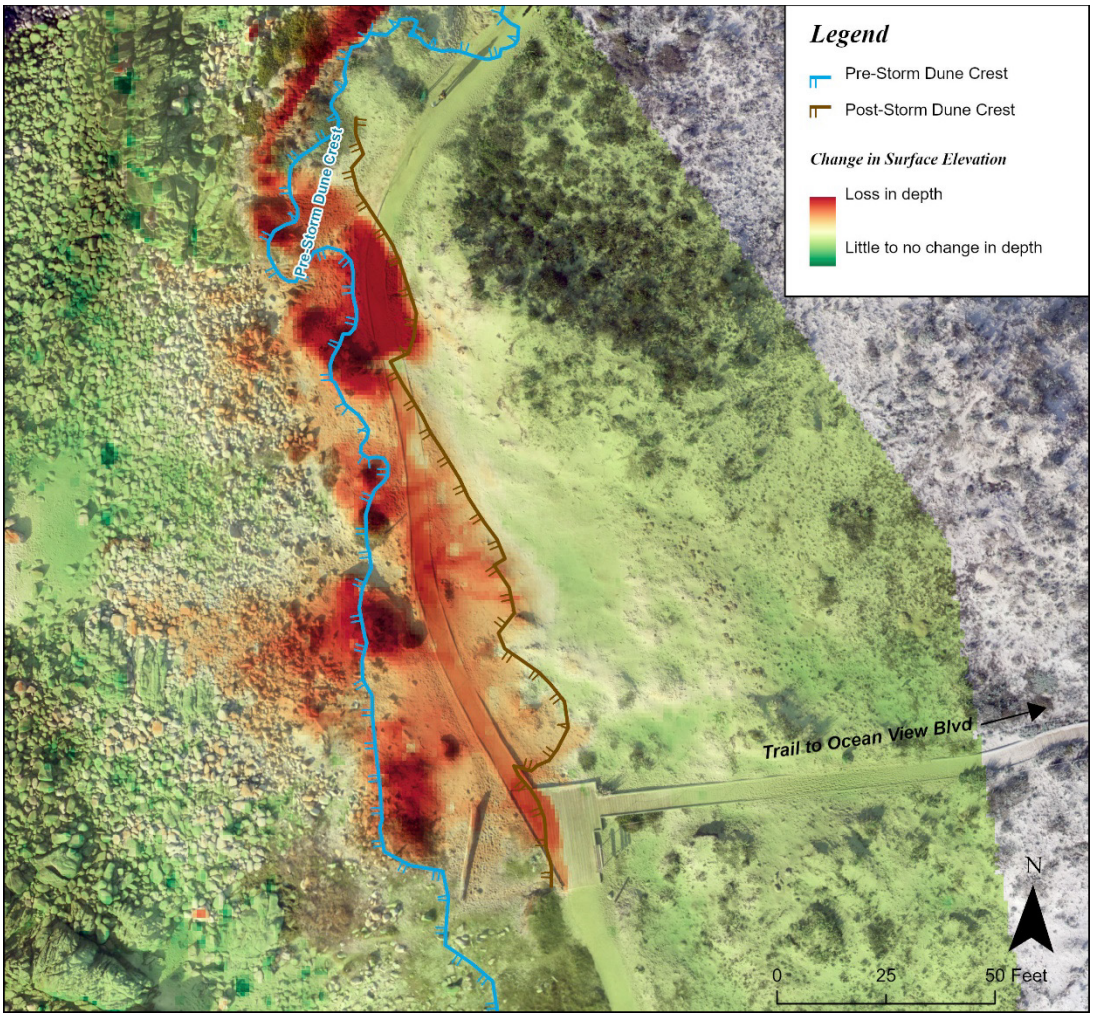


Figure 13. Documentation of an erosion event on January 5, 2023, at the Great Tide Pool area near Ocean View Blvd and Lighthouse Ave. Aerial image is pre-storm - December 2022.

One other notable location that historically has experienced significant erosion, and notably during the January 5th storm event, is at the Asilomar Gazebo located along the Asilomar Coastal Trail near Jewell Avenue and Sunset Drive. As seen in Figure 14 below, between 2015 and 2024 the coastal terrace fronting the gazebo has experienced significant erosion. The gazebo is projected to be vulnerable to coastal erosion in the near term and is located within the coastal erosion factor of safety line. See Section 4 for more details on potentially vulnerable locations to coastal hazards.



Figure 14. Documentation of erosion at the Asilomar Gazebo. Left: November 2015. Center: Erosion at the toe of the terrace is evident – January 2023. Right: Significant erosion of the terrace is evident with the failure of the wooden retaining wall and the steepening of the terrace face – February 2024.

3.3 TASK 2.2 COASTAL WAVE HAZARDS AND TIDAL INUNDATION

This section provides an overview of the detailed results and map of the coastal storm wave flooding hazard zone extents. First, an example is shown depicting the R2% wave runup values with 5 different sea level scenarios for one of the city transects where XBeach simulations were run (Figure 15). These results, available at all 14 transects, were subsequently used to develop coastal storm wave flooding hazard zones on the coast for existing conditions and four sea level rise horizons (1, 2, 3, and 4 ft). These wave flooding hazard zones with sea level rise are depicted in Figure 16.

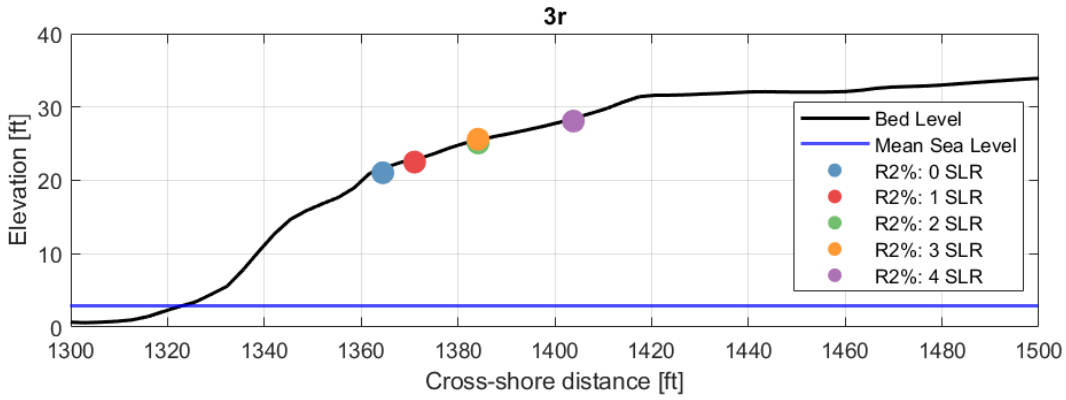


Figure 15. An example of XBeach results on a transect near Clyte St in Pacific Grove, showing the R2% wave locations on the transect bathymetry with five different sea level rise scenarios.

Maximum runup and R2% heights are reported for all fourteen transects and all five sea level scenarios in Table [5].

Table 4 Maximum and 98th percentile (R2%) runup heights across all 14 transects with all five sea level rise scenarios. Heights are relative to the NAVD88.

Runup heights with SLR										
	0 ft SLR		1 ft SLR		2 ft SLR		3 ft SLR		4 ft SLR	
Transect	**Max**	**R2%**	**Max**	**R2%**	**Max**	**R2%**	**Max**	**R2%**	**Max**	**R2%**
Pico Ave	23.9	22.3	25.6	23.0	27.2	23.9	29.2	27.6	29.2	27.6
North of Arena Ave	26.6	24.9	28.5	25.3	28.5	26.6	30.5	29.2	30.5	29.2
Great Tide Pool	24.3	22.6	25.9	23.3	26.6	25.3	27.6	26.9	27.9	27.2
South of Foghorn Turnout	24.6	23.6	25.9	23.9	26.2	24.6	26.2	24.6	26.2	25.3
Point Pinos	25.9	23.9	26.2	25.3	26.6	26.2	27.2	26.6	28.2	27.2
Crespi Pond	17.4	17.1	17.4	17.1	17.7	17.1	17.7	17.1	18.0	17.1
Coral St	20.7	19.7	21.6	21.3	22.6	21.6	23.3	22.3	24.3	23.3
Beach St	21.3	19.7	21.6	21.0	22.6	21.0	23.6	22.6	24.9	23.6
Siren St	22.6	17.4	23.9	19.0	25.9	21.6	26.6	22.0	29.5	23.3
Clyte St	24.6	21.0	25.3	22.6	27.6	25.3	28.5	25.6	30.8	28.2
Lovers Point	25.9	24.9	26.9	24.9	29.2	27.2	29.2	27.2	29.2	27.9
Grand Ave	25.3	20.3	28.9	21.6	28.9	22.3	29.2	24.6	31.8	25.3
15th St	29.8	22.6	29.8	23.3	30.2	24.6	32.5	26.9	32.5	28.2
5th St	21.3	18.4	22.3	19.4	25.3	21.3	25.6	23.6	25.9	24.9

[5] R2% heights for the Hopkins Marine Station were sourced form a site-specific study by Integral and HKA from 2021.

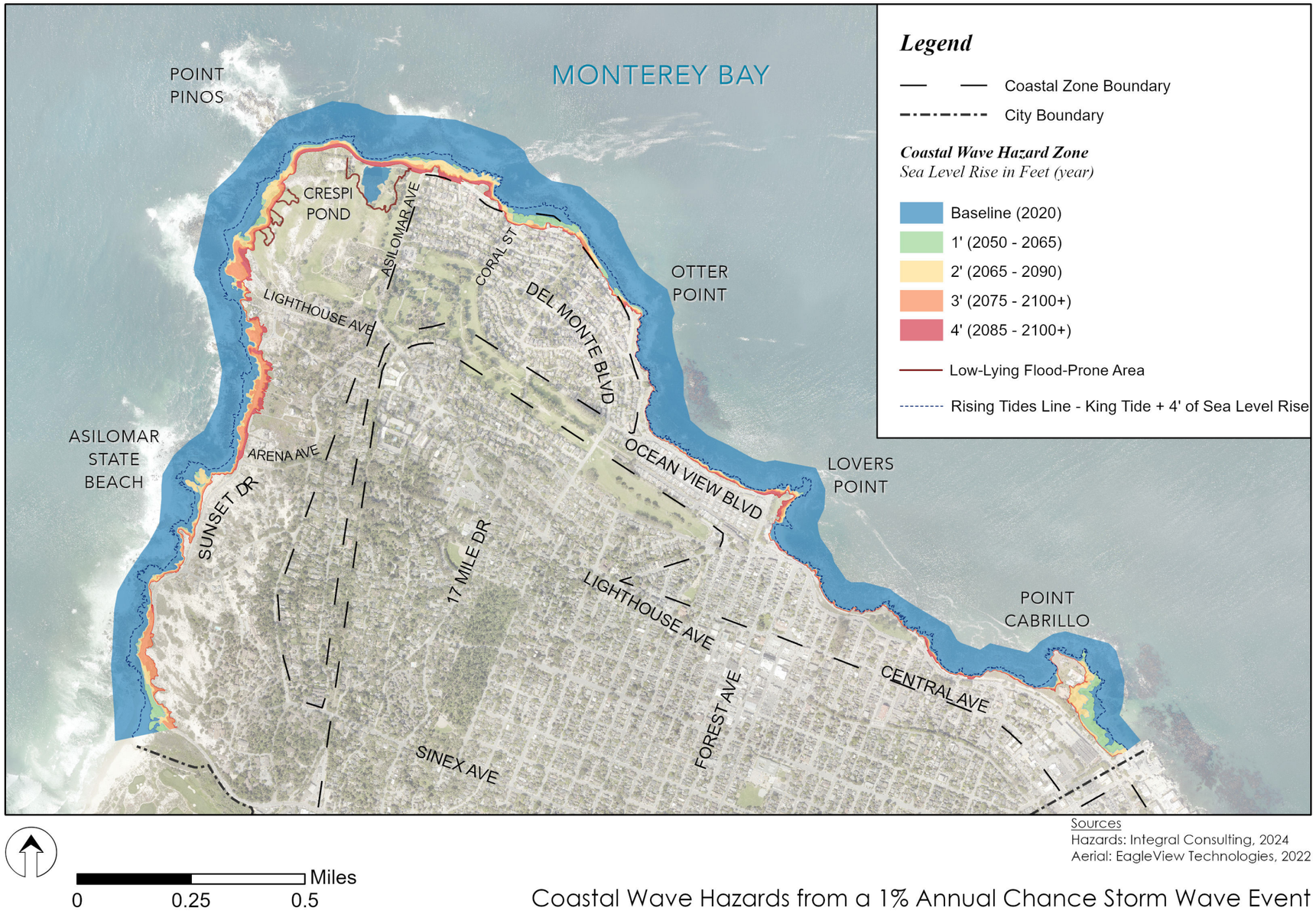


Figure 16. Coastal wave hazards from a 1% annual chance storm, rising tides, and the low-lying flood-prone area hazard zones with sea level rise.

3.4 TASK 2.3 TIDAL INUNDATION FINDINGS

Results from this analysis show that tidal inundation with 4 feet of sea level rise is not a significant threat to any developed land areas within the City. Tidal inundation may narrow beach widths and shift the rocky intertidal habitat areas to higher elevations, but no parcels or structures are at risk due to rising tides.

4 TASK 3 REVISED VULNERABILITY ASSESSMENT

This section provides an overview of vulnerabilities to coastal hazards and sea level rise for parcels and structures. The focus of this assessment is on the direct exposure of property and structures, and this assessment does not evaluate direct exposure to public infrastructure or other potential cascading impacts associated with climate change. The following tables enumerate the structures and parcels impacted by coastal erosion and coastal wave flooding through the end of the century. Overall, coastal waves cause greater hazard exposure than coastal erosion.

For coastal erosion, only the State Parks Gazebo, which is located near Jewell Avenue, is located within the coastal erosion factor of safety (meaning it is currently vulnerable to erosion). However, three other structures are located in proximity to the erosion hazard area, including two single-family residences on the ocean side of Sunset Drive in the Asilomar Dunes neighborhood, and one institutional building at the Hopkins Marine Station that is currently protected by coastal armoring. A total of 7.75 acres of parcels are predicted to be impacted by coastal erosion (Table 5).

Table 5 Cumulative acres of parcel exposed to **erosion** by year (sea level rise range in ft).

	2020–2040 (0–0.5 ft)	2040–2060 (0.5–1.2 ft)	2060–2080 (1.2–2.7 ft)	2080–2100 (2.7–4.4 ft)
Residential Land	0.02	0.04	0.08	0.15
Institutional Land	0.04	0.09	0.15	0.24
Parkland and Open Space	1.15	2.57	4.39	7.37
Grand Total	**1.21**	**2.70**	**4.62**	**7.75**

For coastal wave hazards, by 2100, a total of 28 structures and 81 acres of parcels are predicted to be impacted by coastal wave hazards from a 100-year storm wave event (Table 6 and Table 7). The majority of acres impacted are parkland and open space. In the near term, between 0 and 1 ft of sea level rise (2020 to 2050–2065), the most exposed areas to coastal wave hazards occur at six distinct locations:

1. At the southern part of the City near the Asilomar Conference Grounds, where coastal wave hazards may extend across Sunset Drive and into the conference grounds dunes
2. Around the pocket beach between the Great Tide Pool and the Foghorn Turnaround, where coastal wave hazards expose Ocean View Boulevard and the Pacific Grove Golf Links
3. At Crespi Pond, where wave splash and large thrown debris affect the trail and road, and low-lying areas of the Pacific Grove Golf Links will experience ponded flooding. The public restroom near Crespi Pond is within the coastal wave hazard factor of safety line and may be vulnerable to flooding

4. At the residential area between Coral Street and Esplanade Street, where Ocean View Boulevard and the first line of oceanfront homes are exposed
5. At the area between Esplanade Street and Otter Point, where Ocean View Boulevard and the parking lot at Otter Point are exposed
6. At the Hopkins Marine Station, with wave exposure at West Beach, Agassiz Beach and Agassiz Building, and around the Historic Boatworks and Marine Biology Library.

In the mid-term, between 1 and 2 ft of sea level rise (2050–2090), exposure at the locations listed above increases, with escalated exposure to the parking lots and turnarounds including at the Crespi, Asilomar, Acropolis, and Foghorn turnarounds. The lower-lying areas located along the central and eastern sides of the Hopkins Marine Station also see increased exposure.

In the long term, between 2 and 4 ft of sea level rise (2065–2100+), exposure at the locations listed above escalates, with increased exposure to the residential parcels in the Asilomar Dunes Neighborhood located between Arena Avenue and Jewell Avenue. Coastal wave hazards approach many of the homes here and may impact access.

Table 6 Number of structures exposed to **coastal wave hazards** by sea level rise horizon in feet (ranges of years projected).

	0 (2020)	0–1 (2020–2065)	1–2 (2050–2090)	2–3 (2065–2100+)	3–4 (2075-2100+)	**Grand Total**
Parks Gazebo				1		**1**
Single Family Homes		10	2	2	3	**17**
Institutional Buildings	4	2	3	1		**10**
Grand Total	**4**	**12**	**5**	**4**	**3**	**28**

Table 7 Cumulative acres of parcel exposed to **coastal wave hazards** by sea level rise horizon in feet (ranges of year projected).

	0 (2020)	0–1 (2020-2065)	1–2 (2050-2090)	2–3 (2065-2100+)	3–4 (2075-2100+)
Vacant Land				0.08	0.33
Residential Land	0.33	1.33	1.82	2.28	3.03
Parkland and Open Space	48.83	52.66	59.55	66.92	70.38
Institutional Land	2.09	4.82	6.93	7.26	7.50
Grand Total	**51.26**	**58.81**	**68.29**	**76.54**	**81.24**

COASTAL HAZARDS AND VULNERABILITY ASSESSMENT OVERVIEW BY 2100

Future sea level rise will lead to an acceleration in cliff top erosion throughout the City, as well as an increased risk of wave runup hazards and associated flooding. The following long-term vulnerabilities are projected:

Coastal Erosion Hazards

– By 2100, with ~4 ft of sea level rise, the following coastal erosion hazards are projected:

1. Erosion is projected to be highest at the Great Tide Pool and Crespi Pond, with projected erosion distances of 85 and 54 ft, respectively. These coastal erosion hazards are projected to impact Oceanview Blvd around Point Pinos and the Pacific Grove Golf Links.
2. Typical erosion distances along the open coast of the Asilomar Dunes neighborhood may reach 28 ft and exposes Sunset Drive at the intersection of Arena Avenue. One State Parks gazebo is exposed to erosion. Two residential structures located on the ocean side of Sunset Drive are proximal to the erosion hazard zone.
3. Typical erosion distances along the coast of the Beach Tract / Fairway Homes Neighborhood vary significantly but are highest between Crespi Pond and Coral Street where erosion can be as much as 54 ft. Erosion between Coral Street and Lovers Point is as high as 22 ft, with some sheltered coastal segments projected to have very little erosion, assuming no change in the current coastal protection structures. No structures are projected to be exposed to erosion in this area.
4. Erosion along the coast of the Pacific Grove Retreat Neighborhood is significantly less than other areas of the City's coastline, with typical erosion values of less than 10 ft. No structures are exposed to erosion in this area; however, one structure located behind coastal armoring at the Hopkins Marine Station, could be exposed to erosion if the armoring were to fail.

Wave Runup Hazards

– By 2100, with ~4 ft of sea level rise, the following wave runup hazards are projected:

1. Wave runup hazards are projected to be highest between the Great Tide Pool and Point Pinos and are projected to extend inland as much as 300 ft. These coastal wave hazards are projected to impact the Point Pinos Park area and Pacific Grove Golf Links. The low-lying area around Crespi Pond is also exposed to coastal wave hazards currently and may experience large wave-thrown

debris and splash along Ocean View Boulevard. Flooding of the low-lying area behind the road is expected to escalate with sea level rise and the public restroom near Crespi Pond is potentially vulnerable to flooding. The extent of hazards for low-lying flood-prone areas within the Pacific Grove Links is identified in Figure 16.

2. Wave runup extents along the open coast of the Asilomar Dunes neighborhood vary but may be as high as 280 ft. The residential parcels most exposed to wave flooding are between Arena Avenue and Jewell Avenue, with exposure to wave hazards projected to occur by 3 ft of sea level rise.
3. Wave runup extents along the Beach Tract / Fairway Homes Neighborhood are highest between Crespi Pond and Otter Point (near Beach Street), with the most exposed residential block between Coral Street and Esplanade Street. A total of 16 homes and 25 parcels are exposed in this neighborhood. Exposure to the properties and homes is projected to occur between 1 and 2 ft of sea level rise.
4. Wave runup extents along the Pacific Grove Retreat Neighborhood are minimal with the exception of the Hopkins Marine Station. Here, nine institutional buildings are exposed to coastal wave hazards.

Tidal Inundation

1. By 2100, and with sea level rise of up to 4 ft, no structures were projected to be exposed to daily or even king (annual) high tide inundation.

5 NEXT STEPS & RECOMMENDATIONS

1. Update the LCP Land Use Plan policies to incorporate the revised hazard modeling findings from this study into a coastal hazard overlay and make minor changes to the policy language as necessary.

2. Incorporate new hazard layers into a refined vulnerability assessment to map the potential vulnerabilities to the City's roadways, recreational assets, public infrastructure, and critical facilities.

3. Integrate the new hazard layers and vulnerability assessment findings into relevant City planning documents including:

    a. General Plan
    b. Capital Improvement Plans
    c. Shoreline Master Plan
    d. Local Hazard Mitigation Plan
    e. Climate Action and Adaptation Plan

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RESOLUTION 24 - 004

A RESOLUTION OF INTENTION BY THE PLANNING COMMISSION OF THE CITY OF PACIFIC GROVE, PURSUANT TO PACIFIC GROVE MUNICIPAL CODE CHAPTER 23.84, TO CONSIDER AMENDING THE CITY'S LOCAL COASTAL PROGRAM, INCLUDING THE TEXT, POLICIES, AND FIGURES OF THE LAND USE PLAN (LUP SECTIONS 1.10, 2.1.1, 2.1.2, AND 2.1.4) AND TEXT OF THE IMPLENTATION PLAN (PACIFIC GROVE MUNICIPAL CODE, CHAPTER 23.90 (SECTION 23.90.140(b))

RECITALS

1. Section 65300 et seq. of the California Government Code requires each city to adopt a comprehensive, long-term General Plan for the physical development of each city.
2. On October 5, 1994, the City Council of the City of Pacific Grove ("City") adopted a city-wide General Plan ("General Plan") pursuant to California Planning, Zoning and Development law.
3. Section 30500 of the Public Resources Code requires each County and City to prepare a Local Coastal Program ("LCP") for that portion of the coastal zone within its jurisdiction.
4. On January 15, 2020, the City adopted the LCP, comprised of a Land Use Plan ("LUP") and Implementation Plan ("IP"), pursuant to the California Coastal Act and consistent with Section 30512 of the Public Resources Code. This separate mandate replaces policy guidance for most policy topics found in the General Plan and is applied in the Coastal Zone. The primary policy topics of noise and housing (to include other minor specific policies) are not addressed under the LCP - Coastal Act mandate although they are still applicable in the Coastal Zone under the jurisdiction of the General Plan – Planning Zoning and Development law mandate.
5. On March 11, 2020, the California Coastal Commission ("Coastal Commission") acknowledged certification of the City's LCP.
6. Section 30514 of the Public Resources Code provides for amendments to adopted LCP's.
7. Sections 23.84.020(b) and 23.84.070 of the Pacific Grove Municipal Code ("PGMC") allow LCP Amendments to be initiated by the Planning Commission.
8. On October 10, 2024, the Planning Commission of the City of Pacific Grove ("Planning Commission") considered, at a public hearing, the initiation of an LCP amendment to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)). The proposed amended text, policies, and LUP figure are incorporated by reference herein.
9. In reviewing this action, the City has followed the CEQA statute adopted by the State of California as published in the California Public Resources Code, Division 13, §21000, et seq., and the California Code of Regulations, Title 14, §15000, et seq. (i.e., CEQA Guidelines). Pursuant to CEQA Guidelines Section 15265 (Adoption of Coastal Plans and Programs), an amendment to a Local Coastal Program is statutorily exempt. Per Section 15265, CEQA does not apply to activities and approvals pursuant to the

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California Coastal Act by any local government necessary for the preparation and adoption of a local coastal program. This section shifts the burden of CEQA compliance from the local agency to the Coastal Commission. Pursuant to Public Resources Code Sections 21080.5 and 21080.9, and CEQA Guidelines Section 15251(f), the Coastal Commission is identified as a certified regulatory program which meets the requirements of Public Resources Code involving the preparation, approval, and certification of local coastal programs. As such, the Coastal Commission report that will be prepared for the LCP Amendment qualifies as a functional equivalent environmental review document with regard to CEQA. The analysis in the report (Coastal Hazards Modeling Technical Methods and Results) prepared for the LCP Amendment provides the Coastal Commission with the technical background information they require to analyze the proposed LCP Amendment. Therefore, the City is not required to take further CEQA action on the proposed LCP Amendment.

10. On October 10, 2024, the Planning Commission held a duly noticed public hearing to consider initiating amendments to the City's LCP. On September 26, 2024, at least 10 days before the first public hearing date, notice of the hearing before the Planning Commission was published in the Monterey County Weekly.

11. This amendment is intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF PACIFIC GROVE:

1. The Planning Commission determines that each of the Recitals set forth above is true and correct, and by this reference incorporates those Recitals as an integral part of this Resolution.

2. The Planning Commission hereby initiates an amendment to the City's Local Coastal Program to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)).

3. This Resolution shall become effective immediately following passage and adoption thereof.

PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE CITY OF PACIFIC GROVE THIS 10TH DAY OF OCTOBER, 2024, BY THE FOLLOWING VOTE:

AYES: Commissioners Fredrickson, Davison, Kubica, Murphy, Nodzenski, and Sawyer

NOES: None

ABSENT: Commissioner Sweigert

ABSTAIN: None

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APPROVED:

DocuSigned by:
Claudia Sawyer
851DD4A47E86419...

CLAUDIA SAWYER, Vice Chair
for DON MURPHY, Chair

ATTEST:

Signed by:
Karen Vaughn
1A4205708BEC4CC...

KAREN VAUGHN, Secretary

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RESOLUTION 24 - 005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFIC GROVE, PURSUANT TO PACIFIC GROVE MUNICIPAL CODE CHAPTER 23.84, RECOMMENDING THE CITY COUNCIL AMEND THE LOCAL COASTAL PROGRAM, INCLUDING THE TEXT, POLICIES, AND FIGURES OF THE LAND USE PLAN (LUP SECTIONS 1.10, 2.1.1, 2.1.2, AND 2.1.4) AND TEXT OF THE IMPLENTATION PLAN (PACIFIC GROVE MUNICIPAL CODE, CHAPTER 23.90 (SECTION 23.90.140(b))

RECITALS

1. Section 65300 et seq. of the California Government Code requires each city to adopt a comprehensive, long-term General Plan for the physical development of each city.
2. On October 5, 1994, the City Council of the City of Pacific Grove ("City") adopted a city-wide General Plan ("General Plan") pursuant to California Planning, Zoning and Development law.
3. Section 30500 of the Public Resources Code requires each County and City to prepare a Local Coastal Program ("LCP") for that portion of the coastal zone within its jurisdiction.
4. On January 15, 2020, the City adopted the LCP, comprised of a Land Use Plan ("LUP") and Implementation Plan ("IP"), pursuant to the California Coastal Act and consistent with Section 30512 of the Public Resources Code. This separate mandate replaces policy guidance for most policy topics found in the General Plan and is applied in the Coastal Zone. The primary policy topics of noise and housing (to include other minor specific policies) are not addressed under the LCP - Coastal Act mandate although they are still applicable in the Coastal Zone under the jurisdiction of the General Plan – Planning Zoning and Development law mandate.
5. On March 11, 2020, the California Coastal Commission ("Coastal Commission") acknowledged certification of the City's LCP.
6. Section 30514 of the Public Resources Code provides for amendments to adopted LCP's.
7. On October 10, 2024, the Planning Commission of the City of Pacific Grove ("Planning Commission") considered, at a public hearing, the initiation of an LCP amendment to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)). The proposed amended text, policies, and LUP figure are attached and incorporated by reference herein.
8. Pursuant to Public Resources Code Sections 30000 et seq., and Title 23 of the Pacific Grove Municipal Code ("PGMC"), the City may amend the adopted LCP provided the City follows certain procedures, including that the Planning Commission hold a noticed public hearing and make a written recommendation to the City Council on the proposed amendment of the LCP, and that the City Council hold a public hearing to determine whether to adopt a resolution of intent to approve, and if affirmative, submit the proposed amendment to the Coastal Commission for certification. The Coastal Commission may certify the amendment or may suggest modifications, which, if adopted by the City, are

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deemed certified upon confirmation of the Executive Director of the Coastal Commission.

9. Pursuant to Government Code Sections 65350 et seq., the City may amend the adopted General Plan provided the City follows certain procedures, including that the Planning Commission hold a noticed public hearing and make a written recommendation to the City Council on the proposed amendment of the General Plan. In this case, staff recommended that the proposed LCP amendment is consistent with the General Plan, that no changes will occur to General Plan, and that all changes are otherwise consistent with the General Plan.

10. All policies of the General Plan and the Land Use Plan have been reviewed by the Community Development Department staff to ensure that the proposed amendments maintain the compatibility and internal consistency of the General Plan and the Land Use Plan.

11. Pursuant to Pacific Grove Municipal Code (PGMC) Sections 23.84.060, Findings, and 23.84.070 Amendments to the Local Coastal Program, in recommending the proposed Local Coastal Program Amendments, the Planning Commission makes the applicable findings as described below.

12. In reviewing this action, the City has followed the CEQA statute adopted by the State of California as published in the California Public Resources Code, Division 13, §21000, et seq., and the California Code of Regulations, Title 14, §15000, et seq. (i.e., CEQA Guidelines). Pursuant to CEQA Guidelines Section 15265 (Adoption of Coastal Plans and Programs), an amendment to a Local Coastal Program is statutorily exempt. Per Section 15265, CEQA does not apply to activities and approvals pursuant to the California Coastal Act by any local government necessary for the preparation and adoption of a local coastal program. This section shifts the burden of CEQA compliance from the local agency to the Coastal Commission. Pursuant to Public Resources Code Sections 21080.5 and 21080.9, and CEQA Guidelines Section 15251(f), the Coastal Commission is identified as a certified regulatory program which meets the requirements of Public Resources Code involving the preparation, approval, and certification of local coastal programs. As such, the Coastal Commission report that will be prepared for the LCP Amendment qualifies as a functional equivalent environmental review document with regard to CEQA. The analysis in the report (Coastal Hazards Modeling Technical Methods and Results) prepared for the LCP Amendment provides the Coastal Commission with the technical background information they require to analyze the proposed LCP Amendment. Therefore, the City is not required to take further CEQA action on the proposed LCP Amendment.

13. On October 10, 2024, the Planning Commission held a duly noticed public hearing to consider initiating amendments to the City's LCP. On September 26, 2024, at least 10 days before the first public hearing date, notice of the hearing before the Planning Commission was published in the Monterey County Weekly.

14. This amendment is intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

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FINDINGS

General Plan or Local Coastal Program Amendments

1. The proposed amendment is internally consistent with all other provisions of the general plan;
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and
3. The site is physically suitable (including access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested and anticipated land uses.

Zoning Ordinance Amendments

1. The proposed amendment is consistent with the general plan and, if applicable, the certified local coastal program; and
2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and
3. The proposed amendment is internally consistent with other applicable provisions of these regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF PACIFIC GROVE:

1. The Planning Commission determines that each of the Recitals and Findings set forth above is true and correct, and by this reference incorporates those Recitals and Findings as an integral part of this Resolution.
2. The Planning Commission hereby recommends that the City Council adopt a resolution of intent to amend the City's Local Coastal Program, including the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)), attached and incorporated by reference herein.
3. This Resolution shall become effective immediately following passage and adoption thereof.

PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE CITY OF PACIFIC GROVE THIS 10TH DAY OF OCTOBER, 2024, BY THE FOLLOWING VOTE:

AYES: Commissioners Fredrickson, Davison, Kubica, Murphy, Nodzenski, and Sawyer

NOES: None

ABSENT: Commissioner Sweigert

ABSTAIN: None

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APPROVED:

DocuSigned by:
Claudia Sawyer
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CLAUDIA SAWYER, Vice Chair
for DON MURPHY, Chair

ATTEST:

Signed by:
Karen Vaughn
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KAREN VAUGHN, Secretary

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City of Pacific Grove
Draft Local Coastal Program (LCP) Amendment
Coastal Hazards Technical Refinements

Land Use Plan (LUP):

1.10 TERMINOLOGY USED IN THE LAND USE PLAN

Critical Public Infrastructure: Processes, systems, facilities, technologies, networks, assets, and services essential to the health, safety, security, or economic well-being of the City. Examples include, yet are not limited to, the following: potable water treatment facilities and distribution networks, wastewater treatment facilities, wastewater collection (i.e., sewer main lines) networks, stormwater infrastructure, public roads, other public utilities (e.g., gas, electrical, and internet/telephone), and public sidewalks/trails associated with public roads. Examples of non-critical public infrastructure would include, yet are not limited to, the following: public sidewalks/trails not associated with public roads and public parks.

2.1 COASTAL HAZARDS (HAZ)

2.1.1 Background – Coastal Hazards and Sea Level Rise

Large winter waves and bluff erosion have long been hazardous to the built environment, as well as to natural systems and resource management in the Coastal Zone. Now, added to those historical challenges are changes brought by global climate change and the effects of sea level rise. Global climate change is amplifying other threats to ocean and coastal ecosystems, including erosion, pollution, and habitat loss. This Land Use Plan contains policies to respond to and address these hazards in the City's planning and permitting process.

Among the most significant natural hazards along the Pacific Grove coastline are large winter storms and waves, and ongoing bluff and shoreline erosion. Impacts associated with storms, waves and erosion have fallen disproportionately on the built environment and natural systems at the ocean-land interface. In addition, the Hopkins Marine Station has long been listed as being particularly vulnerable to tsunamis. The City's 2015 Climate Change and Vulnerability Analysis outlines many of these challenges but indicates that tsunamis have a relatively lower potential for damage to life and property due to the configuration of Monterey Bay and orientation of the Pacific Grove Coastline.

The geologic foundation of the entire Monterey Peninsula is a granitic rock called granodiorite overlain by marine terrace deposits. The marine terrace deposits are typically between 2 and 12 feet thick and capped by topsoil. The marine terrace deposits general consist of uncemented, friable, thinly laminate to thickly bedded silty very fine to coarse grained sand with pebbles and cobbles. The upper six inches to four feet of the marine terrace deposits are dark brown and clay rich due to topsoil. The base is generally marked in spots by a cobble and pebble rich deposit where the terrace deposits rest on top of the wave-cut platform. The contact between the granodiorite rock and marine terrace deposits typically has a seaward gradient. The terrace deposits exposed in the upper bluff are extremely erodible and unstable. When ocean wave run up impacts the terrace deposits, they erode, particularly near the base. That process undermines the terrace deposits and the upper terrace deposits slump downward onto the bedrock platform.

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The granodiorite rock is sturdy in earthquakes, resists waves, and generally breaks up into sand and gravel rather than mud so the water is clear. The upper portion of the granite is highly weathered and portions are prone to erosion. At depth the granite is less weathered and is very erosion resistant. Pacific Grove's Coastal Zone also includes areas of sand dune on the Asilomar coast, and marine terrace deposits along both the bay and ocean shores. There are rock bluffs consisting of bedrock that is slowly eroding and decomposing, which separates the exposed rocky shore and beaches from the coastal terrace and dune landforms immediately inland. There are also rock outcrops and promontories, boulders, offshore sea stacks, and a string of islets off of point Pinos, all of which contribute to an extraordinarily scenic coastline. The granodiorite erodes very slowly, replenishing the sand supply which is not fed by the littoral drift that disperses into other beaches on the southern shore of Monterey Bay.

The Asilomar Dunes complex is a distinct geologic formation that extends from Point Pinos to Cypress Point in Pebble Beach. In Pacific Grove, the Asilomar Dunes encompass the area between Asilomar Avenue and the shoreline. The dune landforms are composed almost entirely of pure quartz sand, which accounts for the beautiful white sand beaches whose well-rounded frosted quartz grains indicate they were at one time in a dune field in the open air, away from the water.

The exposed granite rock mass at the Pacific Grove shoreline is generally erosion-resistant, except for localized erosion where wave action at faults can break the rock. This fracturing is minimal both on the City's northeast shoreline along Monterey Bay, due to its orientation away from the predominantly northwest direction of the waves; and on the Asilomar coastline along the open ocean, due to the many off-shore reefs that dissipate the wave energy. The most rapid erosion along the shoreline has occurred in the natural coastal terrace deposits and midden, and various areas of rock and soil fill. A combination of ground squirrel and other animal activities; wave and tidal action; stormwater runoff and heavy pedestrian use has resulted in localized shoreline erosion sometimes affecting trails, bluffs, parking lots, and even the road. The City has historically sought to remedy this problem through a sea wall and rip rap revetment construction program and other shoreline armoring. As a result, the natural and scenic character of the Bay shoreline within the City has been altered to some extent by shoreline armoring that has been installed between Point Pinos and the Monterey Bay Aquarium at the City's eastern boundary.

While bluff erosion along the Pacific Grove shoreline has generally been a localized problem, the winter storms of 1982-83 resulted in extensive damage. Rip rap revetments were washed out, storm drains were damaged, and parking areas were destroyed by the strong waves from these storms. Except for Hopkins Marine Station, a portion of the Monterey Bay Aquarium, two single family residences, and sewer pumping stations, the immediate shoreline area is used predominately for open space recreational purposes.



Damage from strong storm surges at Hopkins Marine Station. Photo Credit - Gary Griggs, Ph.D., presentation: Sea-Level Rise, Shifting Shorelines and El Niño 11/11/15



Monterey Herald pictures of storm surges crashing over Ocean View Boulevard, Pacific Grove CA. Photo Credit- Monterey Herald, 2001.

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The natural coastal hazards and sea level rise policies in the Land Use Plan recognize the potential risks and hazards associated with development along Pacific Grove's coast, including the probable impact of climate change and associated sea level rise. Land Use Plan policies both govern potential development in this area and address potential impacts. The best available science at the time of Coastal Development Permit review, including data and information recommended for use by the *California Adaptation Planning Guide* and the California Coastal Commission's *Sea Level Rise Policy Guidance* must be used to help determine sea levels and potential hazards until such time as new data and information is available. This data may include:

- Cal-Adapt interactive website designed to provide data and information produced by the State's scientific and research community that provides a view of how climate change might affect California at the local level;
- The Ocean Protection Council's 2024 Science and Policy Update on Sea Level Guidance: State of California Sea Level Guidance;
- ~~The National Research Council's 2012 Report: *Sea Level Rise for the Coasts of California, Oregon and Washington: Past Present and Future*; and~~
- California Geologic Survey's California Tsunami Hazard Area Maps for Monterey County;
- Local data as available, which in the case of Pacific Grove currently includes the data set from the *Monterey County Multi-Jurisdictional Hazard Mitigation Plan – Final Draft 2014* and the City of Pacific Grove Climate Change Vulnerability Assessment, completed in January 2015;
- National Data Buoy Center (Scripps Institution of Oceanography Station 46249 – Cabrillo Point, and NDBC Station 46042 – Monterey Bay); and
- Monterey Tide Gauge (NOAA Station 9413450).

All the above listed reports project that climate change will intensify a variety of coastal hazards, as a result of sea level rise.

A *Climate Change and Vulnerability Analysis Report*, as well as a *Background Report*, both dated January 12, 2015 were prepared in support of the Local Coastal Program. Potential climate changes that may affect Pacific Grove's Coastal Zone include increases in temperature, shifts in precipitation, higher sea level, more severe storms, and ocean acidification. Although a secondary impact of climate change, Pacific Grove's Coastal Zone is also at increased risk of exposure to wildfire. Specific changes are difficult to predict, and considerable complexities arise when calculating potential risks.

The City's *Climate Change and Vulnerability Analysis* found that Pacific Grove's development pattern, particularly the City's coastal park and trail system, in conjunction with setting development back from the coast, well-position the City's residential and commercial areas to help withstand effects of sea level rise and tsunami inundation. Additionally, the City's location on granitic bluffs also limits erosion susceptibility. Nevertheless, the City may be susceptible to potential impacts, as all areas along California's coast are subject to some level of inherent hazards risk. The climate change and vulnerability assessment modeling showed potential flooding along the City's coastline, including the City's coastal park system and developed residential areas. Additionally, modeling utilized in the City's *Climate Change and Vulnerability Analysis* showed erosion potential, again primarily along the City's north shore, which, in the long run, would affect the City's coastal parks and trails along with areas developed with residential, commercial and institutional uses. Figure 3, Coastal Hazards and Areas of Potential Sea Level Rise, shows the areas of potential hazards related to projected sea level rise as identified in the Coastal Hazards Modeling Technical Methods and Results ~~*Climate Change and Vulnerability Analysis*~~ report prepared in ~~2015~~2024.

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The best available and most recent scientific information with respect to the effects of long-range sea level rise, including the coastal hazards analysis identified in the *Background Report* and *Climate Change and Vulnerability Analysis*, must be considered in the preparation of findings and recommendations for all geologic, geotechnical, hydrologic, and engineering investigations. Furthermore, the City will continue to consider the findings of future scientific studies that increase and refine the body of knowledge regarding potential sea level rise and coastal hazards in Pacific Grove and along the Monterey Bay, and possible responses to it. Additionally, the City may utilize the variety of academic institutions and non-governmental organizations in the region with expertise in climate change such as the University of California Santa Cruz, California State University Monterey Bay, Naval Postgraduate School, Middlebury Institute for International Studies at Monterey, Stanford-Hopkins Marine Station, Stanford-Center for Ocean Solutions, the Nature Conservancy, and the Monterey Bay Aquarium, to assist the City with data collection and research regarding the potential impacts of climate change and possible adaptation responses. Also, data from the Monterey Tide Gauge (NOAA Station 9413450) which was installed in 1973 can be utilized to report local sea levels and track sea level rise.

2.1.2 Coastal Act Policies – Coastal Hazards and Sea Level Rise

Various parts of the Coastal Act support policies in Local Coastal Program Land Use Plan that address climate change, sea level rise, and coastal hazards. Additionally, the California Coastal Commission Sea Level Rise Policy Guidance provides information for local municipalities updating Local Coastal Programs. The guidance document recognizes that the Coastal Act supports:

1. Use of best available science to guide decisions;
2. Minimization of coastal hazards through planning and development standards;
3. Maximization of protection of public access, recreation, public views and other coastal resources; and
4. Maximization of agency coordination and public participation.

Coastal Act policies relating to shoreline processes and natural hazards require that shoreline protection structures, such as seawalls, only be permitted where they serve coastal-dependent uses or protect existing structures or beaches in danger from erosion. The Coastal Act also requires that shoreline protection structures be designed to eliminate or mitigate adverse impacts on local shoreline sand supply (Public Resources Code §30235). Further, other coastal policies require that any development, such as shoreline protective devices, among other things, be sited and designed to:

1. Prevent degrading impacts to Environmentally Sensitive Habitat Areas (Public Resources Code §30240);

2. Mitigate adverse impacts to archeological resources (Public Resources Code §30244);

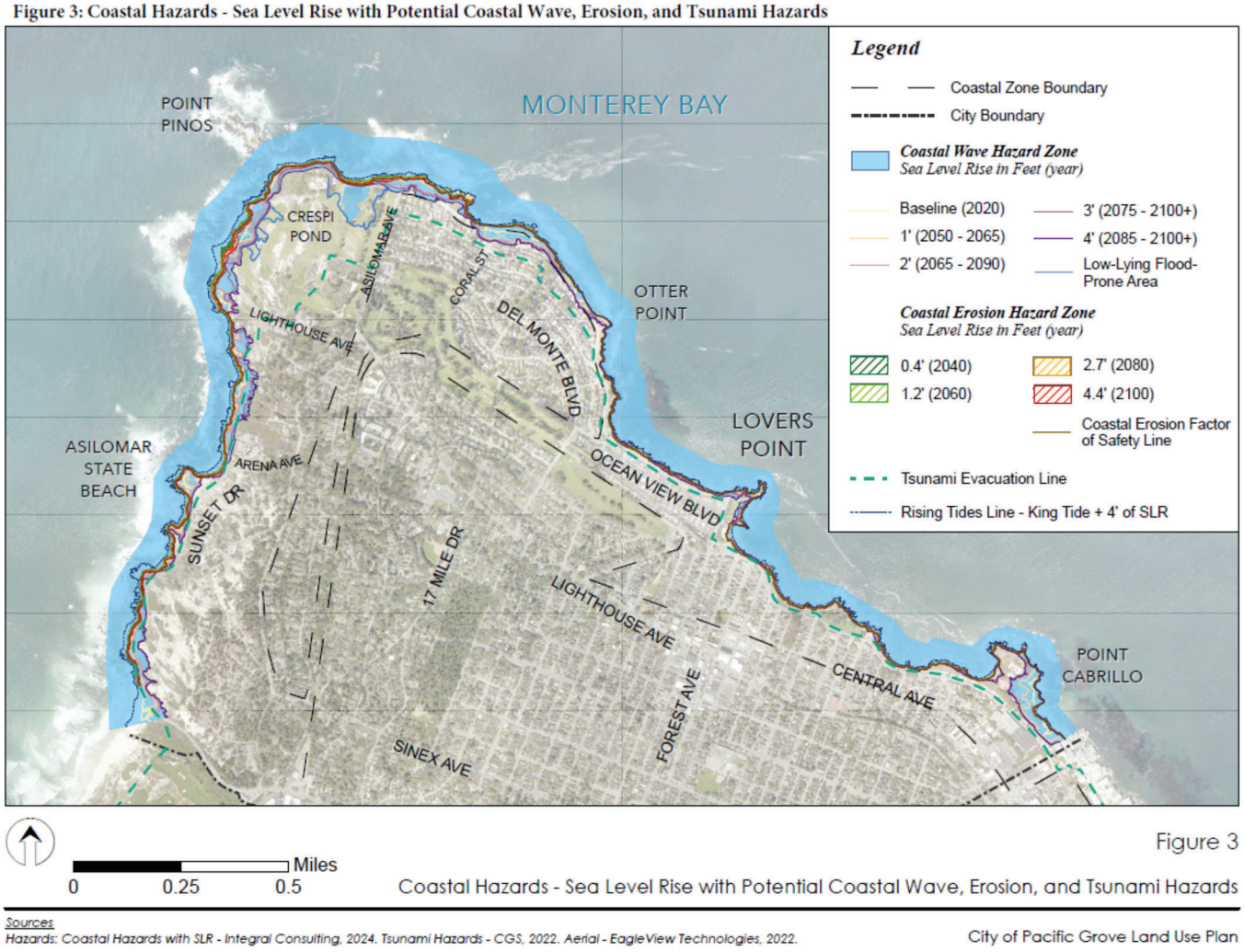
3. Protect ocean views, minimize the alteration of natural land forms, and be visually compatible with and subordinate to the surrounding character of the area (Public Resources Code §30251); and

4. Provide, and not interfere with, maximum public recreational access to and along the shoreline (Public Resources Code §§30210, 30211 and 30212).

Finally, Coastal Act policies require that all new development minimize risks to life and property in hazard areas (Public Resources Code §30253(a)) and not create, nor contribute to, erosion, instability, destruction of a site, or require protective devices that substantially alter natural bluff and cliff forms (Public Resources Code §30253(b)).

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Figure 3: ~~Coastal Hazards and Areas of Potential Sea Level Rise~~
Coastal Hazards - Sea Level Rise with Potential Coastal Wave, Erosion, and Tsunami Hazards



2.1.3 General Plan and Other Policies – Coastal Hazards and Sea Level Rise

The Pacific Grove General Plan commits ocean front lands to open space and recreational uses. The combination of public ownership and existing City policies and ordinances severely limit physical structures on the immediate shoreline area. The effect of the policies and public ownership along the shoreline is to help reduce the risks to life and property from storm and tsunami hazards and bluff erosion. However, certain policy areas, such as the effect of the construction of shoreline protective devices, among others, are not specifically covered by the Pacific Grove General Plan and are addressed in this Land Use Plan, the Implementation Plan, and the future Shoreline Management Plan. The Pacific Grove shoreline is an irreplaceable resource and its preservation as a natural living shoreline is a matter of great public importance. Therefore, the intent of the Local Coastal Program is to ensure that shoreline protective devices and other shoreline altering development are only utilized in limited situations and only when all coastal resource impacts are appropriately and proportionately mitigated, consistent with this Section.

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2.1.4 Land Use Plan Policies – Coastal Hazards and Sea Level Rise

The following Land Use Plan policies on shoreline hazards supplement existing City policies and regulations by providing for:

New development and redevelopment that is sited and designed to be safe from potential coastal hazards and in a manner that may not require future shoreline protective devices;

Specific attention to the possible effects of shoreline protective device construction;

Implementation of City policy calling for detailed park planning along the shoreline in order to maximize public access, find methods to minimize bluff erosion, and reduce other potential impacts on coastal resources; and

Expanded policies addressing protection from storm wave and tsunami hazards and the impacts associated with sea level rise while protecting coastal resources.



Tsunami Hazard Zone Sign. Photo Credit: www.NOAA.gov

HAZ-1. The City will continue to gather information on the effects of sea level rise and other coastal hazards on Pacific Grove's shoreline, including identifying vulnerable areas, structures, facilities, and resources, specifically areas with priority uses such as public access and recreation resources, Environmentally Sensitive Habitat Areas, and existing and planned sites for public infrastructure. Updates to the LCP, including through any vulnerability assessment, shall use the best available science, including the best available scientific estimates of expected sea level rise and potential resultant impacts. The information gathered should address multiple time frame horizons (e.g. 2025, 2050, and 2100) and sea level rise scenarios, as appropriate and feasible.

HAZ-2. Based on the information gathered over time per Policy HAZ-1, the City will conduct an evaluation at least every 10 years (and in response to significant storm events resulting in erosion) as to whether additional policies and other actions for inclusion in the LCP are necessary in order to better address the impacts of sea level rise and other coastal hazards, particularly those related to erosion.

As applicable, such periodic evaluations may result in LCP changes to hazard policies designed to:

a) require relocation of existing or planned development, including development already protected by shoreline protective devices, to safer locations or higher elevations and restoring shoreline areas to natural conditions if feasible, including working with entities that plan or operate infrastructure;

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b) modify allowable land uses in hazardous areas, and modify siting and design standards for development, to avoid and minimize risks and better protect coastal resources;
c) better protect wetlands and Environmentally Sensitive Habitat Areas;
d) update standards for determining erosion rates;
e) ensure long term protection of the function and connectivity of existing public recreational access facilities and resources; and
f) require modifications to existing shoreline protective devices to ensure that such devices are meeting then-current standards and are functioning in a way that has the least impact on coastal resources as possible, including evaluation of possible removal and shoreline restoration.

HAZ-3. The City will monitor sea level rise and request changes to the Coastal Zone boundary, as appropriate and feasible. The City will minimize the need for construction of new shoreline protective devices through management and, where necessary, restoration of the coastal park lands, including control of pedestrian use, parking, and ground squirrel and other rodent, vermin, or animal activities.

HAZ-4. The City will maintain a warning system and procedures for protection of life and property in coastal areas that are subject to storm and tsunami hazard, including informing visitors to the shoreline of the potential danger of large waves, and will coordinate closely with the Monterey County Office of Emergency Services on the implementation and future amendment of the Monterey County Multi-jurisdictional Hazard Mitigation Plan. New development subject to tsunami hazards shall prepare a tsunami preparedness plan that describes evacuation procedures and other protocols for addressing a potential tsunami event.

HAZ-5. The City will endeavor to coordinate planning and management of the coastal park lands with adjacent jurisdictions and other public agencies such as the City of Monterey, Monterey County, State Water Resources Control Board, National Oceanic and Atmospheric Association (Monterey Bay Sanctuary), Bureau of Land Management (California Coastal National Monument), the California Department of Parks and Recreation, the California Department of Fish and Wildlife, the United States Coast Guard, and the California State Lands Commission, which has decision-making authority on policies that affect land below the mean high tide line. The City should also coordinate planning and management of the coastal park lands on its downcoast borders with the Pebble Beach Company and other large private landowners, where feasible.

HAZ-6. The City will prepare a Shoreline Management Plan (SMP), consistent with the parameters set forth in HAZ-2, to evaluate potential actions to guide the management of public parklands along the shoreline while considering the effects of sea level rise, best protecting coastal resources, as well as circulation and utility infrastructure. The SMP, when approved by the Coastal Commission, will function as a tool to help maximize public access and protect coastal resources along the City's shoreline.

HAZ-7. The City will strive to minimize erosion of the shoreline by directing people to use public access pathways and stairways. The City will coordinate public recreation and access points with the Bureau of Land Management to ensure that public access use is designed to mitigate adverse impacts to the California Coastal National Monument and its geological, biological, cultural, and visual resources.

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HAZ-8. Development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall also assure stability and structural integrity, shall not create nor contribute significantly to erosion, geologic instability, or destruction of the site, and shall not substantially alter natural landforms. Public infrastructure, public recreational access facilities, and coastal-dependent development shall be developed in a manner consistent with Policy HAZ-10, and may qualify for shoreline protective devices only if in imminent danger from erosion consistent with HAZ-15 and HAZ-16. All other development shall be developed in a manner consistent with Policy HAZ-9.

HAZ-9. Development shall be sited and designed to avoid impacts from coastal hazards, including but not limited to, erosion, episodic and long-term shoreline retreat, flooding, inundation, storm waves, high seas, tidal scour, and tsunamis, including in relation to sea level rise, over the life of the development. As a condition of approval for all coastal development that at some point during its lifetime may be subject to coastal hazards, the Applicant shall record a deed restriction against the properties involved in the application acknowledging that the development site may be subject to coastal hazards.

HAZ-10. New public recreational access facilities (e.g. public parks, trails, and paths), public infrastructure (e.g. public roads, sidewalks, and public utilities), and coastal-dependent development (any development or use that requires a site on, or adjacent to, the sea to be able to function such as Hopkins Marine Station) shall be sited and designed in such a way as to limit potential impacts to coastal resources over their lifetime. See also Policy HAZ-15.

As appropriate, such development may be allowed within shoreline areas only if it meets all of the following criteria:

1. The development shall to the maximum extent feasible be sited and designed to be removable without significant damage to shoreline and/or bluff areas.

2. The development shall only be allowed when it will not cause, expand, or accelerate instability of a bluff.

HAZ-11. In order to minimize potential damage to life and property from coastal hazards, development and the use of land below the 20-foot elevation (as measured from mean high tide) shall be limited to coastal dependent and coastal related development, open space, low intensity public recreational access facilities and uses, public infrastructure, allowable shoreline armoring and coastal access facilities, and, at Lovers Point, Hopkins Marine Station, and Monterey Bay Aquarium, coastal dependent development. Other legally established existing development and uses below the 20-foot elevation may remain, but shall be relocated above the 20-foot elevation (or simply removed) should it become threatened by coastal hazards or should they redevelop. Costs for relocation shall be borne by the property owner. Regardless, no new major critical public infrastructure (e.g., new water/wastewater treatment facilities) shall be allowed seaward of Ocean View Boulevard or Sunset Drive. To the maximum extent feasible, existing major critical public infrastructure shall be relocated outside of this area.

HAZ-12. Development proposed in potential hazard areas, including but not limited to those that are mapped as hazardous in Figure 3, shall be evaluated for potential coastal hazards at the site using intermediate-high scenario sea level rise projections, based on ~~all~~ readily available information and the most current and recently adopted ~~best~~ available science (e.g., State of California Sea Level Rise Guidance). If the initial evaluation determines that the proposed

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development may be subject to coastal hazards over its lifetime, a site-specific hazards report prepared by a qualified geologist/engineer is required, the purpose of which is to ensure that such development can be built in a manner consistent with applicable LCP coastal hazards policies. Proposed development on properties that are determined not to be subject to coastal hazards over its lifetime would not be subject to additional site-specific hazards analysis.

With respect to critical public infrastructure specifically, such development shall be evaluated for potential coastal hazards using high scenario sea level rise projections, based on readily available information and the most current and recently adopted available science (e.g., State of California Sea Level Rise Guidance). If the initial evaluation determines that the proposed critical public infrastructure development may be subject to coastal hazards over its lifetime, a site specific hazards report prepared by a qualified geologist/engineer is required, the purpose of which is to ensure that such development can be built in a manner consistent with applicable LCP coastal hazards policies and will be safe from extreme sea level rise projections either through its design or through the development of an adaptation plan to be implemented in the future.

HAZ-13. Repair and maintenance of existing legally established shoreline protective devices (including restacking dislodged rock rip-rap in revetments within the approved revetment profile and texturing/contouring a vertical seawall per the approved surface treatment, but not including replacement, augmentation, addition or expansion) shall only be allowed if the shoreline protective device is required to protect public infrastructure, public recreational access facilities, and coastal-dependent development in critical danger from erosion (i.e., when a site-specific analysis determines the development would be unsafe to use or occupy within two years). If it is not so required, then the shoreline protective device shall be removed and the affected area restored. Any such allowable repair and maintenance projects shall include measures to address and mitigate for any coastal resource impacts the device is having, including with respect to public views and public recreational access.

HAZ-14. New shoreline protective device development (including replacement, augmentation, addition and expansion associated with an existing device) shall only be allowed where required to protect public recreational facilities (e.g., public parks trails, and paths), public infrastructure (e.g., public roads, sidewalks, and public utilities), and coastal dependent development (e.g., certain Hopkins Marine Station development) in imminent danger from erosion. Such devices shall only be utilized if no other feasible, less environmentally damaging alternative is available, such as relocation, beach nourishment, non-structural drainage and native landscape improvements, or other similar non-structural options. Such non-structural options shall be used and prioritized wherever possible to protect coastal resources, including coastal habitats, public recreational uses, and public access to the coast.

Where such non-structural options are not feasible in whole or in part, soft structural alternatives (e.g., sand bags, vegetation, etc.) shall be used and prioritized wherever possible before more significant shoreline protective devices (including, but not limited to, seawalls, revetments, breakwaters, groins, bluff retention devices, and piers/caisson foundation systems). Shoreline protective devices shall not be constructed to protect non coastal-dependent development, other than public recreational facilities and public infrastructure that do not otherwise constitute coastal-dependent development, or where other measures can adequately mitigate erosion hazards. All construction associated with shoreline protective devices and repair or maintenance or augmentation of existing protection devices shall be designed to eliminate or mitigate adverse impacts to the California Coastal National Monument and its geological, biological, cultural and visual resources.

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HAZ-15. New shoreline protective devices shall be sited and designed to avoid coastal resource impacts to the maximum extent feasible, including through eliminating or mitigating all adverse impacts on local shoreline sand supply (including sand and beach area that are lost through the shoreline protective device's physical encroachment on a beach, fixing of the back beach, and prevention of new beach formation in areas where the bluff/shoreline would have otherwise naturally eroded, and the loss of sand-generating bluff/shoreline materials that would have entered the sand supply system absent the device); protecting and enhancing public recreational access; protecting and enhancing public views; minimizing alteration of, and be visually subordinate to, the natural character of the shoreline; avoiding impacts to archeological resources; and protecting other coastal resources as much as possible.

Shoreline protective devices shall be required to mitigate impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resource impacts in 20-year increments, starting with the building permit completion certification date. Permittees shall apply for a coastal permit amendment prior to expiration of each 20-year mitigation period, proposing mitigation for coastal resource impacts associated with retention of the shoreline protective device beyond the preceding 20-year mitigation period, and such application shall include consideration of alternative feasible mitigation measures in which the permittee can modify the shoreline protective device to lessen its impacts on coastal resources, including potential removal.

HAZ-16. When development is proposed, property owners with any structures that are associated with and/or protected by existing shoreline protective devices shall be required to provide an assessment of the continued efficacy of such devices, including an evaluation of whether the devices can be removed or modified (and affected areas restored to natural conditions) in light of the development proposed (e.g., if the development is being relocated inland) to better protect coastal resources, in terms of public recreational access resources, while still providing necessary coastal hazard protection. If the assessment indicates that they can be so removed or modified, including if the assessment indicates that there is greater coastal resource benefit to removal or modification of the shoreline protective device, then the removal or modification shall be required as a condition of any approval for the development. In all cases, shoreline protective devices shall only be authorized until the time when the qualifying development that is protected by such a device is no longer present and/or no longer requires armoring.

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ORDINANCE NO. 24 - ___

AN ORDINANCE OF THE CITY OF PACIFIC GROVE AMENDING THE TEXT OF SECTION 23.90.140 OF THE PACIFIC GROVE MUNICIPAL CODE (PART OF THE IMPLEMENTATION PLAN OF THE CITY'S LOCAL COASTAL PROGRAM)

RECITALS

WHEREAS, Section 30500 of the Public Resources Code requires each County and City to prepare a Local Coastal Program ("LCP") for that portion of the coastal zone within its jurisdiction; and

WHEREAS, on January 15, 2020, the City of Pacific Grove ("City") adopted an LCP (City Council Resolution No. 20-001), comprised of a Land Use Plan ("LUP") and Implementation Plan ("IP"), pursuant to the California Coastal Act and consistent with Section 30512 of the Public Resources Code; and

WHEREAS, on March 11, 2020, the California Coastal Commission ("Coastal Commission") acknowledged certification of the City's LCP; and

WHEREAS, the LCP is final, adopted and certified and took effect on the certification date of March 11, 2020; and

WHEREAS, the City determined it appropriate to codify the IP as Chapter 23.90 of the Pacific Grove Municipal Code (PGMC); and

WHEREAS, Section 30514 of the Public Resources Code and the PGMC Chapter 23.84 provide for amendments to adopted LCP's; and

WHEREAS, on October 10, 2024, the Planning Commission of the City of Pacific Grove ("Planning Commission") considered, at a duly noticed public hearing, the initiation of an LCP amendment to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)), and the Planning Commission voted to recommend the City Council adopt the proposed LCP amendment; and

WHEREAS, on November 20, 2024, the City Council of the City of Pacific Grove ("City Council") considered, at a duly noticed public hearing, the proposed LCP amendment to amend the text, policies, and figures of the LUP (LUP Sections 1.10, 2.1.1, 2.1.2, and 2.1.4) and text of the IP (PGMC Section 23.90.140(b)), and the City Council adopted a resolution of intent to adopt the proposed LCP amendment; and

WHEREAS, notice of a public hearing before the City Council was published in the Monterey County Weekly and posted at City Hall on November 7, 2024; and

WHEREAS, pursuant to Pacific Grove Municipal Code (PGMC) Sections 23.84.060, Findings, and 23.84.070, Amendments to the Local Coastal Program, in recommending the proposed Local Coastal Program Amendments, the Planning Commission made the following findings: the proposed amendment is consistent with the general plan and, if applicable, the certified local coastal program; the proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and the proposed amendment is internally consistent with other applicable provisions of these regulations; and

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WHEREAS, pursuant to CEQA Guidelines Section 15265 (Adoption of Coastal Plans and Programs), an amendment to a Local Coastal Program is statutorily exempt; and

WHEREAS, this amendment is intended to be carried out in a manner fully in conformity with the California Coastal Act (Public Resources Code Sections 30512, 30513, and 30519).

NOW, THEREFORE, THE COUNCIL OF THE CITY OF PACIFIC GROVE DOES ORDAIN AS FOLLOWS:

SECTION 1. The foregoing recitals are adopted as findings of the City Council as though set forth fully herein.

SECTION 2. The City Council makes the following findings pursuant to PGMC 23.84.060:

1) The proposed amendment is consistent with the general plan and, if applicable, the certified local coastal program;
2) The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the city; and
3) The proposed amendment is internally consistent with other applicable provisions of these regulations.

SECTION 3. The Pacific Grove Municipal Code is amended as follows:

Chapter 23.90
Local Coastal Program Implementation Plan
Section 23.90.140 Coastal Hazards

(a) In order to protect life, property, and coastal resources from coastal hazards, and to maintain consistency with the LCP's land use plan (LUP), development shall conform to all applicable land use plan coastal hazards policies and the following requirements:

(b) Applications for All Development Potentially Subject to Coastal Hazards.

(1) Initial Coastal Hazards Assessment. City staff ~~The applicant~~ shall conduct ~~submit~~ an initial site assessment screening to determine whether the site may be subject to coastal hazards over its lifetime (generally over at least the next 75 years). The initial site assessment shall be based on readily available information and the most current and recently adopted available science (e.g., State of California Sea Level Rise Guidance). The screening shall include a review of CDPs issued or applied for at the subject site and immediate vicinity, technical reports, resource maps, aerial photographs, site inspection, current coastal hazard GIS layers, and the LCP's coastal hazard map in LUP Figure 3. Maps can be used as a resource for identification of coastal hazard areas; however, absence of mapping cannot alone be considered absence of hazard, and local site conditions must be examined at the time of coastal permit application using the best available science.

(2) Coastal Hazards Report. Where the initial site assessment reveals that the proposed development ~~is located on or seaward of Ocean View Boulevard or Sunset Drive, mapped within LUP Figure 3, and/or otherwise~~ may be subject to coastal hazards over the next 75 years, a site-specific coastal hazards report (report) shall be prepared. The report shall at a minimum provide for:

….

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SECTION 4. The City Manager is directed to execute all documents and to perform all other necessary City acts to implement effect this Ordinance.

SECTION 5. Severability. If any provision, section, paragraph, sentence, clause or phrase of this ordinance, or any part thereof, or the application thereof to any person or circumstance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, or any part thereof, or its application to other persons or circumstances. The City Council hereby declares that it would have passed and adopted each provision, section, paragraph, subparagraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, paragraphs, subparagraphs, sentences, clauses or phrases, or the application thereof to any person or circumstance, be declared invalid or unconstitutional.

SECTION 5. In accord with Article 15 of the City Charter, this ordinance shall become effective on the thirtieth (30th) day following passage and adoption hereof and following certification by the California Coastal Commission.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE THIS ____ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

BILL PEAKE, Mayor

ATTEST:

_____

SANDRA KANDELL, City Clerk

APPROVED AS TO FORM:

_____

BRIAN PIERIK, City Attorney

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RESOLUTION 22-018

AUTHORIZING SUBMITTAL OF AN APPLICATION FOR THE CALIFORNIA COASTAL COMMISSION'S LCP LOCAL ASSISTANCE GRANT PROGRAM

WHEREAS, the Budget Act of 2021 provides up to $31 million to support the Coastal Commission's LCP Local Assistance Grant Program which awards grants to local governments to support coastal resiliency and updates to Local Coastal Programs (LCPs); and

WHEREAS, the California Coastal Commission, under the authority of the California Coastal Act, may provide financial assistance to support coastal planning and has approved a grant program to provide such financial assistance for LCP planning; and

WHEREAS, the goal of the grant program is to develop new or updated LCPs in conformance with the California Coastal Act and to promote coastal resiliency and address the effects of climate change; and

WHEREAS, grant proposals submitted under this grant program must complete Local Coastal Program (LCP) planning work with special emphasis on coastal resiliency and addressing the effects of climate change and sea-level rise; and

WHEREAS, the City of Pacific Grove, has an effectively certified LCP; and

WHEREAS, through the practical application of the standards of the Implementation Plan (IP) pertaining to Coastal Hazards, staff has discovered that the coastal hazards science that these measures were based on in the development of the Local Coastal Program (LCP) have become outdated and are onerous to individual property owners seeking to make improvements to properties along the coast; and

WHEREAS, the City of Pacific Grove, desires to pursue the services of a professional geomorphologist or equivalent to update the background information and data needed to prepare an amendment to Section 23.90.140 (Coastal Hazards) of the Implementation Plan (IP) and Chapter 2.1 (Coastal Hazards) of the Land Use Plan (LUP), as needed, for approval by the City and submittal for certification by the California Coastal Commission; and

WHEREAS, the City of Pacific Grove commits to and agrees to fully support a planning effort intended to amend a certified LCP pursuant to the provisions of the California Coastal Act, with full public participation and coordination with the Coastal Commission staff; and

WHEREAS, enactment of this Ordinance qualifies for a CEQA Statutory Exemption as provided by section 15265 of the CEQA Guidelines – *Adoption of Coastal Plans and Programs*. The City Council finds no evidence of unusual circumstances has been submitted within the context, or evidence the project will cause significant adverse changes in the significance of an historical resource as contemplated by CEQA Guidelines 15300.2.

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NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pacific Grove, hereby:

1. Directs the Community Development Department Director, or designee, to submit the grant application package attached hereto as Attachment 1 to the California Coastal Commission to provide financial and planning assistance, under authority of the California Coastal Act, in the amount of $100,000.00 to fund the project more particularly described in the grant application package.

2. Authorizes the City Manager of the City of Pacific Grove, to execute, in the name of the City of Pacific Grove, all necessary applications, contracts and agreements and amendments thereto to implement and carry out the grant application package attached hereto, and any project approved through approval of the grant application.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE on this 20th day of April, 2022 on the following vote:

AYES: Councilmembers Coletti, Poduri, Smith, and Tomlinson.
NOES: Mayor Peake and Mayor Pro Tem McAdams.
ABSENT: Councilmember Amelio.

APPROVED:

DocuSigned by:
Bill Peake
2E6F9DE48137414...
BILL PEAKE, Mayor

ATTEST:
DATED: 4/25/2022

DocuSigned by:
Sandra Kandell
7882F89F4EDE420...
SANDRA KANDELL, City Clerk

APPROVED AS TO FORM:

DocuSigned by:
DAVID C LAREDO
F06545E32B2846E...
DAVID C. LAREDO, City Attorney

Outlook

October 10, 2024, Regular Calendar Item 8.A LCP Amendments – Coastal Hazards

From Tony Ciani <aciani@cianiarchitecture.com>
Date Sun 10/6/2024 5:12 PM
To Planning Commission <planningcommission@cityofpacificgrove.org>
Cc City Council Members <citycouncil@cityofpacificgrove.org>; Butler, Katie@Coastal <Katie.Butler@coastal.ca.gov>; Kahn, Kevin@Coastal <Kevin.Kahn@coastal.ca.gov>

1 attachments (2 MB)
PG PC.LCP Amendments – Coastal HazardsAugust 6, 2024.pdf;

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Chair Murphy and Planning Commissioners:

Please consider the information and recommendations in my attached letter.

Respectfully,

Tony Ciani

Anthony A. Ciani 220 Walnut Street Pacific Grove, California 93950
ARCHITECTURE PLANNING HISTORIC PRESERVATION COASTAL CONSULTANT

October 6, 2024

Chairman Donald Murphy
Members of the Planning Commission
City of Pacific Grove
300 Forest Avenue
Pacific Grove, CA 93950

RE: October 10, 2024, Regular Calendar Item 8.A LCP Amendments – Coastal Hazards

Dear Chair Murphy and Members of the Commission.

"To reduce potential impacts of future tsunamis, officials need to understand how communities are vulnerable to tsunamis . . . " [1]



*DOES PHOTO **(B) (above)** LOOK FAMILIAR ?*


Figure 1. Photographs of tsunami-prone areas of California at (A) Inglenook, (B) Monterey, (C) Long Beach Marina, (D) a powerplant in Morro Bay, (E) Malibu, (F) Port of Long Beach, (G) Crystal Cove State Beach, and (H) the Santa Cruz Beach Boardwalk (images from Adelman and Adelman, 2010, used with permission). Photographs of examples of other types of land uses in tsunami-prone areas are in figures 14, 23, 24, and 29.

"Photographs of Tsunami-prone areas of California . . . (B) Monterey…"

[1] U.S. Geological Survey, Scientific Investigations Report, California Geological Survey, 2012 Wood, Nathan, Ratliff, Jamie and Peters, Jeff, **Community Exposure to Tsunami Hazards in Californi**a.

October 6, 2024
Planning Commission
RE: **LCP Amendments – Coastal Hazards**
Page 2

> ***"Submarine landslides are particularly dangerous in that they seldom offer much warning, making pre-tsunami preparation and evacuation difficult*** *(Suleimani and others, 2009). Tsunamigenic* ***landslide sources*** *include areas near Goleta, Palos Verdes, and* ***Monterey Canyon . . ."*** [2]

The California Coastal Commission Sea Level Rise Policy Guidance Public Review Draft 2024 Update, states:

> ***"They are rare events but can be extremely destructive when they occur. The extent of tsunami damage will increase as rising water levels allow tsunami waves to extend farther inland . . . the number and size of coastal subaerial landslides may increase because of increased coastal erosion due to sea level rise, which in turn may increase the potential for tsunamigenic landslides along the California coast."***

The **Draft Local Coastal Program (LCP) Amendment Coastal Hazards Technical Refinements** (AMENDMENT) should not rely on the narrative in the Land Use Plan that was based on the *Climate Change and Vulnerability Analysis, 2015.* Instead ,it should be written in terms of the findings in the *City of Pacific Grove Coastal Hazards Modeling Technical Methods and Results August 19, 2024.* Furthermore, the AMENDMENT should be corrected to reflect the fact that the **Pacific Grove Shoreline Management Plan** (SMP) was completed in April 2020, and that the **Coastal Hazards Modeling Technical Methods and Results**, August 19, 2024, CHMTMR (2024) report by **i n t e g r a l** incorporated the SMP study by Moffat & Nichol (2020).

Please consider the following:

1) **HAZ-6** which states, "*The City* ***will prepare*** *a Shoreline Management Plan (SMP) . . . "* should be corrected to read:

   The City **prepared the** *Pacific Grove Shoreline Management Plan (SMP)***, (April 2020)**, *consistent with the parameters set forth in HAZ-2,* ***and shall be used to guide the management of the*** *public parklands along the shoreline while considering the effects of sea level rise, best protecting coastal resources, as well as circulation and utility infrastructure. The SMP, when approved by the Coastal Commission, will function as a tool to help maximize public access and protect coastal resources along the City's shoreline.*

2) The **Shoreline Management Plan (SMP) (April 2020)** effectively updated and replaced the Pacific Grove Coastal Parks Plan, adopted August 1998 regarding shoreline parks and coastal resources in the Coastal Zone. Update the SMP to be an Appendix to the LCP Land Use Plan.

3) **HAZ-12.** The LCP terminology references to the "lifetime" of a structure should be defined in terms of the number of years. In conditions for its CDPs, the Coastal Commission has used 75 years as the life of a structure, building or a remodel that could extend its lifetime.

[2] Ibid, Page 2

4) The CHMTMR (2024) report states:

> *"*Section *3.4 TASK 2.3 TIDAL INUNDATION FINDINGS Results from this analysis show that tidal inundation with 4 feet of sea level rise is not a significant threat to any developed land areas within the City. Tidal inundation may narrow beach widths and shift the rocky intertidal habitat areas to higher elevations, but no parcels or structures are at risk due to rising tides."*

However, Table 6 provides an informed estimate of the number of structures exposed to COASTAL WAVE HAZARDS associated with Sea Level Rise over the next 75 years. Except for the Gazebo [3] on the Asilomar State Park coastal trail, the Restrooms at Crespi Pond, and Hopkins Marine Station buildings, as many as Ten (10) Single Family Homes in the Coastal Zone are threatened between 2020 and 2060. Another Seven (7) homes are potentially at risk within 75 years (2100).

5) The CHMTMR (2024) report section 5, **Next Steps & Recommendations** is alarming. It recommends making ***"minor changes to the policy language as necessary,"*** but also to incorporate the revised hazard modeling findings from the CHMTMR (2024) into a ***"coastal hazard overlay".***

Therefore, the **Draft Local Coastal Program AMENDMENT** should include a "Coastal Wave Hazard Overlay Zone" based upon the CHMTMR (2024) report which should contain all of the following:

- A specific description of the type of structures exposed to coastal wave hazards to be protected and the reasons why the area has been designated as a **"Coastal Wave Hazard Overlay Zone."**
- A specific list of significant adverse impacts that could result from development where zoning regulations alone may not adequately protect the structures or coastal resources or public access.
- A specific map of the area indicating its size and specific location.

6) Next Steps & Recommendations, Item 2. *"**Incorporate new hazard layers into a refined vulnerability assessment to map the potential vulnerabilities to the City's roadways, recreational assets, public infrastructure, and critical facilities."***

Without a doubt, this item should be at the top of the City of Pacific Grove's TO DO LIST, and ***not kick it down the road to a yet-to-be-determined date.*** Without a sound infrastructure of streets and utilities, the residents and visitors to Pacific Grove are vulnerable to impacts of the winter storms and potential a tsunami. **Identification and mapping of PG's community assets in coastal hazard areas would provide insight critical for planning how to adapt and avoid adverse impacts and losses to the entire community.**

[3] The gazebo appears to be at risk of destruction **well before** the CHMTMR report's estimate of 2060.

October 6, 2024
Planning Commission
RE: **LCP Amendments – Coastal Hazards**
Page 4

7) The USGS and CGS **Community Exposure to Tsunami Hazards in California** report specifically addresses the number and type of residents in tsunami-prone areas in many of the coastal communities. The areas in Pacific Grove subject to Coastal Wave Hazards identified in the CHMTMR (2024) are the same neighborhoods and societal types that were described in the **Community Exposure to Tsunami Hazards in California** report to be adversely impacted by tsunamis:

- The very young and very old are considered to be ***more*** vulnerable than other age groups to hazards because of potential mobility and or health issues.
- While a relatively few people reside in Pacific Grove's Coastal Wave Hazard zone, Pacific Grove's public parks, recreation areas, and businesses (hotels and restaurants, etc.) are world **renowned destinations that attract many visitors to the Monterey Peninsula who will be adversely impacted by Coastal Wave Hazards.**
- **The 2013 predicted tsunami run-up from a Monterey Canyon Landslide for the Monterey Peninsula is 15.09 Feet High and from the Aleutians is 15.74 Feet.** ***"tsunami damage will increase as rising water levels allow tsunami waves to extend farther inland . . ."*** [4]
- **Map the inland extent of potential tsunami waves FOR THE YEAR 2100. It should be included in the Amended LCP Land Use Plan.** Tsunamis wave forces are more than wind waves.[5]

In conclusion, the CHMTMR (2024) scientific studies was a first step. The Pacific Grove LCP Land Use Plan and Implementing Zoning Ordinances are an aggregation of complex interrelated parts. Therefore, the next steps should be for the Planning Commission to recommend to the City Council to amend the agreement with **i n t e g r a l**, to complete Section **5 NEXT STEPS & RECOMMENDATIONS,** including activities required to implement the City CIPs, Shoreline Management Plan Update, Local Hazard Mitigation Plan, and the Climate Action and Adaptation Plan.

Respectfully,
Anthony A. Ciani

Cc: City Council
Coastal Commission

[4] California Coastal Commission Sea Level Rise Policy Guidance Public Review Draft 2024 Update

[5] The tsunami on Jan. 15, 2022, hit Santa Cruz, California, 12 hours and 12 minutes after the initial eruption in Tonga. Santa Cruz is 5,280 miles (8,528 kilometers) from Tonga, which means that the tsunami traveled at 433 mph (697 kph). As a tsunami approaches land, the ocean gets progressively shallower and all the wave energy that extended thousands of feet to the bottom of the deep ocean gets compressed. This can cause **flooding and very strong currents** that can easily sweep people, cars and buildings away. (Warner, Sally, **What causes a tsunami? An ocean scientist explains the physics of these destructive waves.** 19 January 2022)

Outlook

Re: October 10, 2024, Regular Calendar Item 8.A LCP Amendments – Coastal Hazards

From Tony Ciani <aciani@cianiarchitecture.com>
Date Wed 10/9/2024 10:31 AM
To Planning Commission <planningcommission@cityofpacificgrove.org>
Cc City Council Members <citycouncil@cityofpacificgrove.org>; Butler, Katie@Coastal <Katie.Butler@coastal.ca.gov>; Kahn, Kevin@Coastal <Kevin.Kahn@coastal.ca.gov>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Planning Commissioners,

I am writing to follow up with a few recommendations to the proposed **City of Pacific Grove Draft Local Coastal Program (LCP) Amendment Coastal Hazards Technical Refinements** including:

1) 1.10 TERMINOLOGY USED IN THE LAND USE PLAN Critical Public Infrastructure:

COMMENT: Add the word **"Social" to read:** Processes, systems, facilities, technologies, networks, assets, and services essential to the health, safety, security, **and social,** economic well-being of the City.

2) HAZ-12. Development proposed in potential hazard areas

COMMENT: The California Coastal Commission's **Critical Infrastructure at Risk: Sea Level Rise Planning Guidance for California's Coastal Zone** was unanimously adopted by the California Coastal Commission on November 17, 2021. (https://documents.coastal.ca.gov/assets/slr/SLR%20Guidance_Critical%20Infrastructure_12.6.2021.pdf)

Pacific Grove's LCP Land Use Plan requires a thorough edit to incorporate the Commission's recommendations for how a local government can address sea level rise issues in Local Coastal Programs (LCPs) consistent with the Coastal Act to prepare its policies and ordinances.

Regarding HAZ-12, consider adding to the "*purpose of which is to ensure that such development can be built in a manner consistent with applicable LCP coastal hazards*

policies" **- - and, for solutions that are determined to result in the least damage to the environment.**

3. LCP Land Use Plan content.

COMMENT: Consider requesting a comprehensive edit of the Land Use Plan to correct any discrepancies and inaccuracies, and out-of-date references in the narrative and policies, and to add state maps of the pertinent "HAZARD MAPS" for Pacific Grove to the figures in the plan such as those that are provided in the City of Pacific Grove 2015 Climate Change and Vulnerability Analysis. For example:
Map of Critical Facilities Health and Safety - 9 Potential Sea Level Rise (Page 2-53)
Map of Critical Facilities Health and Safety Figure 11 - Potential Tsunami Pacific Grove Vulnerability Assessment (Page 2-57)

Why would Pacific Grove discard that information altogether with this LCP Amendment?

Respectfully,

Tony Ciani

On Sun, Oct 6, 2024 at 5:12 PM Tony Ciani <aciani@cianiarchitecture.com> wrote:

> Dear Chair Murphy and Planning Commissioners:
>
> Please consider the information and recommendations in my attached letter.
>
> Respectfully,
>
> Tony Ciani

Outlook

LCP Amendment - Coastal Hazards, Agenda item 8A

From Lisa Ciani <lisa.ciani@gmail.com>
Date Wed 10/9/2024 11:46 PM
To Planning Commission <planningcommission@cityofpacificgrove.org>; Joe Sidor <jsidor@cityofpacificgrove.org>; Karen Vaughn <KVaughn@cityofpacificgrove.org>

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Dear Chair Murphy and Commissioners,

Please consider my comments below and some simple corrections described in my comments as you decide on recommending adoption of a technical amendment to the LCP to City Council. And please encourage development of a revised Figure 3 revision, one that can be understood clearly without a wall-size map.

Item 1in the agenda report (LUP Section 1.10:
It's good to see a definition of "critical infrastructure" being added to Pacific Grove's LCP Terminology section. I do agree with another commenter that the definition should include "social" well-being as well as "economic well-being". (So the first sentence of the definition should end, "…and services essential to the health, safety, security, or social or economic wellbeing of the City.") City and Coastal Commission staff may not be thinking about the CCC's focus on social justice issues, but our LCP should start reflecting those concerns (such as for the elderly and disabled).

Item 2 (LUP Section 2.1.1):
It's good to see the addition of the OPC's 2024 SLR Guidance update and the CGS Tsunami Hazard Area map and the National Buoy data. It's important also to understand that the language in the last paragraph of this background section continues to include the use of valuable information in the 2015 Background Report and the Climate Change and Vulnerability Analysis.

Item 3 (LUP Section 2.1.2):
The Figure 3 map in the amendments is not a map provided in the *Coastal Hazards Modeling Technical Methods and Results* document. The version of Figure 3 in the amendments apparently provides coastal erosion data for the coastline south of Point Pinos, data the City did not have available during the initial development of the LCP. However, it is extremely difficult, if not impossible to make sense of the map, even at a 500% magnification. A more manageable map is needed:

1. The Coastal Erosion Hazard Zone hatch marks in the legend are not visible on the map.
2. The Coastal Wave Hazard Zone lines in the legend have colors that can't be identified, except for the blue "Low-Lying Flood-Prone Area" line.
3. There are red lines on the map in places, but no red lines in the legend (except the unrelated hatch marks for 2100).
4. If only the terms "intermediate-high scenario sea level rise projections" and "high scenario…" , rather than measurements and dates, are being used in HAZ-12, those terms should be included in Figure 3.
5. In order for hazard zones to be able to be distinguished, there needs to be one map (figure) for "Coastal Wave Hazard Zones" and another for "Coastal Erosion Hazard Zones".
6. The "Tsunami Evacuation Line" is clear. But it also is not addressed in any meaningful way in the LUP, although HAZ-4 addresses tsunami hazards. The policy and the map aren't talking to each other. Most of the residential areas in the tsunami zone are not in the coastal zone. Where do evacuation routes need to be? While rare, tsunamis are a real risk, and the potential for a

submarine landslide in the Monterey Canyon for which there could be little, or no warning of a resulting tsunami, is something to be aware of and have a plan for.

Also please look at Section 2.1.3 (General Plan and Other Policies – Coastal Hazards and Sea Level Rise), following Figure 3. It refers to the "future Shoreline Management Plan". The word "future" should be deleted. PG *has* a Shoreline Management Plan. (See HAZ-6 in item 4 below.)

Item 4 (LUP Section 2.1.4):

- The revision to Policy HAZ-12 expects a lot of understanding on the part of City staff for the initial evaluation of a project (or "initial site assessment screening", as described in the Implementing Ordinance, 23.90.140) to determine if a site-specific hazards report is required. Is the revised HAZ-12 clear enough? Would it be improved if measurements from Figure 3 were added in parentheses following "intermediate-high scenario" and "high scenario" to make it more readily understood and avoid mistakes?

- The agenda report states:
  "LUP Policies HAZ-1 through HAZ-11 and HAZ-13 through HAZ-16 remain valid as written. No changes to these policies are necessary to continue LCP implementation nor to implement the updated coastal hazards technical analysis."
  However, this is the opportunity to correct errors in those policies, as follows:

  HAZ-4: Are there "evacuation procedures and other protocols for addressing a potential tsunami event"? When will we have an evacuation plan?

  HAZ-6: Instead of saying, "The City will prepare a Shoreline Management Plan", this should say, "The City approved a Shoreline Management Plan in June 2020". Later in HAZ-6, it states, "The SMP, when approved by the Coastal Commission, will function as a tool to help maximize public access and protect coastal resources along the City's shoreline." The City's previous administration neglected to submit the SMP for CCC approval, but in fact, preparation of a SMP was required by the CCC as a condition of approval (after the fact) for the Nyad Street seawall repair. So, CCC approval was implicitly given when the condition of approval for the seawall was deemed satisfied by the CCC in 2020. Now would be a good time to get the Coastal Commission's explicit approval, or acknowledgement of their approval, of the SMP and correct the wording in HAZ-6. (The SMP is also referred to in INF-24 and PRA-4.e.)

  (HAZ-11- Note: this policy seems to indicate that the City should not be reconstructing the Great Tidepool Trail where it has already been damaged by coastal hazards (and strewn large concrete debris around the site, yet to be removed). The GT Trail fits the description of critical public infrastructure and much of it is below the 20-foot elevation. Yet the City is proceeding with plans to reconstruct the heavily damaged Trail and add stairs.)

Item 5:
Section 23.90.140(b) specifies the lifetime of a project as "generally…at least the next 75 years", and that's the time period for which the City will be looking at whether a project may be subject to coastal hazards.

The agenda report states in Item 5:
"City staff better understand the information necessary to review and complete an initial assessment. As currently written, an initial assessment prepared and submitted by an applicant would still require review and confirmation by City staff." Whatever staff "better understand", it's important that their better understanding will be communicated clearly going forward, to avoid the pattern of loss of institutional memory. Do the LCP amendments communicate a clear set of criteria for staff to use when determining when a proposed project needs a "coastal hazards study?

It's hard to understand how a $100,000 grant from the Coastal Commission could be spent on an analysis and report with "revised hazard modeling findings" (some of them from our existing Shoreline Management Plan) and not even provide a "coastal hazard overlay" (part of Next Step #1). How long will it be before we can get to the rest of Next Step #1, as well as Next Steps #2 and #3?

And finally, it's time to discuss adding at least parts of the Beach Tract projected to be in coastal hazard zones, or already there. (For example, the properties that place sandbags on their doorsteps during big winter storms, wind, and surf.) See HAZ-3: "The City will monitor sea level rise and request changes to the Coastal Zone boundary, as appropriate and feasible."

Thank you for considering my comments.

Sincerely,
Lisa Ciani

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Joyce Halabi, Deputy Public Works Director

MEETING DATE: November 06, 2024

SUBJECT: Pine Avenue Safety Improvements - Robert Down Elementary

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Receive the presentation, feedback from the Traffic Safety Commission & PGUSD, and provide direction.
2. Alternatively, discuss and take other action on this item.

DISCUSSION

BACKGROUND

As part of the Fiscal Year 2023/24 Capital Improvement Program (CIP), the City Council allocated funds for safety improvements in front of Robert Down Elementary School, located on Pine Avenue. Following this, the Traffic Engineer conducted an observation and evaluation of the area, preparing a set of recommendations to enhance safety.

The Traffic Engineer's recommendations were brought before the City Council at the February 7, 2024, meeting. The item was continued to February 14, 2024, when the Council received the plan to relocate the stop sign from Fountain and Pine Avenues to 15th Street and Pine Avenue. The plan also included the installation of related signage and advance warning street markings. This plan was attached to the staff report for reference, which further specified that the improvements would be incorporated into the 2023/24 Crack and Slurry Seal Project. On April 17, 2024, the City Council approved a contract for that project.

IMPLEMENTATION & FOLLOW-UP

In May 2024, the safety recommendations were implemented. After receiving some mixed reviews, the Traffic Engineer conducted further evaluations at the intersections of Fountain and Pine Avenues, as well as 15th Street and Pine Avenue, on several dates: August 28, September 4, 5, 6, and 30, 2024. Initial assessments indicated that the improvements enhanced both safety and functionality.

At the September 18, 2024, meeting, the City Council received a presentation on the project's development, the implemented improvements, and potential future enhancements. The Council then directed staff to work with the School District and Traffic Safety Commission to receive feedback and direction on a path forward, which would subsequently return to the Council for consideration.

SEPTEMBER 30, 2024 JOINT CITY & PGUSD SUBCOMMITTEE MEETING
On September 30, 2024 the joint City of Pacific Grove & Pacific Grove Unified School District (PGUSD) subcommittee meeting was held. This topic was discussed. PGUSD members focused their comments on the need to strengthen safety measures that enhance the recent improvements.

OCTOBER 22, 2024 TRAFFIC SAFETY COMMISSION MEETING
At the October 22, 2024 Traffic Safety Commission (TSC) meeting, staff presented the following options for the TSC's review and feedback:

1. No Further Action: Keep Pine Avenue as it is with the current improvements.
2. Add an All-Way Stop at Fountain: Expand the existing improvements by adding a crosswalk on the west side of Pine Avenue and installing an all-way stop at the intersection of Pine and Fountain. This would be in addition to the stop sign at 15th and Pine and would require an additional crossing guard.
3. Engineer Additional Improvements: Task the Traffic Engineer with designing a larger-scale solution to address ongoing safety issues, such as dual-lane threats, school drop-off congestion, and non-compliance at the stop sign.
4. Conduct Independent Analysis: Engage an independent traffic engineering consultant to evaluate the current improvements and provide feedback.

These options could be pursued individually as standalone tasks or combined to incorporate both short-term solutions and the design of long-term safety measures.

Ultimately, the TSC provided the following recommendation to be brought forward to the City Council:

- Proceed with Option #2, adding an all-way stop at Fountain with one crosswalk and a crossing guard (funded by PGUSD), including an analysis to determine where the crosswalk across Pine at Fountain should be located.
- Work with the Transportation Agency for Monterey County (TAMC) to develop a pilot program that includes community engagement, which would be used to inform the development of a long-term CIP project (Option #3).
- Proceed with Option #3, engineer additional improvements based on the feedback and community input gathered from the pilot program with TAMC.

ADDITIONAL STUDIES
Although the TSC did not recommend Option #4, conducting an independent analysis, it is still a vital step going forward. This analysis will establish design immunity which could safeguard the City from future litigation, document the current configuration's functionalities and areas for improvement, provide an unbiased assessment of the ideal safety configuration, assess the additional stop sign/crosswalk at Pine & Fountain, and provide a reference for future improvements.

The City has received a quote from Kimley-Horn Engineering Planning and Design Consultants to perform this assessment. The assessment would include:

- Data Collection on Pine at Forest, Fountain, 15th and 13th during peak AM and PM times for a 3-day span while school is in session
- Existing Conditions Analysis
- Multi-Way Stop Warrant Analysis per the MUTCD standards
- Pedestrian Circulation Review
- Crosswalk Safety Review

- Technical Memorandum

The cost of this assessment is $30,954.

NEXT STEPS

If the TSCs recommendation is approved by the City Council, staff will:

- Develop a plan set for Option #2 and begin the traffic engineering assessment with Kimley-Horn
- Initiate a public education campaign on the upcoming changes to Pine Avenue
- Following completion of the study and plan set, implementation of Option #2 by in-house crews
- Staff will engage with TAMC to begin discussions about potential pilot projects and work to garner public feedback that would be harnessed to implement Option #3, engineer additional improvements.
- Option #3, engineer additional improvements, would return as a project proposed in the FY25/26 CIP.

OPTIONS

1. Proceed with the recommendation of the TSC and Staff
2. Provide alternate direction

FINANCIAL IMPACT:

Implementing the staff recommendation will incur additional costs, including extra engineering time for creating the stamped plan set required to add an All-Way Stop and performing the additional traffic engineering assessments by Kimley-Horn.

- The additional engineering time associated with the development of the stamped plan set to add an All-Way Stop at Fountain will derived from the City's on-call traffic engineering agreement with 4Leaf.
- The Traffic Engineering assessment performed by Kimley-Horn will be derived from the FY23/24 Crack and Slurry Seal project savings. There is sufficient project savings to accommodate this study.

FOCUSED PRIORITY AREA: Infrastructure

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council
FROM: Joyce Halabi, Deputy Public Works Director
MEETING DATE: November 06, 2024
SUBJECT: Facilities Conditions Assessment
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Receive Report.
2. Alternatively, discuss and take other action on this item.

DISCUSSION

BACKGROUND

In late Fiscal Year 2023/2024, City staff embarked on the process of revamping the Capital Improvement Plan (CIP) process to enhance the tracking, allocation, and management of aging City infrastructure more efficiently.

The overarching objective is to develop a proactive approach and gain a comprehensive understanding of infrastructure needs and associated costs in the long term. Historically, the CIP process has been reactive, primarily focused on addressing failing infrastructure without a holistic understanding of future, long-term needs.

The establishment of a Pavement Management Program (PMP) in 2019 provided the City with a roadmap for addressing overarching pavement needs, a crucial aspect of the City's infrastructure portfolio. The PMP enabled the City to more efficiently and proactively manage aging road infrastructure, by maintaining roads in good condition (maximizing remaining service life) and addresses failed road segments, all within the constraints of limited funds. Collaborating with the Transportation Agency for Monterey County (TAMC), the City refreshed pavement data in 2023, affirming that the use of the PMP has led to improved pavement conditions, with an overall increase of 5 points in the Pavement Condition Index (PCI) rating within the first 5 years of implementation.

Staff aimed to expand on the PMP by assessing another part of the infrastructure portfolio—facilities—to gain insight into current and long-term needs. The goal was to obtain facility condition assessments (FCAs) that would provide a comprehensive view, enhancing management and tracking of facility infrastructure. This approach supports efficient resource allocation and timely improvements. Initially focused on five facilities (City Hall, Fire Station, Youth Center, Police Station and Public Works Yard), the broader vision is to eventually assess all facilities. Paired with the PMP,

the FCAs could help staff identify priority needs and plan effectively for future funding requirements.

This approach was discussed with the City Council at their May 15, 2024, meeting, as an element of the Capital Improvement Plan discussions.

RFQ PROCESS

On January 17, 2024, the City issued a Request for Qualifications (RFQ) for the development of City Facility Conditions Assessments for the five City facilities noted above. The RFQ period closed on Feb 15, 2024. Eight (8) proposals were received. After a review of all the submitted Statements of Qualifications, the top three (3) ranked firms were invited for an interview.

Following the interview process, Bureau Veritas (BV) was selected as the top-ranking firm. An agreement was executed on April 22, 2024, for the development of 5 facility conditions assessments in an amount not to exceed $23,380.40 plus a 15% contingency.

DEVELOPMENT OF THE ASSESSMENTS

After the agreement was executed, the facility condition assessments began, consisting of the following phases:

- Data Gathering Phase: This phase included pre-survey questionnaires and a review of existing information on the five facilities.
- Site Assessment Phase: Consultants conducted on-site inspections in May 2024, performing a detailed assessment of each facility, including buildings, building systems, and associated infrastructure.
- Report Development Phase: Consultants prepared comprehensive reports, detailing inventories of building elements, assessments of current conditions, a facility condition index rating, and additional findings.

FACILITY CONDITIONS ASSESSMENT REPORTS

Each of the assessed facilities has a stand alone comprehensive report. The five reports are available for review at: www.cityofpg.org/buildings-grounds

Each of the reports is organized as follows:

- An executive summary
    - Property Overview and Assessment Details
    - Facility Condition Index (FCI)
    - Immediate Needs
    - Key Findings
    - Plan Types
- Purpose and scope
- Building Systems and Site Elements
- ADA Accessibility Overview
- Opinions of Probable Costs
- Appendices
    - Photographic Records
    - Site Plans
    - Pre-Survey Questionnaire
    - Accessibility Review and Photos
    - Component Condition Report
    - Replacement Reserves
    - Equipment Inventory List

TAKEAWAYS AND HIGH-LEVEL SUMMARY

Facility Condition Index

One of the major goals of the FCA is to calculate the Facility Condition Index (FCI) rating which provides a theoretical objective indication of a facilities overall condition. The FCI is defined as the ratio of the costs of current needs divided by the current replacement value of the facility. The replacement value is defined as the cost to put the building back in its current state (as it is today).

FCI percentage ranges and their definitions are provided below. The lower the FCI, the better.

FCI Range	Definition
0-5%	New or well-maintained condition w/little or no visual evidence of wear & tear
5-10%	Subjected to wear but is still in a serviceable and functioning condition
10-30%	Subjected to hard or long-term wear. Nearing end of useful/serviceable life
30% & above	Has reached the end of a useful or serviceable life. Renewal is now necessary

In addition to the current FCI, extended FCIs have been developed to provide the information needed to plan and budget for upkeep of the facilities. The 3-, 5-, and 10-year FCIs are calculated by dividing the anticipated needs of those respective time periods by current replacement value. The FCIs provide more value when used to relatively compare facilities across a portfolio instead of as a stand-alone value.

Table 1, below, provides the current, 3-, 5- and 10-year FCI values for the assessed facilities.

Table 1. FCI Ratings

Facility (year built)	Cost/SF	Total SF	Replacement Value	Current FCI	3YR FCI	5YR FCI	10YR FCI
City Hall (1912)	$637	16,000	$10,192,000	1.7%	6.7%	6.8%	15.8%
Fire Dept. (1948)	$525	10,000	$5,250,000	0.2%	5.0%	8.9%	16.5%
Police Dept. (1948)	$666	14,000	$9,324,000	0.0%	1.2%	5.8%	11.8%
PW Corp Yard (1960)	$423	24,300	$10,278,900	4.4%	9.7%	11.1%	17.3%
Youth Center (1996)	$502	10,000	$5,020,000	1.5%	10.3%	17.3%	19.2%

Building Facility Needs

Table 2, below, provides the immediate, short term, near term, medium term and long term needs for each of the assessed facilities. The individual reports show the facility needs broken out by system (ex: structure, facade, roofing etc). The table below aggregates the data to provide a comparison of the needs of the 5 assessed facilities.

Immediate Needs are line items that require immediate action as a result of: (1) material existing or potential unsafe conditions, (2) failed or imminent failure of mission critical building systems or components, or (3) conditions that, if not addressed, have the potential to result in, or contribute to, critical element or system failure within one year or will most probably result in a significant escalation of its remedial cost.

Table 2. Needs					
Time Metric	**Fire Station**	**Police Department**	**Youth Center**	**PW Yard**	**City Hall**
Immediate	$8,100	$0	$75,500	$450,100	$174,200
Short Term (1-2 YRS)	$153,300	$28,100	$1,500	$466,400	$132,700
Near Term (3-5 YRS)	$306,700	$508,700	$789,800	$220,300	$381,500
Med Term (6-10 YRS)	$396,900	$563,600	$95,600	$639,600	$923,500
Long Term (11-20 YRS)	$1,109,000	$1,542,400	$699,900	$1,094,500	$1,596,000
TOTALS	$1,974,000	$2,642,800	$1,662,300	$2,870,900	$3,207,900

The table above provides estimated budget needs for the five facilities across various timeframes. Actual costs may differ from consultant estimates due to factors like solution type and design, material and installation quality, equipment selection, field conditions, scope of repairs versus replacements, project phasing, market conditions, etc. Nevertheless, these estimates serve as useful benchmarks for understanding and planning future needs.

Specific needs, per year, for each facility are outlined in Appendix F, Replacement Reserves, within each report.

Building Element Conditions

Table 3, below, provides an overview of the building elements and their existing conditions.

Conditions ratings are defined below:

- Excellent – New or very close to new; component or system typically has been installed within the past year, sound and performing its function. Eventual repair or replacement will be required when the component or system either reaches the end of its useful life or fails in service.
- Good – Satisfactory as-is. Component or system is sound and performing its function, typically within the first third of its lifecycle. However, it may show minor signs of normal wear and tear. Repair or replacement will be required when the component or system either reaches the end of its useful life or fails in service.
- Fair – Showing signs of wear and use but still satisfactory as-is, typically near the median of its estimated useful life. Component or system is performing adequately at this time but may exhibit some signs of wear, deferred maintenance, or evidence of previous repairs. Repair or replacement will be required due to the component or system's condition and/or its estimated remaining useful life.
- Poor - Component or system is significantly aged, flawed, functioning intermittently or unreliably; displays obvious signs of deferred maintenance; shows evidence of previous repair or workmanship not in compliance with commonly accepted standards; has become obsolete; or exhibits an inherent deficiency. The present condition could contribute to or cause the deterioration of contiguous elements or systems. Either full component replacement is needed or repairs are required to restore to good condition, prevent premature failure, and/or prolong useful life.
- Failed - Component or system has ceased functioning or performing as intended. Replacement, repair, or other significant corrective action is recommended or required.
- Not Applicable (N/A)- Assigning a condition does not apply or make logical sense, most commonly due to the item in question not being present.

Table 3 – Building Systems Conditions	**Fire Station**	**Police Department**	**Youth Center**	**PW Yard**	**City Hall**

Summary					
Structure	Fair	Fair	Fair	Fair	Fair
Facade	Fair	Fair	Fair	Fair	Fair
Roof	Fair	Fair	Fair	Fair	Fair
Interiors	Fair	Poor	Fair	Fair	Fair
Elevators	N/A	N/A	Poor	N/A	Fair
Plumbing	Fair	Fair	Fair	Good	Fair
HVAC	Fair	Good	Fair	Fair	Fair
Fire Suppression	Fair	Fair	Fair	Fair	Fair
Electrical	Fair	Fair	Fair	Fair	Fair
Fire Alarm	Fair	Fair	Fair	Fair	Fair
Equipment Special	Fair	Fair	N/A	Fair	N/A

DATABASE

The Asset Calc Dataset is an internal database accessible to City staff for tracking, scheduling, and reporting necessary facility improvements across all five sites. This central resource consolidates the data used to generate these reports, providing a comprehensive view of facility needs. Like the Pavement Management Program (PMP), the Asset Calc Dataset will serve as a valuable tool for staff in identifying and assessing needs over time.

ADDITIONAL FUTURE CIP ENHANCEMENTS

The reports and Asset Calc Database will assist the City in planning future maintenance and Capital Improvement Program (CIP) needs. This information will be leveraged to shape the upcoming CIP and focus on addressing top-priority items.

OPTIONS

N/A

FINANCIAL IMPACT:

Receiving this report has no fiscal impact. The report will be used to inform the development of future CIP projects, which will later return to the Council for consideration as part of the CIP and budget process.

FOCUSED PRIORITY AREA: Infrastructure

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO:	Honorable Mayor and Members of the City Council
FROM:	Brian Pierik, City Attorney
MEETING DATE:	November 06, 2024
SUBJECT:	Direction to City Attorney to work with City Manager and Staff to prepare an Ordinance amending Chapter 20.04 of the Pacific Grove Municipal Code in Regard to Signs
CEQA:	Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Motion to direct City Attorney to work with City Manager and staff to prepare an Ordinance amending Chapter 20.04 of the Pacific Grove Municipal Code in regard to signs.
2. Take Alternative Action Related to this item

DISCUSSION

A. Legal Background

Local agencies may regulate the placement of signs and billboards.[1] However, because signs and billboards involve speech, their regulation implicates First Amendment concerns. Regulation of political signs is a particularly sensitive area because "the constitutional guarantee has its fullest and most urgent application precisely to the conduct of campaigns for political office."[2]

1. *Public vs. Private Property*

Signs may be regulated differently on public versus private property. A city may ban the posting of signs on public property, provided that such regulations are content-neutral. In addition, the type of public forum may affect the degree of regulation. A city may not completely ban non-commercial signs from private property, but the City may impose reasonable time, place, and manner ("TPM") restrictions.

2. *Commercial vs. Non-Commercial Signs*

Restrictions on commercial signs are permitted if the regulation concerns lawful activity and is not misleading, seeks to implement a substantial government interest, directly advances that interest, and reaches no further than necessary to accomplish its objective.

The City may impose reasonable TPM restrictions on non-commercial signs, provided they are

narrowly tailored, leave open ample alternative channels for communication, and are adequately justified without reference to the content of regulated speech (i.e., content-neutral). The City may not enact any law that has the effect of favoring commercial speech over non-commercial speech.

3. *Content-Based Regulations Are Subject to Strict Scrutiny.*

If a sign regulation is content-based, it is presumptively unconstitutional and will face strict scrutiny (i.e., narrowly tailored to achieve a compelling interest). Laws facing strict scrutiny are almost always struck down.

A regulation is content-based if it applies to particular speech because of the topic discussed or the idea or message expressed. An example of a content-based regulation is one that allows political signs supporting candidates of one political party, but not another. A less obvious example of a content-based regulation is a sign code that creates exemptions for certain types of temporary, non-commercial signs and regulates each type differently.[3]

B. Overview of City's Sign Code

The City's sign regulations are established by Ordinance 1664 ("Sign Ordinance") was adopted on April 5, 1989 (Attachment 1). Ordinance 1664 is codified at Chapter 20.04 of the Pacific Grove Municipal Code ("Sign Code"), Attachment 2.

The Sign Code generally requires a permit for signs, but exempts a variety of different sign types from the permit requirement, with each sign type (e.g., political signs, construction signs, directional signs) regulated differently.

The Sign Code defines "political sign" as "a sign intended to draw attention to or communicate a position on any issue, candidate or measure in any national, state or local election."[4]

1. *Private Property*

On private property, no permits are required to post political signs. Provided that permission has been obtained from the property owner, any number of nonilluminated political signs are allowed. However, the signs are limited to a combined sign area not exceeding 16 square feet in residential zones and 20 square feet in other zones.

There is no limit to the number or area of political window signs. Political signs shall be placed, posted or erected no earlier than six weeks before the election to which they pertain, and shall be removed within seven days following such election. All signs must be maintained in good condition; dilapidated signs will be repaired or removed upon order of the community development department.

2. *Public Property*

On public property, no signs, including political signs, may be attached, maintained, painted, printed, or otherwise affixed to a curbstone, lamppost, hydrant, tree, shrub, tree stake or guard, utility pole, wire, bench, sidewalk, crosswalk, traffic signpost, traffic-control device, parking meter or structure in or upon any public street, alley, or upon any other public property, except by a duly authorized public employee or required or permitted by law.

C. Discussion of City's Sign Code

1. *The City Cannot Enforce Time Limits on Posting Political Signs In Advance of an Election.*

There are issues with the political sign-posting timeline. Courts have struck down time limits relating to how far in advance of an election political signs may be posted, when such signage would be effectively banned other times of the year. [5] Additionally, courts have struck down many time-based display limits for political signs.

Other restrictions, such as size and height of signs, total aggregate area of signs/total cumulative size limit (as long as not limited to one candidate), etc., have been upheld by courts. A requirement that political signs be removed 10 days after the election previously survived challenge in the 9th Circuit, with the court holding that signs supporting issues and candidates following an election do not raise significant First Amendment issues.[6]

Therefore, the City may not enforce its requirement that political signs to be posted no earlier than six weeks before the election.

On May 1, 2024, the City Council gave direction to the City Manager to work with City Clerk on providing notice to candidates advising them there is no time limit in advance of the election for the posting of signs.

2. *The City Sign Code is Content-Based.*

Beyond specific political sign regulations, another issue with the City's Sign Code is that it is content-based because it creates exemptions for certain types of non-commercial speech and regulates each type differently.

In the case of *Reed v. Town of Gilbert* (2015) 576 U.S. 155, the Town of Gilbert's sign ordinance required a permit for outdoor signs, but exempted 23 categories of signs from that requirement. Ideological, political and directional signs were exempt from the permit requirement, but each category was subjected to different rules with respect to size, location and length of display time. [7] The Court characterized this regulatory scheme as "content-based on its face" because it subjected signs to different rules depending upon the message conveyed (e.g., whether ideological, political or directional). [8] The Town of Gilbert's sign code failed to survive strict scrutiny and the Court struck down portions of the code.[9]

The City's Sign Code requires a permit for signs, but exempts a variety of different signs from the permit requirement, with each sign type (e.g., political signs, construction signs, directional signs) subject to different restrictions. Therefore, the City should revise its Sign Code to be content-neutral.

D. Proposed Revisions to Municipal Code Chapter 20.04 (Signs)

The City should, among other possible amendments, consider the following amendments:

1. Remove the references to “political signs” and other content-based sign types (i.e., ensure that all sign regulations are content-neutral).

2. Create rules for temporary signs displaying non-commercial messages that apply equally to every variety of non-commercial message.

3. Include a “substitution clause” allowing any non-commercial message to be substituted in place of any commercial message allowed by the law.

4. Consider using separate chapters or sections to regulate signs on private land versus public land.

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[1] Gov. Code, §§ 38774, 65850.
[2] *Monitor Patriot Co. v. Roy* (1971) 401 U.S. 265, 272.
[3] See *Reed v. Town of Gilbert* (2015) 576 U.S. 155 [holding that town's ordinance distinguishing between political, ideological, and temporary directional signs is content-based on its face and subject to strict scrutiny].
[4] Pacific Grove Municipal Code, § 20.04.150(h).
[5] See *City of Antioch v. Candidates' Outdoor Graphic Serv.* (N.D.Cal. 1982) 557 F.Supp. 52, 60 [60-day pre-election time limit invalidated]; *Orazio v. Town of N. Hempstead* (E.D.N.Y. 1977) 426 F.Supp. 1144, 1147 [6-week pre-election time limit invalidated].
[6] *Baldwin v. Redwood City* (9th Cir. 1976) 540 F.2d 1360, 1374; But see *Whitton v. Gladstone* (8th Cir. 1995) 54 F.3d 1400 [7 day removal rule held unconstitutional].)
[7] *Reed* at pp. 159-160.
[8] *Id.* at p. 164.
[9] *Id.* at p. 172.

OPTIONS

N/A

FINANCIAL IMPACT:

None.

FOCUSED PRIORITY AREA: Environmental Stewardship

Attachments

1. Ordinance No. 1664
2. City Municipal Code Chapter 20.04 (Signs)

ORDINANCE NO. 1664 N. S.

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PACIFIC GROVE RESCINDING CHAPTER 20.04 (SIGNS) OF THE PACIFIC GROVE MUNICIPAL CODE AND ADOPTING A NEW CHAPTER 20.04 (SIGNS)

THE COUNCIL OF THE CITY OF PACIFIC GROVE DOES ORDAIN AS FOLLOWS:

SECTION 1. Chapter 20.04 (Signs) of the Pacific Grove Municipal Code hereby is rescinded.

SECTION 2. A new Chapter 20.04 (Signs) hereby is added to the Pacific Grove Municipal Code, to read as follows:

20.04.010 PURPOSES. The City of Pacific Grove is a city possessed of natural beauty, distinctive architectural styles and historic character. The City's economy is dependent on both a vigorous local business community and residential environment. The City acknowledges that signs and identification are important and necessary to the successful communication of business and commercial activities. Therefore, given Pacific Grove's setting, the provisions of this Chapter are intended to:

(a) Encourage the use of signs that:

(i) protect and enhance the architectural character and harmony, and natural beauty of the community, its buildings and its various neighborhoods and districts;

(ii) possess a satisfactory aesthetic effect and pleasing elements of design, which are form, proportion, material, surface treatment, and position;

(iii) effectively communicate business identity and type to the public;

(iv) are as small in size and few in number as is consistent with their purpose of communicating identification and essential information;

(b) Protect the city from sign clutter and visual blight resulting from excessive and redundant signs;

(c) Protect the right of the public to be directed, warned, advised and informed;

(d) Provide the ability to utilize temporary signs for limited times with lesser visual impact than primary signs;

(e) Eliminate unnecessary distractions which may jeopardize pedestrian or vehicular traffic safety;

(f) Assure normal and necessary maintenance and repair of signs;

(g) Implement applicable policies and objectives of the general plan.

20.04.020 EXEMPT SIGNS--NO PERMIT REQUIRED. The following signs shall be allowed without a sign permit under the noted conditions and shall not be included in the determination of type, number or area of signs allowed on a premises. However, exempt signs are subject to the provisions of section 20.04.120 regarding maintenance of signs.

(a) Official federal, state or local government flags, emblems and historic markers.

(b) Official federal, state or local government traffic, directional, regulatory and informational signs, and notices issued by any court, person or officer in performance of a public duty, or any other sign lawfully posted by any government agency.

(c) Temporary signs warning of construction, excavation or similar hazards so long as the situation exists.

(d) One or more temporary sign(s) not exceeding 24 square feet in combined area used to indicate owner, general contractor, architect and other pertinent data regarding building construction on a building site during construction only.

(e) Temporary holiday decorations which do not display the name of a business or product or other advertising material.

(f) Directional signs not exceeding two square feet in area and containing no advertising material.

(g) Signs, erected by recognized historical agencies, which show names of buildings, dates of erection and related information, provided the sign does not exceed two square feet in area.

(h) Any number of non-illuminated political signs limited to a combined sign area not exceeding 16 square feet in residential zones and 20 square feet in other zones; provided, (1) there is no limit to the number or area of political window signs, and (2) political signs shall be placed, posted or erected no earlier than six weeks before the election to which they pertain, and shall be removed within seven days following such election.

(i) On each street frontage, for any lot or building, one single or double faced non-illuminated sign which serves solely to advertise the actual intent to sell, lease or rent or offer to build to suit on the premises where the sign is located, provided the total combined sign area shall not exceed 4 square feet.

(j) Non-illuminated flat signs of not more than one square foot each which contain words protective of an occupant, such as "no trespassing," "beware of dog," "no circulars," and the like, with a maximum of two such signs per premises.

(k) All residential identification signs.

(l) For each service station, not more than one free-standing price sign not exceeding 20 square feet for each frontage, located on the property.

(m) Non-illuminated temporary window signs on commercially zoned property (C-1, C-2, I, and V-C zoning districts) provided that the total of permanent plus temporary window signs shall not exceed 25% of the window area of that business on any frontage. Temporary signs shall not be displayed for more than 30 consecutive days. The date of the first day of display shall be clearly indicated in the lower left hand corner of each sign.

(n) Signs showing the location of public telephones and signs placed by utilities to show the location of underground and other public utilities.

(o) Street number signs not exceeding two per address and not exceeding one square foot per premises in commercial and industrial areas, nor 124 square inches in residential areas.

(p) Menus on premises occupied by restaurants of the size normally used within the restaurants provided such size does not exceed 2 square feet.

(q) One temporary commercial banner announcing a special event, such as a grand opening, provided that such banner shall not exceed 20 square feet in area. The banner shall be maintained flat and against the building wall, and displayed no longer than 20 consecutive days. No more than one banner shall be displayed at any time. No more than two banners may be displayed on a premises during any 12 month period. Provided, the applicant shall register with the Community Development Department the date the banner is placed and removed.

(r) Non-illuminated, off-site, portable signs, placed on private property, containing directions to the location of an open house which is for sale,

unlimited in total number, but limited to one single or double faced sign per intersection corner; provided the signs (1) shall not exceed 2 square feet or 4 feet in height, and (2) shall be removed daily immediately following a scheduled open house.

(s) Advertising devices which move in the wind (for example, stringers, pennants, pinwheels, balloons, etc.) when displayed for seven or fewer consecutive days or for fewer than fourteen days in a twelve-month period and when not displayed in or over the public way.

(t) Banners for events of city-wide importance conducted for noncommercial purposes.

20.04.030 PROHIBITED SIGNS. In addition to any sign not specifically in accordance with this Chapter, the following signs are prohibited:

(a) Abandoned signs, including all structural, support, and other componential elements.

(b) Flashing or blinking signs, except signal lights and other public safety signs maintained by government authority.

(c) Billboards.

(d) Advertising devices which move in the wind (for example, stringers, pennants, pinwheels, balloons, etc.) when displayed for more than seven consecutive days or for more than fourteen days in a twelve-month period.

(e) Flags, except the flag of any governmental entity.

(f) Signs that rotate or move in any fashion, except barber poles.

(g) Any sign which simulates or imitates any traffic sign or signal or which makes use of words, symbols or characters in such manner to interfere with, mislead or confuse pedestrian or vehicular traffic.

(h) Any sign, including a political sign, attached, maintained, painted, printed or otherwise affixed to a curbstone, lamp post, hydrant, tree, shrub, tree stake or guard, utility pole, wire, bench, sidewalk, crosswalk, traffic sign post, traffic control device, parking meter, or structure in or upon any public street, alley, or upon any other public property, except by a duly authorized public employee or required or permitted by law. Any sign prohibited by this subsection may be removed by city personnel, and persons responsible for placing the signs shall be liable for cost of removal.

(i) Any sign, except as may be required by law, placed or maintained so as to interfere with free ingress to or egress from any door, window or fire escape.

(j) Signs located so as to obstruct the view of a traffic sign, signal or device, or located so as to confuse the viewers of same.

(k) Signs located on or extending over public property, except as otherwise provided in this chapter, without a valid license from the council to encroach.

(l) Signs made wholly or partially of highly reflective material.

(m) Signs not conforming with the following clearance requirements for communication lines, utility lines, provided further restrictions adopted by the Public Utilities Commission shall be adhered to:

Minimum Clearance of Signs from Conductors

	Less than 750 volts	More than 750 volts
Vertical Clearance		
Above sign	3 feet	8 feet
Below sign	3 feet	Prohibited
Horizontal Clearance		
From conductors	3 feet	6 feet
From poles	4 feet	6 feet

(n) Signs temporarily affixed upon a vehicle parked so as to attempt to direct attention to a place of business. This shall apply to vehicles parked on either public or private property.

(o) Exposed luminary source signs, which are signs whose illumination source is the signing element to be read directly, without diffusion or reflection, such as exposed bulbs or tubes or neon, in any residentially zoned district.

(p) Off-premises advertising.

20.04.040 PERMIT REQUIRED. No sign shall be displayed, erected, installed, suspended, attached, moved, replaced, or altered except pursuant to a sign permit obtained as provided in this Chapter, unless the sign is specifically exempted from permit requirements. Subject to the provisions of section 20.04.070, the architectural review board shall determine whether the

sign permit shall be issued. A separate sign permit shall not be required for any sign subject to architectural review board approval as part of an architectural approval application for a project when reviewed as part of that project.

20.04.050 SIGN STANDARDS. All signs requiring permit approval shall comply with the following standards and regulations, to the extent applicable, and these standards and regulations shall be considered in reviewing applications for sign permits:

(a) Within residential zones, one identification sign may be allowed on each frontage of a planned unit development, multiple-family building, condominium complex, or institution use.

(b) An individual business shall be allowed one primary sign. Additional primary signs, generally smaller in scale, may be allowed on a case by case basis, consideration being given to building architecture, business frontage, building size, type of business and other factors deemed pertinent to allowing more than one primary sign.

(c) Signs mounted on a building shall be integrated into the building and designed so that the architectural features and expression of the building are not obscured. Signs mounted on a building include, among others, signs painted on or attached to awnings; window signs; wall signs; signs mounted on or above the roof of a building; projecting signs; suspended signs. The maximum allowed sign area on a primary business frontage is one square foot for each lineal foot of primary business frontage. One-half square foot of sign area for each lineal foot of secondary business frontage may be allowed on a secondary business frontage. No sign shall exceed 150 square feet in area. The architectural review board may restrict sign size to a lesser size than the maximum standards pursuant to the purposes of this Chapter.

(1) Signs mounted on or above the roof of a building, or attached to the fascia but exceeding the height of the fascia, shall be discouraged unless no feasible alternative is available, or unless such signs clearly further the purposes of this Chapter.

(2) Projecting signs shall not extend from a building face a distance greater than 2 feet, and no projecting sign shall extend over public property a distance greater than 14 inches.

(3) Projecting signs, marquee signs, awning signs, and suspended signs shall maintain a minimum 8 feet clearance between the lowest point of a sign and the grade immediately below.

(d) Free-standing signs and their support structures shall be designed to respond to building architecture and setting. Free-standing signs shall not exceed 12 feet in height. The architectural review board may restrict sign height to a lesser size than the maximum standard pursuant to the purposes of this Chapter.

(e) A master signing program is generally required by the architectural review board for any buildings and projects containing two or more individual businesses.

(1) When a master signing program is required, the property owner shall be responsible for permit application and maintenance of the master signing program.

(2) The master sign program shall include location of signs, size, type, method of mounting, illumination, and an accurate graphic representation of the actual sign design, if available.

(3) Amendments to an approved master signing program may be considered by the architectural review board upon presentation of an application with the written consent of the property owner.

(4) Additional tenant signs shall be reviewed on an individual basis to conform to the master sign program.

(f) Use of illuminated signs shall be designed to respond to the following guidelines and regulations so as to correspond with the policies of this Chapter:

(1) Illumination of non-primary signs may be allowed on commercially zoned property (C-1, C-2, I, and V-C zoning districts), subject to the following limitations: (a) no more than one illuminated non-primary sign per business, and (b) the maximum area of an illuminated non-primary sign is one square foot and at least one dimension is limited to a maximum of 8 inches.

(2) Light sources for sign illumination shall be the least visibly obtrusive of the available installation options and shall not be visible beyond the premises. The order of preference for the type of illumination is as follows, beginning with the preferred method of illumination:

a. indirectly illuminated signs

b. internally illuminated back-lit signs

c. internally illuminated face signs

d. exposed luminary source signs

e. reflecting signs.

(3) Sign illumination shall be designed so as not to splay beyond the limits of the sign area nor to create excessive glare. Illuminated signs shall be subject to review by the architectural review board three months after approval to assure compliance with this standard.

(4) Adjacent or surrounding light sources are to be considered in evaluating illuminated signs to avoid the overall appearance of glare or competition.

(g) In non-residential and R-3-M zones, miscellaneous non-illuminated permanent information signs, with an aggregate not to exceed 2 square feet at each public entrance or 10 square feet total, indicating address, hours and days of operation, whether a business is open or closed, credit information and emergency address and telephone number, may be approved as part of the signs for an establishment and in addition to the sign area allowed in section 20.04.050(c).

20.04.060 EXCEPTIONS TO STANDARDS. The standards and requirements pertaining to signs contained in section 20.04.050 may be modified when the architectural review board finds that a sign(s) of unique design provides an aesthetically beneficial impact that could not be obtained through strict adherence to the provisions of this Chapter, or where unusual design of a building requires special consideration.

20.04.070 PERMIT NOT NEEDING ARCHITECTURAL APPROVAL. A permit shall be issued for the following signs without the requirement of architectural approval and under the following conditions:

(a) Any flat sign in the C-1, C-2, or I zones which has a sign area of 25 square feet or less and which is attached to or is painted on a building so as not to project more than 6 inches from the building and which is the only permanent sign displayed on the premises;

(b) a minor sign face change within an existing and approved sign frame and/or substantially conforming to the existing sign approval and which complies with the requirements of this Chapter;

(c) Temporary portable signs, such as A-frame or sandwich signs, may be allowed on private property in the C-1, C-2, or I zones. Only one portable sign not to exceed 7 square feet per side or 3.5 feet in height shall be allowed per business premise.

A sign application must be submitted to the Community Development Department before any new sign or sign change can be made under the provisions of this Chapter. If the Community Development Director finds that the application fails to comply with the standards for a sign that does not need architectural review board approval, then he will refer that application to the architectural review board or back to the applicant with a statement of the reasons for the referral.

20.04.080 PERMIT APPLICATIONS. Any person desiring to obtain a sign permit shall submit an application, signed by the property owner and the applicant, to the Department of Community Development, on a form provided by the Department Director, accompanied by the following information:

(a) An elevation, perspective or photograph, to scale, showing the proposed sign as it will appear on the project and showing its relationship to its surroundings.

(b) In the case of a free-standing sign, a site plan showing the location of the proposed free-standing sign.

(c) A drawing or illustration, to scale, of the sign depicting the style of lettering and showing the complete lettering.

(d) Dimensions of building, sign and letters.

(e) Sign materials--background and lettering.

(f) Color samples.

(g) Description of any proposed illumination:

1) Applications for illuminated signs shall include sufficient technical data of all proposed illumination systems so as to allow evaluation of proposed light levels.

2) All fixtures, types, locations, mounting and wattages shall be shown on plans and elevations, as well as catalog cut sheets.

3) Samples of sign materials related to light transmission or reflection shall be provided with the application, depicting finishes of proposed components.

(h) Construction information, including method of attachment to building, and support and base when free-standing.

(i) The extent to which, if any, the sign is proposed to project into or over public property.

(j) Any additional information the Department deems relevant to the application.

20.04.090 PERMIT APPLICATION FEE. Each application shall be accompanied by payment of the appropriate fee as prescribed by resolution of the council.

20.04.100 ACTION ON PERMIT APPLICATION. Within 35 days following submittal of a completed application in a condition satisfactory to the Department of Community Development, the application shall, as provided in sections 20.04.040 and 20.04.070, either (1) appear on an architectural review board agenda for action in conformity with the provisions of this Chapter, or (2) be reviewed by the Community Development Director. If the architectural review board approves an application, the board may impose reasonable conditions of such approval.

20.04.110 APPEALS. Any person not satisfied with the action of the architectural review board may appeal pursuant to section 23.73.080 of the Municipal Code. All appeals shall be accompanied by payment of the appropriate fee as prescribed by resolution of the council.

20.04.120 MAINTENANCE OF SIGNS. All signs and their supporting members shall be maintained in good condition. Dilapidated signs shall be repaired or removed upon order by the Department of Community Development.

20.04.130 ABATEMENT OF NONCONFORMING SIGNS. Signs which do not conform to the provisions of this Chapter but which lawfully existed and were maintained prior to April 5, 1989, shall be removed or made to conform within 60 days following written notice by the Department of Community Development, when:

(a) A sign is more than 50 percent destroyed, and the destruction is other than facial copy replacement, and the sign is not repaired within 30 days of its destruction; or

(b) A sign owner, outside a change of copy, requests permission to remodel and remodels that sign, or expands or enlarges the building or land use upon which the sign is located, and the sign is affected by the construction, employment or remodeling, or the cost of construction, enlargement or remodeling of the sign exceeds 50 percent of the cost of reconstruction of the building, or an owner seeks relocation of and relocates a sign; or

(c) A sign is or may become a danger to the public or is unsafe; or

(d) A sign constitutes a traffic hazard not created by relocation of streets or by other action of the city.

20.04.140 VIOLATIONS. It is unlawful, a misdemeanor, and a public nuisance for any person to construct, maintain, display or alter, or cause to be constructed, maintained, displayed or altered any sign except in conformance with this Chapter.

20.04.150 DEFINITIONS. As used in this Chapter the following terms and phrases shall have the indicated meanings:

(a) **Abandoned sign** means a sign, including all structural, support, and other componential elements on a premises or structure vacant for a period of 90 days, a sign pertaining to any occupant or business different from the present occupant or business, a sign pertaining to a past event, or an illuminated sign not capable of being illuminated due to its state of repair.

(b) **Ambient building light** means light from interior or exterior lighting fixtures installed on, in or about a building or premises for the purposes of illuminating areas of circulation or task activity, excluding fixtures used solely for decoration or advertising.

(c) **Area of sign** means the number of square feet enclosed within a perimeter composed of a maximum of six sides, all at right angles, within which a sign face can be enclosed. In determining the area of an individual sign which has more than one face, the greatest area of sign faces visible from any one point shall be used.

(d) **Awning** means a shelter projecting from and supported by the exterior wall of a building, constructed of nonrigid materials on a supporting framework. In determining sign area, only the portion of an awning occupied by lettering and/or logo or other graphic representation shall be counted.

(e) **Banner** means a flexible sign characteristically supported at two or more points and hung on a building or otherwise suspended down or along its face, or across a public street of the city. The banner may or may not include copy or other graphic symbols. It is generally made of fabric or other nonrigid materials with no enclosing frame.

(f) **Billboard** means a sign structure which is made available for lease or rent.

(g) **Building face** means the whole of a building visible in an elevation of the building above the

adjacent sidewalk level excluding sloped roof surfaces.

(h) **Bulletin board** means a sign on a premises which accommodates changeable copy and which displays information on activities and events.

(i) **Business frontage** means that portion of a building which faces a street, parking lot, pedestrian mall, arcade or walkway. The primary business frontage is one which contains a customer entrance or which includes a glass-enclosed showroom facing the street. If a building has more than one business frontage with a customer entrance, the property owner must designate one of them as the primary business frontage. Unless otherwise stated, the phrase "business frontage" means "primary business frontage". All other business frontage is secondary frontage. As used in this definition, "parking lot" means either a publicly owned and operated parking lot or a parking lot located on the same zoning parcel as the business frontage.

(j) **Dilapidated sign** means a sign: (1) where the lettering or background material or any part of the sign has flaked, broken off, changed color; or (2) where structural supports or frame members are visibly corroded, stained, bent, broken, dented or where the sign or supports are twisted, leaning, or at angles other than those at which the sign was originally erected.

(k) **Directional sign** means a sign which facilitates traffic flow and safety, not erected by a governmental agency, containing generic information such as but not limited to entrance-exit, caution, parking, right or left turn only, stop, towaway zone.

(l) **Directory sign** means a sign identifying the location of occupants of a building or group of buildings which are divided into rooms, suites or similar subdivisions used as separate stores, offices, studios or similar tenancies.

(m) **Exposed luminary source** means a sign whose illumination source is the signing element to be read directly, without diffusion or reflection, such as exposed bulbs or tubes or neon.

(n) **Fascia** is a horizontal band or broad fillet covering the joint between the top of a wall and the roof surface, capping or enclosing the ends of eaves or roof framing.

(o) **Free-standing sign** means a sign not attached to any building and having its own support structure.

(p) **Illuminated backlit sign** means a sign that is illuminated by a light source that projects light on surfaces adjacent to the sign components in order to

generate contrast with the non-lit sign components.

(q) **Illuminated sign** means any sign which incorporates mechanisms that reflect or glow so as to generate an illumination level of the sign that is greater than the illumination level of the adjacent surfaces or the surrounding area.

(r) **Indirectly illuminated sign** means any sign that is illuminated from an external source that projects light onto the sign surface.

(s) **Internally illuminated sign** means any sign that is illuminated by a concealed light source that projects light through the sign face.

(t) **Height of sign** means the vertical distance from average adjacent ground level to the top of the sign including the support structure and any design elements.

(u) **Marquee sign** means a sign placed on the face of a permanent roofed structure projecting over the building entrance, which is an integral part of the building (usually a theatre or hotel) and is not a fascia, extension of the roof, or eave.

(v) **Master sign program** means and includes the location of sign or signs for an overall building complex or a building identification, including individual business signs and their location, size, type, method of mounting, illumination, and the relationship among all these elements.

(w) **Non-residential zone** means any zone other than any R zone.

(x) **Off-premises sign** means any sign which directs attention to a business, service, product, or entertainment not sold or offered or only incidentally sold or offered on the premises on which the sign is located.

(y) **Pennant** means a long, tapering flag, triangular or swallow-tailed in shape.

(z) **Permanent sign** means any sign which remains in use more than 30 days.

(aa) **Person** means any individual, partnership, corporation, association or government or any other legal entity.

(bb) **Political sign** means a sign intended to draw attention to or communicate a position on any issue, candidate, or measure in any national, state, or local election.

(cc) **Premises** is a building or unified complex of buildings on one lot or on two or more contiguous lots under common ownership.

(dd) **Price sign (fuel)** means a sign on the premises of a gasoline station, which contains information on the cost and type or grade of motor fuel only.

(ee) **Primary sign** means the basic sign(s) containing the name and/or logo of a business, office or other establishment.

(ff) **Projecting sign** means a sign which extends out from a building face or wall so that the sign face is perpendicular or at an angle to the building face or wall.

(gg) **Public entrance** is a place of entry at a premises which is accessible to the general public.

(hh) **Reflecting sign** is a sign whose surface material reflects light so as to generate a contrast between the sign and adjacent surfaces or surrounding area.

(ii) **Residential identification sign** means any sign identifying an institution in a residential zone, occupant, apartment, residence, school or church, and not advertising any product or service.

(jj) **Roof sign** means any sign located on or attached to and extending above any portion of the roof of a building.

(kk) **Sign** means any visual device or representation designed or used for the purpose of communicating a message or identifying or attracting attention to a premises, project, service, person, organization, business or event, with or without the use of words, visible from outside the premises on which such device is located.

(ll) **Sign face** means the visible sign proper including all characters and symbols (excluding essential structural elements which are not an integral part of the display) and including non-structural frame and any material or color forming an integral part of the display or used to differentiate the message from the background.

(mm) **Sign area** see "area of sign".

(nn) **Suspended sign** means a sign attached to and located below any permanent eave, roof or canopy and not mounted to a wall in any way.

(oo) **Temporary sign** means any sign which remains

in use not more than 30 consecutive days or such other period limited to the duration of a condition or activity specified in this Chapter.

(pp) **Wall sign** means a single-faced sign painted on or attached parallel to a building or wall.

(qq) **Window sign** means a sign applied to or attached to the surface of a window or displayed inside a building and visible through a window or similar opening for the primary purpose of exterior visibility. Non-illuminated signs located within 3 feet of a window and illuminated signs located within 5 feet of a window are considered to be window signs and are subject to the provisions of this Chapter.

20.04.160 INAPPLICABILITY TO U AND O ZONE DISTRICTS. The provisions of this Chapter shall not be applicable to the erection or maintenance of signs in the U and O Zone Districts. (See Chapters 23.42 and 23.44.)

SECTION 3. This ordinance shall be effective upon the thirtieth day following final passage and adoption.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE this 5th day of April, 1989, by the following vote:

AYES: Cavallaro, Fisher, Gasperson, Nunn, Schaefer, Whitman

NOES: Eaton

ABSENT: None

APPROVED:

MORRIS G. FISHER, Mayor

ATTEST:

FRED SMITH, City Clerk

APPROVED:

GEORGE C. THACHER, City Attorney

CITY OF PACIFIC GROVE MUNICIPAL CODE

Chapter 20.04
SIGNS

Sections:

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20.04.010 Purposes.

The city of Pacific Grove is a city possessed of natural beauty, distinctive architectural styles and historic character. The city's economy is dependent on both a vigorous local business community and residential environment. The city acknowledges that signs and identification are important and necessary to the successful communication of business and commercial activities. Therefore, given Pacific Grove's setting, the provisions of this chapter are intended to:

(a) Encourage the use of signs that:

(1) Protect and enhance the architectural character and harmony, and natural beauty of the community, its buildings and its various neighborhoods and districts;

(2) Possess a satisfactory aesthetic effect and pleasing elements of design, which are form, proportion, material, surface treatment, and position;

(3) Effectively communicate business identity and type to the public;

(4) Are as small in size and few in number as is consistent with their purpose of communicating identification and essential information;

(b) Protect the city from sign clutter and visual blight resulting from excessive and redundant signs;

(c) Protect the right of the public to be directed, warned, advised and informed;

(d) Provide the ability to utilize temporary signs for limited times with lesser visual impact than primary signs;

(e) Eliminate unnecessary distractions which may jeopardize pedestrian or vehicular traffic safety;

(f) Assure normal and necessary maintenance and repair of signs;

(g) Implement applicable policies and objectives of the general plan. [Ord. 1664 N.S. § 2, 1989].

20.04.020 Exempt signs – No permit required.

The following signs shall be allowed without a sign permit under the noted conditions and shall not be included in the determination of type, number or area of signs allowed on premises. However, exempt signs are subject to the provisions of PGMC 20.04.120 regarding maintenance of signs.

(a) Official federal, state or local government flags, emblems and historic markers;

(b) Official federal, state or local government traffic, directional, regulatory and informational signs, and notices issued by any court, person or officer in performance of a public duty, or any other sign lawfully posted by any government agency;

(c) Temporary signs warning of construction, excavation or similar hazards so long as the situation exists;

(d) One or more temporary sign(s) not exceeding 24 square feet in combined area used to indicate owner, general contractor, architect and other pertinent data regarding building construction on a building site during construction only;

(e) Temporary holiday decorations which do not display the name of a business or product or other advertising material;

(f) Directional signs not exceeding two square feet in area and containing no advertising material;

(g) Signs, erected by recognized historical agencies, which show names of buildings, dates of erection and related information, provided the sign does not exceed two square feet in area;

(h) Any number of nonilluminated political signs limited to a combined sign area not exceeding 16 square feet in residential zones and 20 square feet in other zones; provided:

(1) There is no limit to the number or area of political window signs; and

(2) Political signs shall be placed, posted or erected no earlier than six weeks before the election to which they pertain, and shall be removed within seven days following such election;

(i) On each street frontage, for any lot or building, one single- or double-faced nonilluminated primary sign which serves solely to advertise the actual intent to sell, lease or rent or offer to build to suit on the premises where the sign is located, and two single- or double-faced nonilluminated secondary signs which serve solely to advertise information regarding the property or agent, such as but not limited to “do not disturb occupants” or an agent’s name, provided the maximum dimensions of each secondary sign are limited to six inches by 24 inches and the total combined area of the primary and secondary signs shall not exceed five square feet;

(j) Nonilluminated flat signs of not more than one square foot each which contain words protective of an occupant, such as “no trespassing,” “beware of dog,” “no circulars,” and the like, with a maximum of two such signs per premises;

(k) For each service station, not more than one freestanding sign not exceeding 20 square feet for each frontage, located on the property;

(l) Nonilluminated temporary window signs on commercially zoned property (C-1, C-FH, C-2, I, and V-C zoning districts); provided, that the total of permanent plus temporary window signs shall not exceed 25 percent of the window area of that business on any frontage. Temporary signs shall not be displayed for more than 30 consecutive days. The date of the first day of display shall be clearly indicated in the lowest left-hand corner of each sign;

(m) Signs showing the location of public telephones and signs placed by utilities to show the location of underground and other public utilities;

(n) Street number signs not exceeding two per address and not exceeding one square foot per premises in commercial and industrial areas, nor 124 square inches in residential areas;

(o) Menus on premises occupied by restaurants of the size normally used within the restaurants, provided such size does not exceed two square feet;

(p) One temporary commercial banner announcing a special event, such as a grand opening; provided, that such banner shall not exceed 20 square feet in area. The banner shall be maintained flat and against the building wall, and displayed no longer than 20 consecutive days. No more than one banner shall be displayed at any time. No more than two banners may be displayed on a premises during any 12-month period; provided, the applicant shall register with the community development department the date the banner is placed and removed;

(q) Nonilluminated, off-site, portable signs, placed on private property, containing directions to the location of an open house which is for sale, unlimited in total number, but limited to one single-faced or double-faced sign per intersection corner; provided, the signs (1) shall not exceed two square feet or four feet in height, and (2) shall be removed daily immediately following a scheduled open house;

(r) Advertising devices which move in the wind (for example, stringers, pennants, pinwheels, balloons, etc.) when displayed for seven or fewer consecutive days or for fewer than 14 days in a 12-month period and when not displayed in or over the public way;

(s) Banners for events of citywide importance conducted for noncommercial purposes;

(t) On commercially zoned property (C-1, C-FH, C-2, I and V-C) and on property whereon a motel is an established legal use, one exposed luminary source neon tube sign of no more than three square feet, with an informational message (such as but not limited to “open,” “vacancy,” “no vacancy”). No other message or advertising of any kind may be carried on signs under this exemption. [Ord. 13-023 § 4, 2013; Ord. 13-003 § 14, 2013; Ord. 09-005 § 29, 2009; Ord. 99-08 § 1, 1999; Ord. 1875 N.S. §§ 1, 3, 1993; Ord. 1664 N.S. § 2, 1989].

20.04.030 Prohibited signs.

In addition to any sign not specifically in accordance with this chapter, the following signs are prohibited:

(a) Abandoned signs, including all structural, support, and other componential elements;

(b) Flashing or blinking signs, except signal lights and other public safety signs maintained by government authority;

(c) Billboards;

(d) Advertising devices which move in the wind (for example, stringers, pennants, pinwheels, balloons, etc.) when displayed for more than seven consecutive days or for more than 14 days in a 12-month period;

(e) Flags, except the flag of any governmental entity;

(f) Signs that rotate or move in any fashion, except barber poles;

(g) Any sign which simulates or imitates any traffic sign or signal or which makes use of words, symbols or characters in such manner to interfere with, mislead or confuse pedestrian or vehicular traffic;

(h) Any sign, including a political sign, attached, maintained, painted, printed or otherwise affixed to a curbstone, lamppost, hydrant, tree, shrub, tree stake or guard, utility pole, wire, bench, sidewalk, crosswalk, traffic signpost, traffic-control device, parking meter or structure in or upon any public street, alley, or upon any other public property, except by a duly authorized public employee or required or permitted by law. Any sign prohibited by this subsection may be removed by city personnel, and persons responsible for placing the signs shall be liable for cost of removal;

(i) Any sign, except as may be required by law, placed or maintained so as to interfere with free ingress to or egress from any door, window or fire escape;

(j) Signs located so as to obstruct the view of a traffic sign, signal or device, or located so as to confuse the viewers of same;

(k) Signs located on or extending over public property, except as otherwise provided in this chapter, without a valid license from the council to encroach;

(l) Signs made wholly or partially of highly reflective material;

(m) Signs not conforming with the following clearance requirements for communication lines, utility lines, provided further restrictions adopted by the Public Utilities Commission shall be adhered to:

Table 20.04.030 – Minimum Clearance of Signs from Conductors

	Less than 750 volts	More than 750 volts
Vertical Clearance		
Above sign	3 feet	8 feet
Below sign	3 feet	Prohibited

Table 20.04.030 – Minimum Clearance of Signs from Conductors

	Less than 750 volts	More than 750 volts
Horizontal Clearance		
From conductors	3 feet	6 feet
From poles	4 feet	6 feet

(n) Signs temporarily affixed upon a vehicle parked so as to attempt to direct attention to a place of business. This shall apply to vehicles parked on either public or private property;

(o) Exposed luminary source signs, which are signs whose illumination source is the signing element to be read directly, without diffusion or reflection, such as exposed bulbs or tubes or neon, in any residentially zoned district;

(p) Off-premises advertising. [Ord. 1664 N.S. § 2, 1989].

20.04.040 Permit required.

No sign shall be displayed, erected, installed, suspended, attached, moved, replaced or altered except pursuant to a sign permit obtained as provided in this chapter, unless the sign is specifically exempted from permit requirements. Except for sign approvals by staff pursuant to PGMC 20.04.070, the architectural review board shall determine whether the sign permit shall be issued. A separate sign permit shall not be required for any sign subject to architectural review board approval as part of an architectural permit application for a project when reviewed as part of that project.

As an exception to this section, signs that comply with Chapter 20.05 PGMC may be displayed, erected or installed within the C-D and C-1-T zoning districts. [Ord. 13-023 § 4, 2013; Ord. 11-001 § 7, 2011; Ord. 1664 N.S. § 2, 1989].

20.04.050 Sign standards.

Except for signs within the C-D and C-1-T zoning districts where Chapter 20.05 PGMC applies, all signs requiring permit approval shall comply with the following standards and regulations, to the extent applicable, and these standards and regulations shall be considered in reviewing applications for sign permits:

(a) Within residential zones, one identification sign may be allowed on each frontage of a planned unit development, multiple-family building, condominium complex, or institution use.

(b) An individual business shall be allowed one primary sign. Additional primary signs, generally smaller in scale, may be allowed on a case-by-case basis, consideration being given to building architecture, business frontage, building size, type of business and other factors deemed pertinent to allowing more than one primary sign.

(c) Signs mounted on a building shall be integrated into the building and designed so that the architectural features and expression of the building are not obscured. Signs mounted on a building include, among others, signs painted on or attached to awnings; window signs; wall signs; signs mounted on or above the roof of a building; projecting signs; suspended signs. The maximum allowed sign area on a primary business frontage is one square foot for each lineal foot of primary business frontage. One-half square foot of sign area for each lineal foot of secondary business frontage may be allowed on a secondary business frontage. No sign shall exceed 150 square feet in area. The architectural review board may restrict sign size to a lesser size than the maximum standards pursuant to the purposes of this chapter.

(1) Signs mounted on or above the roof of a building, or attached to the fascia but exceeding the height of the fascia, shall be discouraged unless no feasible alternative is available, or unless such signs clearly further the purposes of this chapter.

(2) To encourage variety and interest, projecting signs on private property may extend up to four feet from a building face. Council approval of an encroachment permit shall be required for all signs projecting into the public right-of-way.

(3) Projecting signs, marquee signs, awning signs, and suspended signs shall maintain a minimum eight-foot clearance between the lowest point of a sign and the grade immediately below.

(d) Freestanding signs and their support structures shall be designed to respond to building architecture and setting. Freestanding signs shall not exceed 12 feet in height. The architectural review board may restrict sign height to a lesser size than the maximum standard pursuant to the purposes of this chapter.

(e) A master signing program is generally required by the architectural review board for any buildings and projects containing two or more individual businesses.

(1) When a master signing program is required, the property owner shall be responsible for permit application and maintenance of the master signing program.

(2) The master sign program shall include location of signs, size, type, method of mounting, illumination, and an accurate graphic representation of the actual sign design, if available.

(3) Amendments to an approved master signing program may be considered by the architectural review board upon presentation of an application with the written consent of the property owner.

(4) Additional tenant signs shall be reviewed on an individual basis to conform to the master sign program.

(f) Use of illuminated signs shall be designed to respond to the following guidelines and regulations so as to correspond with the policies of this chapter:

(1) Illumination of nonprimary signs may be allowed on commercially zoned property (C-1, C-FH, C-2, I, and V-C zoning districts), subject to the following restrictions:

(A) No more than one illuminated nonprimary sign per business; and

(B) The area of an illuminated nonprimary sign shall not exceed three square feet.

(2) Light sources for sign illumination shall be the least visibly obtrusive of the available installation options and shall not be visible beyond the premises. The order of preference for the type of illumination is as follows, beginning with the preferred method of illumination:

(A) Indirectly illuminated signs;

(B) Internally illuminated backlit signs;

(C) Internally illuminated face signs;

(D) Exposed luminary source signs;

(E) Reflecting signs.

(3) Sign illumination shall be designed so as not to display beyond the limits of the sign area or create excessive glare. Illuminated signs shall be subject to review by the architectural review board three months after approval to assure compliance with this standard.

(4) Adjacent or surrounding light sources are to be considered in evaluating illuminated signs to avoid the overall appearance of glare or competition.

(g) In nonresidential and R-3-M zones, miscellaneous nonilluminated permanent information signs, with an aggregate not to exceed two square feet at each public entrance or 10 square feet total, indicating address, hours and days of operation, whether a business is open or closed, credit information and emergency address and telephone number, may be approved as

part of the signs for an establishment and in addition to the sign area allowed in subsection (c) of this section.

(h) Portable signs, such as A-frame or sandwich signs, may be allowed on private property in the C-1, C-FH, C-2, and I zones. Only one portable sign, not to exceed three and one-half feet in height and two feet in width, may be allowed per business premises. Such signage may be displayed only during business hours and shall not impede safe pedestrian passage. They shall be weighted sufficiently to keep them upright in the wind and have legs with nonskid bases.

(i) Menu board signs, either fixed or freestanding, may be allowed on private property in the C-1, C-FH, C-2, or I zone. Only one menu board sign, not to exceed 18 inches by 24 inches, may be allowed per business premises. Freestanding signs shall not impede safe pedestrian passage and shall be weighted sufficiently to keep them upright in the wind and shall have legs with nonskid bases. [Ord. 13-023 § 4, 2013; Ord. 13-003 § 14, 2013; Ord. 09-005 § 30, 2009; Ord. 02-32 § 1, 2002; Ord. 1875 N.S. §§ 4, 5, 1993; Ord. 1664 N.S. § 2, 1989].

20.04.060 Exceptions to standards.

The standards and requirements pertaining to signs contained in PGMC 20.04.050 may be modified when the architectural review board finds that a sign of unique design provides an aesthetically beneficial impact that could not be obtained through strict adherence to the provisions of this chapter, or where unusual design of a building requires special consideration. [Ord. 1664 N.S. § 2, 1989].

20.04.070 Staff sign approvals.

Except for signs within the C-D and C-1-T zoning districts where Chapter 20.05 PGMC applies, an administrative sign permit shall be issued, pursuant to the procedures in PGMC 23.70.030, for the signs described in subsection (a) of this section without the requirement for architectural permit approval. The sign described in subsection (b) of this section may be reviewed by means of a counter review and determination, pursuant to the procedures in PGMC 23.70.020, without the requirement for architectural permit approval.

(a) Any flat sign in the C-1, C-FH, C-2, or I zone which has a sign area of 25 square feet or less and which is attached to or is painted on a building so as not to project more than six inches from the building and which is the only permanent sign displayed on the premises;

(b) A minor sign face change within an existing and approved sign frame and/or substantially conforming to the existing sign approval and which complies with the requirements of this chapter. [Ord. 13-023 § 4, 2013; Ord. 13-003 § 14, 2013; Ord. 11-001 § 7, 2011; Ord. 1875 N.S. § 2, 1993; Ord. 1664 N.S. § 2, 1989].

20.04.080 Permit applications.

Any person desiring to obtain a sign permit shall submit an application, signed by the property owner and the applicant, to the department of community development, on a form provided by the department director, accompanied by the following information:

(a) An elevation, perspective or photograph, to scale, showing the proposed sign as it will appear on the project and showing its relationship to its surroundings;

(b) In the case of a freestanding sign, a site plan showing the location of the proposed freestanding sign;

(c) A drawing or illustration, to scale, of the sign, depicting the style of lettering and showing the complete lettering;

(d) Dimensions of building, sign and letters;

(e) Sign materials – background and lettering;

(f) Color samples;

(g) Description of any proposed illumination:

> (1) Applications for illuminated signs shall include sufficient technical data of all proposed illumination systems so as to allow evaluation of proposed light levels.
>
> (2) All fixtures, types, locations, mounting and wattages shall be shown on plans and elevations, as well as catalog cut sheets.
>
> (3) Samples of sign materials related to light transmission or reflection shall be provided with the application, depicting finishes of proposed components;

(h) Construction information, including method of attachment to building, and support and base when freestanding;

(i) The extent to which, if any, the sign is proposed to project into or over public property;

(j) Any additional information the department deems relevant to the application. [Ord. 1664 N.S. § 2, 1989].

20.04.090 Permit application fee.

Each application shall be accompanied by payment of the appropriate fee as prescribed by resolution of the council. [Ord. 1664 N.S. § 2, 1989].

20.04.100 Action on permit application.

Action on sign permits by the architectural review board shall be in accordance with the provisions of PGMC 23.70.060. Action on sign approvals by staff shall be in accordance with the provisions of PGMC 23.70.020 and 23.70.030. [Ord. 11-001 § 7, 2011; Ord. 1664 N.S. § 2, 1989].

20.04.110 Appeals.

Any person not satisfied with the action of the architectural review board may appeal pursuant to Chapter 23.74 PGMC (Appeals and Call-Ups). All appeals shall be accompanied by payment of the appropriate fee as prescribed in the city's approved schedule of fees, which is available from the community development department and on the city's website. [Ord. 11-001 § 7, 2011; Ord. 1664 N.S. § 2, 1989].

20.04.120 Maintenance of signs.

All signs and their supporting members shall be maintained in good condition. Dilapidated signs shall be repaired or removed upon order by the department of community development. [Ord. 1664 N.S. § 2, 1989].

20.04.130 Abatement of nonconforming signs.

Signs which do not conform to the provisions of this chapter, but which lawfully existed and were maintained prior to April 5, 1989, shall be removed or made to conform within 60 days following written notice by the department of community development, when:

(a) A sign is more than 50 percent destroyed, and the destruction is other than facial copy replacement, and the sign is not repaired within 30 days of its destruction;

(b) A sign owner, outside a change of copy, requests permission to remodel and remodels that sign, or expands or enlarges the building or land use upon which the sign is located, and the sign is affected by the construction, employment or remodeling, or the cost of construction, enlargement or remodeling of the sign exceeds 50 percent of the cost of reconstruction of the building, or an owner seeks relocation of and relocates a sign;

(c) A sign is or may become a danger to the public or is unsafe; or

(d) A sign constitutes a traffic hazard not created by relocation of streets or by other action of the city. [Ord. 1664 N.S. § 2, 1989].

20.04.140 Enforcement.

It is unlawful, a misdemeanor, and a public nuisance for any person to construct, maintain, display or alter, or cause to be constructed, maintained, displayed or altered any sign except in conformance with this chapter. Violations of any provisions of this chapter may be prosecuted pursuant to Chapter 1.16 PGMC. [Ord. 08-006 § 76, 2008; Ord. 1664 N.S. § 2, 1989].

20.04.150 Definitions.

As used in this chapter the following terms and phrases shall have the indicated meanings:

“Abandoned sign” means a sign, including all structural, support, and other componential elements on a premises or structure vacant for a period of 90 days, a sign pertaining to any occupant or business different from the present occupant or business, a sign pertaining to a past event, or an illuminated sign not capable of being illuminated due to its state of repair.

“Ambient building light” means light from interior or exterior lighting fixtures installed on, in or about a building or premises for the purposes of illuminating areas of circulation or task activity, excluding fixtures used solely for decoration or advertising.

“Area of sign” means the number of square feet enclosed within a perimeter composed of a maximum of six sides, all at right angles, within which a sign face can be enclosed. In determining the area of an individual sign which has more than one face, the greatest area of sign faces visible from any one point shall be used.

“Awning” means a shelter projecting from and supported by the exterior wall of a building, constructed of nonrigid materials on a supporting framework. In determining sign area, only the portion of an awning occupied by lettering and/or logo or other graphic representation shall be counted.

“Banner” means a flexible sign characteristically supported at two or more points and hung on a building or otherwise suspended down or along its face, or across a public street of the city. The banner may or may not include copy or other graphic symbols. It is generally made of fabric or other nonrigid materials with no enclosing frame.

“Billboard” means a sign structure which is made available for lease or rent.

“Building face” means the whole of a building visible in an elevation of the building above the adjacent sidewalk level excluding sloped-roof surfaces.

“Bulletin board” means a sign on a premises which accommodates changeable copy and which displays information on activities and events.

“Business frontage” means that portion of a building which faces a street, parking lot, pedestrian mall, arcade or walkway. The primary business frontage is one which contains a customer entrance or which includes a glass-enclosed showroom facing the street. If a building has more than one business frontage with a customer entrance, the property owner must designate one of them as the primary business frontage. Unless otherwise stated, the phrase “business frontage” means “primary business frontage.” All other business frontage is secondary frontage. As used in this definition, “parking lot” means either a publicly owned and operated parking lot or a parking lot located on the same zoning parcel as the business frontage.

“Channel letters” are fabricated or formed three-dimensional letters used as building signs that may accommodate an internal light source. Channel letters are typically greater than three inches in depth.

“Dilapidated sign” means a sign: (a) where the lettering or background material or any part of the sign has flaked, broken off, changed color; or (b) where structural supports or frame members are visibly corroded, stained, bent, broken, dented or where the sign or supports are twisted, leaning, or at angles other than those at which the sign was originally erected.

“Directional sign” means a sign which facilitates traffic flow and safety, not erected by a governmental agency, containing generic information such as but not limited to entrance/exit, caution, parking, right or left turn only, stop, towaway zone.

“Directory sign” means a sign identifying the location of occupants of a building or group of buildings which are divided into rooms, suites or similar subdivisions used as separate stores, offices, studios or similar tenancies.

“Exposed luminary source” means a sign whose illumination source is the signing element to be read directly, without diffusion or reflection, such as exposed bulbs or tubes or neon.

“Fascia” is a horizontal band or broad fillet covering the joint between the top of a wall and the roof surface, capping or enclosing the ends of eaves or roof framing.

“Freestanding sign” means a sign not attached to any building and having its own support structure.

“Height of sign” means the vertical distance from average adjacent ground level to the top of the sign, including the support structure and any design elements.

“Illuminated backlit sign” means a sign that is illuminated by a light source that projects light on surfaces adjacent to the sign components in order to generate contrast with the nonlit sign components.

“Illuminated sign” means any sign which incorporates mechanisms that reflect or glow so as to generate an illumination level of the sign that is greater than the illumination level of the adjacent surface, or the surrounding area.

“Indirectly illuminated sign” means any sign that is illuminated from an external source that projects light onto the sign surface.

“Internally illuminated sign” means any sign that is illuminated by a concealed light source that projects light through the sign face.

“Marquee sign” means a sign placed on the face of a permanent roofed structure projecting over the building entrance, which is an integral part of the building (usually a theater or hotel) and is not a fascia, extension of the roof, or eave.

“Master sign program” means and includes the location of a sign or signs for an overall building complex or a building identification, including individual business signs and their location, size, type, method of mounting, illumination, and the relationship among all these elements.

“Nonresidential zone” means any zone other than any R zone.

“Off-premises sign” means any sign which directs attention to a business, service, product or entertainment not sold or offered or only incidentally sold or offered on the premises on which the sign is located.

“Pennant” means a long, tapering flag, triangular or swallow-tailed in shape.

“Permanent sign” means any sign which remains in use more than 30 days.

“Person” means any individual, partnership, corporation, association or government or any other legal entity.

“Political sign” means a sign intended to draw attention to or communicate a position on any issue, candidate or measure in any national, state or local election.

“Premises” is a building or unified complex of buildings on one lot or on two or more contiguous lots under common ownership.

“Price sign (fuel)” means a sign on the premises of a gasoline station, which contains information on the cost and type or grade of motor fuel only.

“Primary sign” means the basic sign(s) containing the name and/or logo of a business, office or other establishment.

“Projecting sign” means a sign which extends out from a building face or wall so that the sign face is perpendicular or at an angle to the building face or wall.

“Public entrance” is a place of entry at a premises which is accessible to the general public.

“Reflecting sign” is a sign whose surface material reflects light so as to generate a contrast between the sign and adjacent surfaces or surrounding area.

“Residential identification sign” means any sign identifying an institution in a residential zone, occupant, apartment, residence, school or church, and not advertising any product or service.

“Roof sign” means any sign located on or attached to and extending above any portion of the roof of a building.

“Sign” means any visual device or representation designed or used for the purpose of communicating a message or identifying or attracting attention to a premises, project, service, person, organization, business or event, with or without the use of words, visible from outside the premises on which such device is located.

“Sign face” means the visible sign proper including all characters and symbols (excluding essential structural elements which are not an integral part of the display) and including nonstructural frame and any material or color forming an integral part of the display or used to differentiate the message from the background.

Sign Area. See “area of sign.”

“Suspended sign” means a sign attached to and located below any permanent eave, roof or canopy and not mounted to a wall in any way.

“Temporary sign” means any sign which remains in use not more than 30 consecutive days or such other period limited to the duration of a condition or activity specified in this chapter.

“Wall sign” means a single-faced sign painted on or attached parallel to a building or wall.

“Window sign” means a sign applied to or attached to the surface of a window or displayed inside a building and visible through a window or similar opening for the primary purpose of exterior visibility. Nonilluminated signs located within three feet of a window and illuminated signs located within five feet of a window are considered to be window signs and are subject to the provisions of this chapter. [Ord. 13-023 § 4, 2013; Ord. 1664 N.S. § 2, 1989].

20.04.160 Inapplicability to U and O zone districts.

The provisions of this chapter shall not be applicable to the erection or maintenance of signs in the U and O zone districts. (See Chapters 23.42 and 23.44 PGMC.) [Ord. 1664 N.S. § 2, 1989].