



Scenic Pacifica

PLANNING DEPARTMENT
Planning • Building • Code Enforcement

CITY HALL • 170 Santa Maria Avenue • Pacifica, CA 94044 • (650)738-7341 • Fax (650)359-5807

**NOTICE OF AVAILABILITY AND NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION FOR THE EXPANSION OF THE
HOLIDAY INN EXPRESS, 519 NICK GUST WAY, PACIFICA, CA**

NOTICE IS HEREBY GIVEN that the City of Pacifica has prepared and intends to adopt a Mitigated Negative Declaration that determines the project will not have any significant adverse affects on the environment.

The project is the expansion of an existing 38-room Holiday Inn Express. A total of 44 guest rooms and 2,010 square feet of retail space would be added to the existing building. The existing parking garage would also be expanded to provide 24 additional parking spaces, 3 bicycles parking spaces and 2 motorcycle parking spaces. Other improvements/additions include a meeting room, great room, fitness area, storage facilities and new bathrooms.

The north side of the existing hotel along Old County Road and Rockaway Beach Avenue would be expanded to accommodate the parking garage, retail space and 36 new guest rooms. A vacant building with related parking that once housed the Horizons Grill Restaurant occupies the northern portion of the site. It will be demolished to make room for the hotel addition, parking garage and commercial/retail space. The three-story addition consists of the garage including storage area and stairways and commercial retail area on the first floor. The second floor would contain 17 new guest rooms, and fitness area. The third story would have 19 new guest rooms.

The expansion on the south side would also feature three stories of building area. This portion of the property is currently occupied by an existing two-story single-family residence that would be demolished to accommodate 8 new guest rooms and other improvements. The ground level would provide a great room, meeting area, three bathrooms, pantry area, storage areas, and an outdoor deck area. The proposed second and third floor plans would contain 4 new guest rooms on each floor. The overall height of the proposed addition would be approximately 44 feet, 7 inches.

Additionally, there will be 539 square feet of new deck area on the south side of the building and 936 square feet of additional landscaping. Outdoor benches within the proposed landscaped area along Old County Road will also be provided for the public.

The draft Mitigated Negative Declaration is available for public review and comment for 30 days, beginning Wednesday, April 3, 2013. The deadline to submit comments is Monday, May 6, 2013. A copy of the draft Mitigated Negative Declaration is available for public review in the Planning Department, 1800 Francisco Boulevard. The draft Mitigated Negative Declaration is also available at the Pacifica Library at 104 Hilton Way, and the Sanchez Library at 1111 Terra Nova Boulevard, located within the City of Pacifica. In addition, the draft Mitigated Negative Declaration is posted on the City's website at www.cityofpacifica.org.

Published in the Pacifica Tribune April 3, 2013





Scenic Pacifica

**INITIAL STUDY/
MITAGATED NEGATIVE
DECLARATION**

Prepared For:

*HOLIDAY INN EXPRESS EXPANSION
519 NICK GUST WAY*

PACIFICA, CA

Date Prepared:

April 3, 2012

Prepared By:

**CITY OF PACIFICA
PLANNING DEPARTMENT
1800 FRANCISCO BOULEVARD
PACIFICA, CA 94044
(650) 738-7341**



Scenic Pacifica

City of Pacifica Planning Department INITIAL STUDY AND CHECKLIST

Date: April 3, 2013

California Environmental Quality Act (CEQA) Requirements

This report has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the CEQA *Guidelines*.

Project Title: Holiday Inn Express Expansion

Project Location: 519 Nick Gust Way, Pacifica, CA

Lead Agency: City of Pacifica
Planning Department
170 Santa Maria Avenue
Pacifica, CA 94044
Contact: Lee Diaz, Associate Planner
(650) 738-7341

Project Applicant: N.D. Patel
519 Nick Gust Way
Pacifica, CA 94044

Zoning Classification/General Plan/Local Coastal Plan Designation/Specific Plan: The property is zoned C-1, Neighborhood Commercial. The property is also located within the Coastal Zone Combining District and West Rockaway Beach neighborhood. The property is designated Commercial in the General Plan and Local Coastal Land Use Plan. The City Council adopted the Rockaway Beach Specific Plan on February 24, 1986 to provide a bridge between the Local Coastal Lane Use Plan and development proposals. The Specific Plan land use designation for the subject property is Visitor Commercial which allows activities such as restaurants, motels, hotels, lodging houses and specialty shops associated with these uses. Other permitted uses include sports or athletic facilities, cultural centers, museums and other similar activities. The Specific Plan combines zoning regulations, capital improvement programs, and development standards which seek to stimulate and attract private investment in the area. The Specific Plan also provides independent development standards which seek to stimulate and attract private investment in the area consistent with its coastal location and desired visitor-serving commercial characteristics.

Site Description: The subject property is located on the west side of Highway 1, at the southwest corner of Rockaway Beach Avenue and Old County Road. The property consists of three parcels totaling 32,704 square feet of lot area. The site is relatively flat. No heritage trees are located on the site. The site currently contains a 38-room hotel, a vacant building with related parking that once served as a restaurant, a vacant two-story residential structure and a large deck. The vacant buildings and large deck will be demolished to make room for the hotel expansion, parking garage and commercial/retail space.

Project Description: The proposed project is the expansion of an existing 38-room Holiday Inn Express. A total of 44 guest rooms and 2,010 square feet of retail space would be added to the existing building. The existing 8,500 square foot parking garage would also be expanded by approximately 8,405 square feet to provide 24 additional parking spaces, 3 bicycles parking spaces and 2 motorcycle parking spaces. Two exiting guest rooms will be relocated within the existing building to allow access to the new addition on the north side of the building. Other improvements/additions include a meeting room, great room, fitness area, storage facilities and new bathrooms.

The north side of the existing hotel along Old County Road and Rockaway Beach Avenue would be expanded to accommodate the parking garage, retail space and 36 new guest rooms. As mentioned above, a vacant building with related parking that once housed the Horizons Grill Restaurant occupies the northern portion of the site. It will be demolished to make room for the hotel addition, parking garage and commercial/retail space. The three-story addition consists of the garage including storage area and stairways and commercial retail area on the first floor. The second floor would contain 17 new guest rooms, and fitness area. The third story would have 19 new guest rooms.

The expansion on the south side would also feature three stories of building area. This portion of the property is currently occupied by an existing two-story single-family residence that would be demolished to accommodate 8 new guest rooms and other improvements. The ground level would provide a great room, meeting area, three bathrooms, pantry area, storage areas, and an outdoor deck area. The proposed second and third floor plans would contain 4 new guest rooms on each floor. The proposed expansion on both the north and south sides of the existing building will total approximately 35,617 square feet plus 8,405 square feet of garage area. The overall height of the proposed addition would be approximately 44 feet, 7 inches, whereas the height of the existing building is approximately 41 feet.

Additionally, there will be 539 square feet of new deck area on the southwest side of the building and 936 square feet of additional landscaping. Outdoor benches within the proposed landscaped area along Old County Road will also be provided for the public. Access to parking area would be provided via a 25-foot wide driveway off Old County Road and Nick Gust Way.

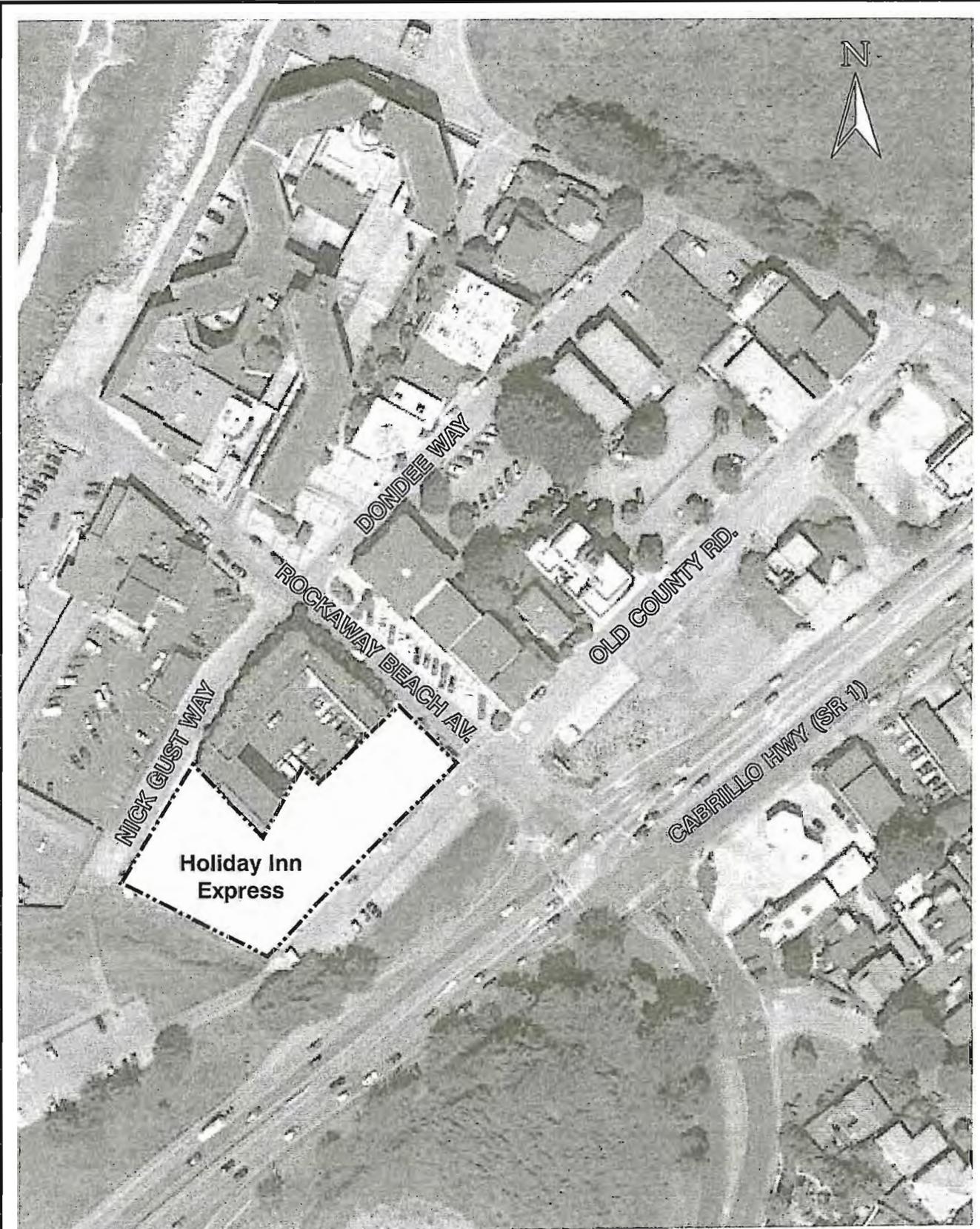
Further, as required by the Green Building Ordinance 771-C.S. the site improvements and building design would be certified under the GreenPoint Rated (GPR) checklist. The applicant included a preliminary checklist and has indicated green building features such as exterior and interior materials with 10% recycled contents, new water efficient landscaping and irrigation, water efficient fixtures, wood framed elements to be F.S.C. certified, etc. In addition to the certification required by the City Ordinance, the applicant must divert all construction and demolition waste from landfills and incinerators to the extent required for GPR certification.

Pursuant to the Rockaway Beach Specific Plan, all new development proposals require a Use Permit, a Coastal Development Permit, and a Site Development Permit. In addition to these approvals the project also includes a waiver of the Specific Plan's development regulations regarding maximum building height, Floor Area Ratio (FAR) and minimum on-site parking.

Surrounding Land Uses and Setting: Surrounding uses include motels to the west, Rockaway Creek to the south, Highway right-of-way to the east, and a combination of commercial and residential uses to the north.

Other public agency approval(s) required: None. The Coastal Development Permit is appealable to the California Coastal Commission.

An aerial vicinity map and reduced site plan are attached to this section of the Initial Study and Checklist. A complete set of reduced plans is attached at the end of this document.



**Holiday Inn
Express**

DONDEE WAY
ROCKAWAY BEACH AV.
NICK GUST WAY

OLD COUNTY RD.

CABRILLO HWY (SR 1)



J C ENGINEERING
 235 ROCKAWAY BEACH AVE. NO 100
 PACIFICA, CA 94044
 (415) 352-1188
 FAX (415) 352-1189
 CIVIL AND STRUCTURAL ENGINEERS
 LICENSE NO. 45123

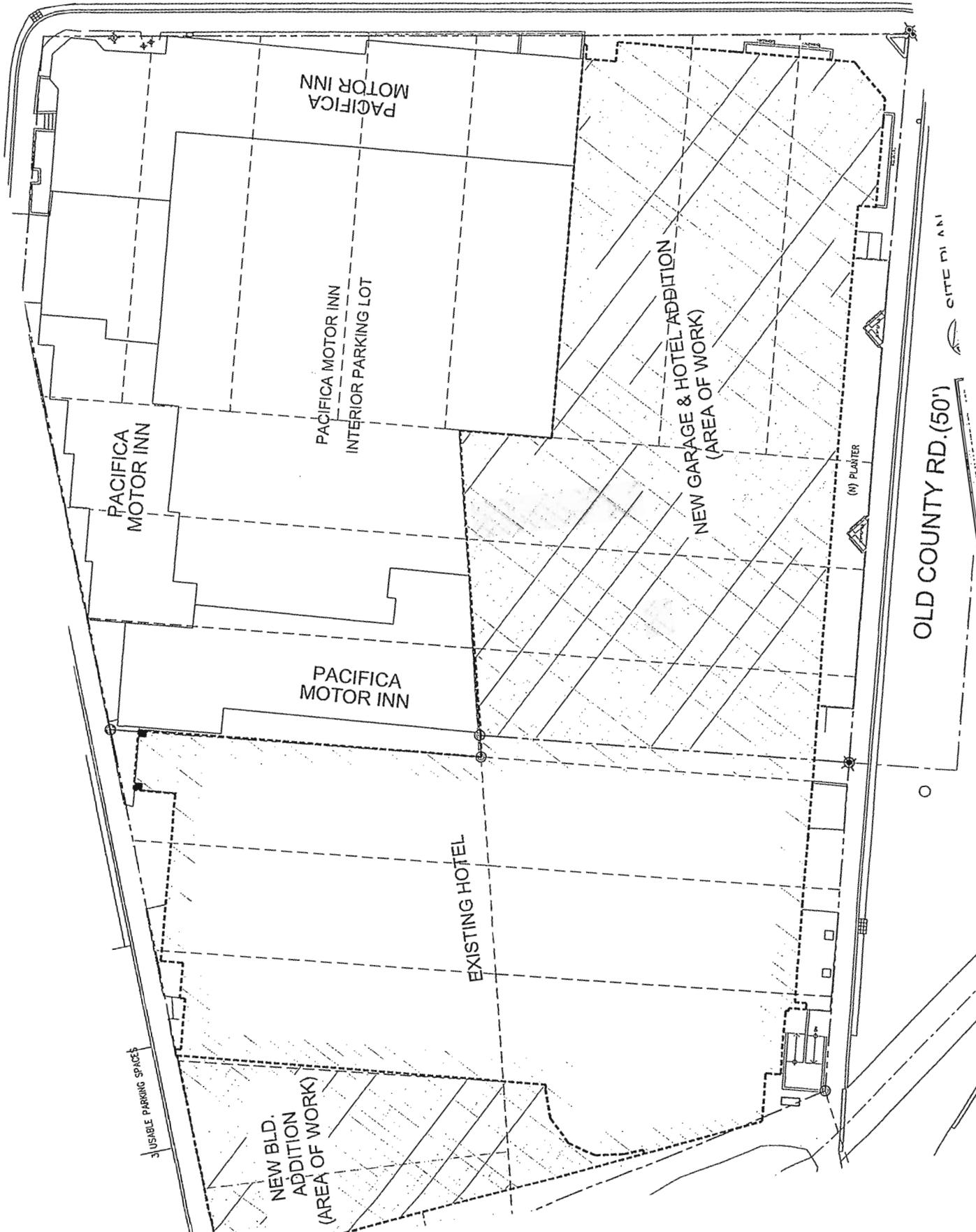
HOLIDAY INN EXPRESS
 OLD COUNTY RD. - ROCKAWAY
 APN : 022 - 024 - 270

Sheet: SITE PLAN

DATE	ISSUED FOR
09/20/11	PLANNING
10/25/11	PLANNING
03/20/12	PLANNING
04/07/12	PLANNING
09/24/12	PLANNING
10/03/12	PLANNING

Drawn by: [Signature]

ROCKAWAY BEACH AVE.



OLD COUNTY RD. (50')

CITE P1 ANI

Environmental Factors Potentially Affected:

None of the environmental factors are checked in the table below because the project will not result in any potentially significant impacts as indicated by the checklist on the following pages.

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

Determination

	I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION should be prepared.
✓	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment because all potentially significant effects a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION including revisions or mitigation measures that are imposed upon the proposed project nothing further is required.

Signature: Lee Diaz
 Lee Diaz
 Associate Planner
 City of Pacifica

Date: 3/29/13

Environmental Analysis

1. Aesthetics. Would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
		✓	
		✓	

Discussion:

The project is located adjacent and visible from Highway 1. Highway 1 is not officially designated as a State Scenic Highway. There are no other designated scenic vistas on or within the project site; however, ocean views are present all along the coastline as well as views to the hills east of the project site.

Additionally, Coastal Act Policy No. 24 requires that “the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to, and along, the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality of visually degraded areas.” The project may impair or eliminate private coastal views from nearby existing residential structures, in much the same way that the view of others further inland is altered by the presence of those homes. As described further below, the project’s aesthetic impacts are considered less than significant because the project will not have a substantial adverse effect on a scenic vista, will not damage scenic resources, will not degrade the existing visual character or quality of the site and its surrounding, and will not create substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, the alteration of private views is consistent with the effect of development in urban Pacifica and is consistent with the General Plan.

The Environmental Impact Report for the West Rockaway Beach Redevelopment Plan includes a policy that states: “Development shall be sited to protect views along the ocean.” Although the proposed three-story hotel expansion would partially obstruct views of the ocean, particularly from southbound Highway 1, it does not compromise “coastal view potential” anymore than the existing unoccupied two-story building to the north that will be demolished to accommodate the hotel expansion. View corridors to the ocean were already interrupted by the existing Pacifica Motor Inn Motel, which has a maximum height of 48 feet and the existing Holiday Inn Express motel, which is approximately 41 feet in height. The Pacifica Motor Inn abuts the subject site on the west. In addition, the existing vacant structure located on

the north portion of the site already affects the ocean views. The existing two story building is approximately 26 feet in height and contains approximately 6,241 square feet of commercial area. In contrast, the proposed expansion would have a height of approximately 44 feet 7 inches and provide approximately 44 new guest rooms and 2,010 square feet of commercial space. For aesthetic purposes, a tower on the corner of Rockaway Beach and Old County is also featured. The tower will peak at a height of 50 feet 3 inches. Under section 9-4.2501 of the Zoning Ordinance, cupolas, flagpoles, monuments, parapet walls, gas storage holders, water tanks, church steeples and similar structures and mechanical appurtenances are allowed to exceed the height limits with approval of a Site development Permit. The additional height would not adversely affect scenic vistas. The project would not block scenic vistas from publicly accessible areas or from other existing development. Further, the project is not highly visible from Linda Mar and Pedro Point neighborhoods. The project is mainly visible from a small portion of Highway 1 and from small segments of Fassler, Rockaway Beach Avenue and Roberts Road.

In addition, the Rockaway Beach Specific Plan indicates that buildings two stories in height are permitted; however, three stories may be permitted if a finding can be made that such height will not restrict "coastal view potential" from Highway 1 more than would a two-story structure and will provide an increase in public open space over and above that which would have normally been provided. The existing vegetation and buildings preclude most coastal views from Highway 1 as it parallels the West Rockaway Beach planning area. The elevation of Highway 1 increases as it progresses to the south, thereby opening up limited view of the headlands property and the beach through the Rockaway Beach neighborhood. The primary view from the highway is of the beach and headlands and can be seen from the highway immediately south of the developed portion of the Rockaway Beach neighborhood. The ocean is not visible from this particular viewpoint. Additionally, the proposed building would be approximately the same height as the existing building and the building that abuts the site to the west. In terms of public open space, public open space will be provided as part of the development. Benches along the proposed landscaped area fronting Old County Road will be provided to the public. Currently, there is no public space on the subject site.

The proposed design is consistent in scale, massing or height with that of the existing 3-story Holiday Inn Express and with the 3-story Pacifica Motor Inn that abut the site on the south and west sides. The proposal would not substantially degrade the visual character or quality of the site and its surroundings. Proposed exterior features include pitch roofs, standing metal roofing, cement plaster siding, cement shiplap siding and trim to match existing exterior finishes. The project will be sufficiently landscaped, meeting City standards and adding interest to the streetscape.

The Specific Plan permits a maximum floor area to lot area ratio (FAR) of 65% for this area. In comparison the applicant proposes more than twice this amount, 182%, which would require a waiver to the Specific Plan requirements. The last projects in the Specific Plan Area, Holiday Inn Express (166%), Pacific Motor Inn (103%), 400 Old County Road (111%), 446 Old County Road (129%), 225 Rockaway Beach (130%), and 270 Rockaway Beach (138%) were all granted FAR waivers. As mentioned above, the Pacifica Motor Inn abuts the subject site on the west.

The project will not require the removal of trees, rock outcroppings or historic buildings.

The project site and its surroundings are currently developed with buildings and site improvements that generate daytime and nighttime light and glare. Additional sources of daytime glare and nighttime lighting would be introduced as the project site is intensified with the expansion. The proposed project, however, would be subject to applicable zoning regulations and design guidelines that discourages lighting that creates glare for occupants or neighbors.

Based on the above discussion, the expansion of the Holiday Inn Express would have less than significant impacts on aesthetics and visual resources.

2. **Agricultural and Forestry Resources.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
			✓
			✓
			✓

Discussion:

The project site is currently developed with a hotel, vacant commercial building, and a two-story residential structure. The project site is not designated as prime agricultural land and is not zoned "agricultural." It is surrounded by urban area. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. In addition, the project would not conflict with existing zoning for

agricultural use, or a Williamson Act Contract. Finally, the project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to a non-agricultural use. The subject site including all immediate surrounding land uses is zoned for commercial use. Based on the above, the expansion of the Holiday Inn Express would result in no impacts to agricultural or forest resources.

3. **Air Quality.** The significance criteria established by the Bay Area Air Quality Management District (BAAQMD) may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
		✓	
		✓	
			✓
			✓

Discussion

The City of Pacifica is located along the western edge of the San Francisco Bay Area air basin, and is affected by persistent and frequently strong winds from the Pacific Ocean. The City is also within the Bay Area Quality Management District (BAAQMD). The expansion of the Holiday Inn Express would not conflict with or obstruct implementation of the *Bay Area Clean Air Plan* (BAAQMD, 2000).

Construction equipment emits carbon monoxide and ozone precursors. These construction equipment emissions may affect localized air quality on a short term basis during construction. However, because the project is small and the construction period is about 18 months construction emissions will not significantly contribute to violation of any air quality standard or significantly contribute to an existing or projected air quality violation. The amount of particulate matter or dust produced during construction will be effectively reduced during grading by conventional grading practices required by the Public Works Department Engineering Division such as watering work areas and seeding or winterizing bare ground. The following controls which will be conditions of approval will also be implemented at the construction site pursuant to Bay Area Air Quality Management District guidelines:

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives;

- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard;
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction site;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets;
- Apply non-toxic soil stabilizers to inactive construction areas;
- Enclose, cover, water twice daily, or apply non-toxic soil binders to expose stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site; and
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

As for cumulative impacts to non-attainment criteria pollutants, the San Francisco Bay Area is in non-attainment for ozone. The primary source of ozone precursors is motor vehicle emissions. The proposed project will indirectly contribute to ozone pollutants through increased vehicle use. As mentioned in the traffic discussion section, it is estimated that the new commercial building will generate 29 additional vehicle trips during AM peak period and 26 new vehicle trips during the PM peak period. The project's contribution to vehicle emissions is negligible when compared to the total number of vehicle trips and emissions occurring throughout the San Francisco air basin. Given the project's small size, it will not result per BAAQMD standards in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment.

The project site is located within an existing urbanized area characterized by existing commercial development. Expansion of an existing hotel on the site is not anticipated to create objectionable odors.

The project will not result in an increase in population or result in exposure of sensitive receptors to substantial pollutant concentrations. Given the short duration of construction, the nature of the construction activities, and implementation of the conditions of approval mentioned above to control dust that are consistent with BAAQMD requirements, the project will not expose sensitive receptors to substantial pollutant concentrations or be the source of any objectionable odors. Thus the Project would have no significant impact on Air Quality.

4. Biological Resources. Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
		✓	
	✓		
			✓
			✓

Discussion

The site is an infill site, in an urbanized area, completely surrounded by commercial development. The expansion of the existing hotel to the north and south would involve demolishing a vacant two-story residence, a deck along the southern boundary and a vacant building to the north that was once used as a restaurant to accommodate the additional rooms. The existing development along the southern portion of the site is situated approximately three feet from the top of the creek bank. The proposed project would remain within the current development footprint. The only encroachment on the creek proposed is

in the location of a small patio and flow-through planter on the southwestern corner of the site. The patio and flow-through planter box would be constructed in the ruderal habitat outside of the current development footprint. The flow-through planter would be approximately 5 feet 8 inches from the top of the bank of the creek and the deck would be approximately 2 feet 7 inches from the top of the bank. Flow-through planters are designed to treat and detain runoff without allowing seepage into the underlying soil. Pollutants are removed as the runoff passes through the soil layer and is collected in an underlying layer of gravel or drain rock. A pipe underdrain will be directed to a storm drain and an overflow inlet conveys flows that exceed the capacity of the planter. The flow-through planter box is being installed per the requirements of Provision C-3 of the San Mateo Countywide STOPPP.

Live Oak Associates, Inc. prepared a biological assessment of the project site. According to the report, the subject property includes two main habitat types, developed/ruderal and urban creek. The developed/ruderal habitat is described as presently disturbed land, and urban creek is described as a natural occurring creek flowing through an urban environment. The project area outside of the creek corridor is currently developed or ruderal. This portion of the project area comprises of the existing hotel with an attached deck, a vacant two-story residential structure, and a vacant commercial structure that once served as a restaurant. Vegetation is very minimal in these areas. The majority of the area is dominated by low-growing non-native herbaceous vegetation. Species on the site include wild oats, ripgut, Italian ryegrass, soft chess, Italian thistle, cheeseweed mallow, dwarf mallow, wild radish, white stemmed filaree, agapanthus, burclover, scarlet pimpernel, bristly ox tongue, and calla lily. No heritage trees are located on the site.

Rockaway Creek is a small perennial creek comprised of a single stream and drainage from the surrounding hill which drains through a channel scoured annually by winter rains through the urbanized Rockaway neighborhood and under Highway 1 via an extended culvert before ultimately flowing into the Pacific Ocean at Rockaway Beach. In the vicinity of the site, Rockaway Creek is generally clean of garbage debris and herbaceous plants flourish. Biotic values for the reach of Rockaway Creek associated with the site are low, offering minimal canopy cover and an understory comprised mainly of a mixture of native and non-native herbaceous plants and vines, with dense low vegetation within the channel. A portion of the channel occurs within the subject property boundary.

Landscaped plants include sandhill sage, hibiscus, rosemary, and calla lily. Minimal overstory canopy is provided by one small arroyo will on the opposite bank from the site, a culvert along the upstream boundary of the site and a footbridge along the downstream boundary. Naturally growing vegetation include annual bluegrass, agapanthus, black mustard, poison hemlock, white stemmed filaree, sweet fennel, white ramping fumitory, English ivy, smooth cat's ear, cheeseweed mallow, dwarf mallow, burclover, watercress, sour grass, bristly ox tongue, Himalayan blackberry, California blackberry, curly dock, German ivy, solanum, nasturtium, and stinging nettle.

Riparian systems serve as dispersal corridors and islands of habitat for an estimated 83% of amphibians and 40% of reptiles in California (Brode and Bury 1984). Healthy riparian systems offer a diversity of vegetative layers and as such these habitats tend to support a diverse array of native wildlife as well as provide movement corridors for some animal species between other habitat types. For this reason, riparian habitats tend to possess high biotic value. However, the reach of Rockaway Creek associated with the project offers only low value habitat for wildlife due to a general lack of structural diversity and woody plants, the extended culvert acting as a barrier to upstream movement that crosses Highway 1, abundant predators such as raccoons and feral cats, and commercial buildings existing under the drip line or within 10 feet of top of the bank both on site and upstream. Lists of plants and animal species that could occur in the project vicinity are found in Table 1 of the August 11, 2012 biological evaluation for "Holiday Inn Express Expansion Project, 519 Nick Gust Way."

According to the biological evaluation, the vacant building to the north provides suitable roosting habitat for the pallid bat and big free-tailed bat, as well as more common bat species protected by the California Fish and Game Code. The mitigation measures listed below will require that the applicant implement to ensure that mortality to special status bats from future ground disturbances is avoided.

The site is not located within a federally protected wetland. No known unique, rare, or endangered species are known to inhabit the site nor is the development location expected to change the diversity of any animals or species in the area. The site location is not a known animal migratory route, riparian habitat, or sensitive natural community, nor will the project have an effect on any such places. Because this is a previously developed site with no heritage trees, the project does not conflict with any local policies protecting biological resources. The project is not included in any adopted Habitat Conservation Plan, Natural Community Plan or any other approved conservation plan. No significant impact on Biological Resources would occur from the Project if the following mitigation measures recommended by the August 11, 2012 biological evaluation for "Holiday Inn Express Expansion Project, 519 Nick Gust Way" are implemented.

Mitigation Measures

1. A detailed bat survey should be conducted to determine if bats are roosting or breeding in the onsite buildings prior to demolition. A qualified bat specialist will look for individuals, guano, staining, and vocalization by direct observation and potential waiting for nighttime emergence. The survey should be conducted during the time of year when bats are active, between April 1 and September 15. If demolition is planned within this timeframe, the survey should be conducted within 30 days of demolition. An initial survey could be conducted to provide early warning if bats are present, but a follow-up survey will be necessary within 30 days. If demolition is planning outside of this timeframe (September 16 through March 31), the survey should be conducted in September prior to demolition. If no bats are observed to be roosting or breeding in these structures, then no further action would be required, and demolition can proceed.
2. If a non-breeding bat colony is found in the structures to be demolished, the individuals should be humanely evicted via the partial dismantlement of the buildings prior to demolition under the direction of a qualified bat specialist to ensure that no harm or "take" would occur to any bats as a result of demolition activities. If a maternity colony is detected in the buildings, then a construction-free buffer should be established around the structure and remain in place until it has been that the nursery is no longer active. Demolition should preferably be done between March 1 and April 15 or August 15 and October 15 to avoid interfering with an active nursery.
3. Measures taken during construction activities should include placing construction fencing along the creek to ensure that construction activities do not inadvertently impact these areas. The project will also be required to follow all Best Management Practices.
4. To minimize the impacts of light and glare entering the creek corridor, lighting should be avoided at the edge of the creek corridor. All lighting on the property should be directed away from the creek corridor whenever possible. Any lighting for pathways on the property should be bollard-type lighting (lights that are low to the ground and do not create much glare).

5. **Cultural Resources.** Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
	✓		
			✓
	✓		

Discussion:

There are no known cultural, historic, or archeological resources within the project vicinity or on the project site itself. The project site does not contain any significant paleontological resources or unique geological features. No known human remains are known to be interred on this site. The site has been disturbed in the past. The site currently contains a 38-room hotel, a vacant building that once served as a restaurant, a vacant two-story residential structure and a large deck. No archaeological remains have been reported with the immediate or surrounding development. None of the existing buildings are on the National Register or California Register of Historic Places. The site is not part of a historic district, nor is it associated with events that have made a significant contribution to the local or regional history or the cultural heritage of California or the United States. The hotel, vacant commercial building, and two-story residential structure are not associated with the lives of persons important to local, California or natural history, does not embody the distinctive characteristics of a type, period, region or method of construction, or represent the work of a master or possess high artistic values. Nor has it yielded or have the potential to yield information to the prehistory or history of the local area, California or the nation. The City of Pacifica does not consider the existing buildings to have historical value.

Given that the site has previously been developed, no impacts to cultural resources are expected, either to historic resources, archeological resources, paleontological resources or human remains. However, implementation of the following mitigation measures will ensure that impacts will be minimized in the unlikely event of disturbing underground artifacts or human remains:

Mitigation Measures:

1. Prior to the initiation of construction or ground-disturbing activities, the Construction Project Manager shall conduct a tailgate meeting to inform all construction personnel of the potential for exposing subsurface cultural resources and to recognize possible buried cultural resources. Personnel shall be informed of the procedures to be followed if archaeological materials, including Native American remains, are encountered.
2. Upon discovery of possible buried prehistoric and historic cultural materials (including potential Native American skeletal remains), work within 25 feet of the find shall be halted and

the City of Pacifica Building Official shall be notified. The City of Pacifica shall then retain a qualified archaeologist to review and evaluate the find. Construction work shall not begin again until the archaeological or cultural resources consultant has examined the cultural materials, assessed their significance, and made recommendations for treatment of the resources.

If the discovery is determined to be a unique archaeological or historical resource, and if avoidance of the resource is not possible, the archaeologist shall inform the Project Manager of the necessary plans for treatment of the find(s) and mitigation of impacts. The treatment plan shall be designed to result in the extraction of sufficient non-redundant archaeological data to address important regional research considerations. The Project Manager shall insure that the treatment program is completed. The work shall be performed by the archaeologist, and shall result in a detailed technical report that shall be filed with the California Historical Resources Information System, Northwest Information Center, CSU Rohnert Park. Construction in the immediate vicinity of the find shall not recommence until treatment has been completed.

If human remains are discovered, they shall be handled in accordance with State law including immediate notification of the County Medical Examiner/Coroner.

3. All excavation contracts for the project shall contain provisions for stopping work in the vicinity of a find in the event of exposure of significant archaeological resources during subsurface construction.

In addition, the contract documents shall recognize the need to implement any mitigation conditions required by the permitting agency. In general, the appropriate construction conditions should be included within the General Conditions section of any contract that has the potential for ground disturbing operations.

6. **Geology & Soils.** Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii. Strong seismic ground shaking?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	

6. Geology & Soils. Would the project:

- iii. Seismic-related ground failure, including liquefaction?
- iv. Landslides?
- b. Result in substantial soil erosion or the loss of topsoil?
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available² for the disposal of waste water?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
			✓
			✓
			✓

Discussion:

The project site is located in the San Francisco Bay Area, which is considered one of the most seismically active regions in the United States. Significant earthquakes have occurred in the San Francisco Bay Area and are believed to be associated with crustal movements along a system of sub parallel fault zones that generally trend in a northwesterly direction. Active faults are not mapped across the site, nor is there any reported historic occurrence of ground failures affecting the subject site. Landslides are absent given the flat topographic nature of the site. The San Andreas Fault is approximately 2.8 miles to the northeast and approximately 2.2 miles southwest is the active San Gregorio-Seal Cove fault. No known active faults or fault traces are known to pass through the site. Due to its proximity to the San Andreas Fault and the generally seismically active region, severe ground shaking is likely during the life of the structure, in particular, during a major seismic event. However, the project will comply with standard construction practices, such as the Uniform Building Codes and California Building Codes, which minimize seismic safety risks associated with commercial construction in a seismically active area.

The subject site is generally flat and surrounded by existing roads and other commercial development. Rockaway Creek is located to the southwest of the existing hotel. Moreover, all proposed development on the site would be constructed according to Uniform Building Code requirements and based upon the observed geologic conditions of the site.

Furthermore, the applicant submitted a geotechnical report, which concluded that the site is suitable for the proposed construction and would not result in significant geological impacts, provided the

recommendations presented in the geotechnical report are incorporated in the project design and construction. The most critical geotechnical items include the foundation type to be constructed and the existing surface soil, which along the creek side of the building consists of poorly compacted fill. In addition, some minor settlement and lateral movement has occurred adjacent to the existing creek; however, it is anticipated that the planned improvements will be founded upon piers that extend well below this depth. By following the recommendations of the geotechnical report as part of the project, no significant geological impacts will occur. A condition of approval will require that the applicant comply with all of the recommendations listed in the geotechnical report.

The ABAG liquefaction mapping of the area considers the site area to have low to very low liquefaction potential. Further, the project will be subject to City structural review by the Planning and Building Department to ensure that the construction of the commercial building will not cause instability of the project site or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The project will not result in substantial soil erosion or loss of topsoil because the site is relatively flat and surrounded by existing roads and other commercial development. The site is almost entirely covered with impervious surface, except for small planting areas in the south, west, and north sides of the building. The project will also be required to incorporate Best Management Practices including erosion measures during all phases of construction. Due to the implementation of Best Management Practices, the project will not result in substantial soil erosion or the loss of topsoil.

The project will rely on the City’s sewer system and will not construct or use septic tanks or alternative wastewater disposal systems that could affect soil stability

Based on the above, the expansion of the Holiday Inn Express would result in no impact or less than significant impacts on geology and soils.

7. Greenhouse Gas Emissions. Would the project:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
			✓

Discussion:

In June 2010, the Bay Area Air Quality Management District (BAAQMD) adopted CEQA Guidelines to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality. These CEQA Guidelines included thresholds of significance. The Guidelines were further updated in May 2011. Due to a court order, BAAQMD is no longer recommending that the Thresholds be used as a generally applicable measure of a project’s significant air quality impacts. Lead agencies will need to determine appropriate air quality thresholds of

significance based on substantial evidence in the record. Lead agencies, however, may rely on BAAQMD’s CEQA Guidelines.

Minimal population growth is projected in the General Plan, and therefore the expansion of the Holiday Inn Express will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment over current projections. Currently, the City of Pacifica does not have a plan, policy or regulation adopted for the purpose of reducing the emissions. However, the City is exploring options to reduce greenhouse gas emissions through a Climate Action Task Force. Based on the above, the expansion of the Holiday Inn Express would result in no impact or less than significant impacts on greenhouse gas emissions.

8. Hazards & Hazardous Materials. Would the project:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
			✓
			✓
			✓
			✓
			✓
			✓

Discussion:

The site contains an existing vacant commercial building on the north side, a vacant two-story residential structure, and a deck along the southern boundary that will all be demolished to expand the existing hotel. The site is not on the CORTESE list of hazardous waste sites. The proposed commercial development is not expected to create a significant hazard to the public or the environment through construction, routine transport, use, release or disposal of hazardous materials. Minor amounts of hazardous materials might be used during construction, including paints, solvents, pesticides and herbicides. However, they would be required to use and dispose of such materials in compliance with the State Health and Safety Code, Pacifica Municipal Code, and the Uniform Fire Code.

Additionally, the project contractors are required during construction to follow the San Mateo County Storm Water Pollution Prevention Program Best Management Practices. These regulations would apply to this project just as they would in every similar development.

The Bay Area Air Quality Management District (BAAQMD) regulates demolition and renovation activities involving asbestos and lead from paint material. Prior to the demolition of the existing building, the Building Division requires the applicant to obtain a permit from BAAQM to prevent emissions of airborne asbestos fibers and/or to ensure that paint containing lead is removed safely.

There are no schools or proposed schools located within ¼ mile of the project site.

The City’s emergency plan focuses on preparedness for natural disasters, including earthquakes, fires, floods, tsunamis, and landslides, plus airline crashes. The proposed project will not impair implementation of or physically interfere with the City’s Emergency Plan or with any other adopted emergency response plan or emergency evacuation plan because the site is already-developed, the project would not block any access or escape routes, and the site will not impact the tsunami plan described in the Hydrology & Water Quality discussion section.

The site is not within two miles of a public airport or public use of airport and will not interfere with any emergency response or evacuation plans. It is not within the vicinity of a private airstrip. The project is located in an urban area where there is not a significant risk of wild land fires.

Based on the above, the expansion of the Holiday Inn Express would result in no impact on hazards or hazardous materials.

9. Hydrology & Water Quality. Would the project:

- a. Violate any water quality standards or waste discharge requirements?
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓

9. Hydrology & Water Quality. Would the project:

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or offsite?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite?
- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f. Otherwise substantially degrade water quality?
- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j. Inundation by seiche, tsunami or mudflow?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
		✓	
		✓	
	✓		
		✓	
			✓
			✓
			✓

Discussion:

The project will result in covering and/or compacting land that was previously developed with a smaller commercial building on the north side and a residential unit on the south side. The subject site is almost entirely covered with concrete and asphalt, except for some small planting areas along the south, west and north side of the existing building. Because the project will be creating or replacing over 10,000 square feet of impervious surface, it is subject to Provision C.3 of the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP) which requires that existing stormwater runoff levels be maintained by incorporating site design and source control measures as well as storm water treatment BMPs to protect water quality.

Further, all project grading would take place in the dry season to minimize immediate erosion/siltation effects. Nonetheless, erosion/siltation controls would be required during the construction process. San Mateo County Storm Water Pollution Best Management Practices (BMPs) such as straw mulch, silt

fences, sediment basins or traps and/or other measures would be employed during construction as part of the project which would protect water quality in the nearby ocean.

The project is not anticipated to violate any water quality standards or waste discharge requirements. The project is required to be in compliance with Provision C-3 of the San Mateo Countywide STOPPP. The Municipal waste discharge requirements are satisfied because staff from the Wastewater Division of the Public Works Department have reviewed the project and indicated that the sewer connection for the expansion is feasible. Given compliance with all state and local requirements, the project and the proposed mitigation measures, no other impacts are anticipated that would substantially degrade water quality.

The subject site is located within Zone B flood zone, and may be subject to 100 to 500 year flooding with average depths less than one (1) foot (FEMA Flood Insurance Map, February 19, 1987), but involves no construction of any levees, dams or housing and thus will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

The project will be connected to existing improved drainage facilities which include curbs, gutters and storm drains that eventually reach the ocean. The streets and storm drain currently accommodate surface drainage and the additional drainage created by the development would be minimal. According to Wastewater Department staff, the project will not result in additional stormwater runoff that will exceed the capacity of the existing storm water drainage systems. The project will also be required to maintain existing stormwater runoff levels pursuant to Provision C.3 of the San Mateo Countywide STOPPP. Flow-through planters have been incorporated into the proposed site design and will be installed along a portion of the expansion that faces Old County Road and on the southwest corner of the proposed expansion. Flow-through planters are designed to treat and detain runoff without allowing seepage into the underlying soil. Further, the project will not alter pavement elevations so as to substantially alter the existing drainage pattern in the area. The entire project site except for the new landscaping will be paved and drainage will not result in substantial erosion or siltation on- or off-site nor will it increase the rate or amount of surface runoff in a manner which will result in flooding on- or off-site.

In order to reduce the project's impact upon water quality to less than significant levels, the applicant will be required, as mitigation measures, to comply with Provision C.3 of the San Mateo Countywide STOPPP and to protect the storm drain openings during construction.

The project would not result in direct additions or withdrawals to existing groundwater or interfere substantially with groundwater recharge. The project will have water service from the City of Pacifica, which purchases treated water from the San Francisco Water Department's Hetch Hetchy.

With respect to tsunamis, the Association of Bay Area Governments (ABAG) prepared a multi-jurisdictional Local Hazard Mitigation Plan that identifies nine natural hazards that impact the Bay Area. Five are related to earthquakes (faulting, shaking, earthquake-induced landslides, liquefaction, and tsunamis) and four are related to weather (flooding, landslides, wildfires, and drought). All of these hazards could impact the City of Pacifica. The City of Pacifica examined the hazard exposure of City urban land, infrastructure, and critical facilities based on the ABAG information and in 2005, the City prepared an "Annex" to ABAG's Local Hazard Mitigation Plan. The Pacifica Annex discusses the hazards as they specifically relate to the City.

According to the Annex document *"based on an approximate wave run-up height of 42 feet, there are approximately 900 existing dwelling units within Pacifica's tsunami run-up area. In addition to the*

dwellings, some important community services and facilities are within the run-up area: two schools, a convalescent home, shopping center, City Council Chambers, and library. Significant property damage could occur within the areas indicated on the flood hazard maps.”

While the City has undertaken a number of hazard mapping activities since its first Safety element was prepared, the city maps are less detailed and not as current as those provided on the ABAG website at <http://quake.abag.ca.gov/mitigation/>. Figure 1 (Tsunami Hazard Area), from the ABAG website depicts the area of tsunami hazard within the project vicinity. The project area is located within the mapped tsunami hazard area.

Although a potentially damaging tsunami is considered a rare occurrence along the San Mateo County coast, the County of San Mateo and coastal cities in the County have established Tsunami Standard Operating Procedures (SOP) as described in detail in Tsunami Procedures SOP 1.10, revised December 2004. The document includes a tsunami watch list and describes procedures to be used in the event a tsunami notification warning is issued by one or more of the following: Alaska Tsunami Warning Center, the California Office of Emergency Services Warning Center, or the California Coastal Region Office of Emergency Services.

SOP 1.10 provides a list of key personnel to be contacted and procedures to be used to protect the public. Such procedures include:

- Tsunami warning information would go to Pacifica City Manager, Police Station, and Police Dispatch (if after hours). Jurisdictions would be updated every 30 minutes or immediately upon receipt of time sensitive information.
- The coordination and response actions by involved agencies and jurisdictions shall be organized under the structure of the Standardized Emergency Management System (SEMS) and Incident Command System (ICS).
- A mobile command post will be established as needed.
- Tsunami warning would be broadcast over TV/Radio stations.
- Evacuations would take place as needed (at least three to four hours warning time will be available to warn the public, evacuate sensitive facilities, establish temporary shelters, and secure the coast area).
- A shelter would be set up at Terra Nova High School for evacuees.
- Full evacuation would remain in effect until a minimum of two hours after arrival of the last wave or upon “ALL CLEAR”.
- Damaged areas will be inspected to ensure safety for reentry.
- Based on the damage assessment, the County of San Mateo may declare a State of Emergency or Disaster.

Additionally, the City has recently installed three tsunami warning sirens (West Sharp Park, West Rockaway Beach, Linda Mar State Beach) that will be used to better alert residents of any impending danger.

Although a damaging tsunami in the area remains a remote possibility, the proposed expansion could be subject to significant property damage by a tsunami. Regardless of the type of use the building or land sustains, it remains in a tsunami hazard zone.

The proposed hotel expansion would expose more people to the potential threat of a tsunami by bringing employees and visitors to an area that has potential for tsunami hazard. However, the potential risk has

been determined not to be significant due to the remoteness of occurrence, the presence of shore protection (the site is located approximately 400 feet to the east of a riprap seawall armoring the low, coastal bluff), and the standard operating procedures for tsunami warnings that the City has in place. The standard operating procedures would assure that the people employed at or visiting the new commercial building would be moved away from danger. The project site is approximately 400 feet from the ocean and adjacent to Highway 1 which would make it easier to evacuate the site.

Given the location of the project and surrounding uses, the existing drainage facilities, and the project's compliance with Provision C.3 of the San Mateo Countywide STOPPP, Storm Water Protection Best Management Practices and the recommendations of the geotechnical report, the project will not result in significant hydrology impacts.

Mitigation Measures:

1. The applicant shall comply with Provision C.3 of the San Mateo Countywide STOPPP which requires incorporation of site design and source control measures as well as storm water treatment BMPs to protect water quality. These measures shall be contained in the project plans.
2. Fiber rolls shall be placed along the downslope perimeter of the project site and fabric filters shall be placed over storm drain openings for the duration of construction to prevent the movement of sediment or other particles into the storm drain system. These measures shall be contained in project plans and/or specifications.

10. Land Use and Planning. Would the project:

- a. Physically divide an established community?
- b. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
			✓

Discussion:

The project is located at the southwest corner of Rockaway Beach Avenue and Old County Road in the West Rockaway Beach Land Use Plan Area. It is surrounded by the Pacifica Motor Inn to the west and commercial structures to the north. The Zoning designation of the site is C-1/CZ (Neighborhood Commercial/Coastal Zone Combining District), which permits hotels. The project would also be consistent with the General Plan and Local Coastal Plan which specify visitor commercial development for the project site. The allowable uses for the visitor commercial designation include restaurants, motels, hotels, lodging houses and specialty shops associated with these uses. Other permitted uses include sports or athletic facilities, cultural centers, museums and other similar activities. Thus, the

project includes a waiver of the Specific Plan's development regulations regarding maximum height, maximum Floor Area Ratio (FAR) and minimum on-site parking. The proposed waiver for the height, Floor Area Ratio (FAR) and minimum on-site parking would not result in any environmental impacts. Please see the Aesthetic and Transportation/Traffic sections that consider such potential impacts.

The proposed hotel expansion would not alter the land use patterns in the area nor physically divide an established community. The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. The proposed project would develop an underutilized site surrounded primarily by commercial uses. This commercial expansion would be compatible with existing development and would protect and enhance the neighborhood by expanding a visitor serving use. The proposed retail use would provide additional amenities to hotel guests and residents. The overall goal of the Rockaway Beach Specific Plan is to stimulate and attract quality private investment in this area thereby improving the City's economic health and tax base while strengthening the overall image and attractiveness of the area.

Additionally, Coastal Act Policy 23 states that "New development, except as otherwise provided in this policy, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources..." The proposed hotel expansion would be located within an existing developed area where adequate public services exist. As such, the proposal would not have any individually or cumulatively significant impacts on coastal resources.

The General Plan and Local Coastal Plan narratives for Rockaway Beach further state that "The focus for future development in Rockaway Beach should be commercial development emphasizing visitor-serving commercial uses, such as hotels, restaurants, and retail shops, that will take advantage of the neighborhood's coastal location. The proposed hotel expansion which includes a retail component is consistent with the General Plan and Local Coastal Plan for Rockaway Beach.

Along similar lines, Coastal Act Policy 8 states that "The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry." The proposed use includes visitor-serving retail as part of the hotel expansion, thus conforming to this policy.

Coastal Act Policy No. 24 also states that "the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to, and along, the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality of degraded areas." The project is located adjacent and visible from Highway 1. Highway 1, however, is not officially designated as a State Scenic Highway. There are no other designated scenic vistas on or within the project site; however, ocean views are present all along the coastline and the hills to the east side of the project site. Please see the Aesthetics Section of this document for further discussion on the impacts to ocean views.

Additionally, Coastal Act Policy 26 (a) states that new development shall minimize risks to life and property in areas of high geologic, flood and fire hazard. Please see the Geology and Soil and Hydrology Sections of this document for further discussion on geological and flood hazards.

In conclusion, the expansion of the existing Holiday Inn Express hotel would not: (a) physically divide an established community; (b) conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or (c) conflict with any applicable habitat conservation plan or natural community conservation plan. Thus, the proposal would not result in any significant land use and planning impacts.

11. Mineral Resources. Would the project:

- a. Result in the loss or availability of a known mineral resource that would be of value to the region and the residents or the state?
- b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓

Discussion:

There are no known mineral resources of significant value, at or near the project site. The Pacifica Quarry and Mori Point were designated in 1987 as an area of regional mineral significance.⁵ This is the only area of the City with such a designation, and it is not located on or near the project site. As a result, there would be no impact to mineral resources associated with the expansion of the existing Holiday Inn Express hotel.

12. Noise. Would the project result in:

- a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
			✓
			✓

⁵ City of Pacifica General Plan, Conservation Element, March 1978.

12. Noise. Would the project result in:

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f. For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	✓		
			✓
			✓

Discussion:

The expansion of an existing hotel would represent a new source of noise in the area. However, the anticipated noise is expected to be minimal and consistent with existing noise levels in the surrounding neighborhood. Thus, the project will not result in exposure or generation of noise in excess of applicable standards. Moreover, there will be no ground borne noise or vibrations. Although there will be no permanent increase in ambient noise levels, there will be a temporary increase due to construction. Noise will occur during project construction, as with all new construction projects, resulting in increased exterior noise levels within the project vicinity. The hotel guests staying at the existing hotel would be affected by the construction noise. The construction noise, however, would be short-term. According to the owner of the Holiday Inn Express, there is no actual time when the guests are typically in their rooms. Checkout time, however, is at 12:00 p.m. The City of Pacifica's Noise Ordinance regulates construction activities for any project for which a building permit is required within the City of Pacifica. The construction hours are 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays and Sundays. Given the temporary nature of the noise, the limitation on the hours of construction and the implementation of the following mitigation measures, the potential noise impact associated with construction would be reduced to less than significant levels. Finally, there are no airports or airstrips nearby.

Mitigation Measures:

1. Compressors and other small stationary equipment will be shielded and equipment exhaust will face away from noise-sensitive buildings.
2. Regular equipment maintenance and mufflers will be required on all construction equipment to control noise.

13. Population and Housing. Would the project:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
			✓
			✓

Discussion:

The project will add approximately 35,617 square feet of commercial/retail area to the West Rockaway Beach area. The project constitutes infill development; the project is the redevelopment of an underutilized site that is completely surrounded by existing commercial development. The project is designated for visitor serving commercial/retail. Therefore, the project will not directly or indirectly induce substantial population growth. The project will create approximately 5 new jobs, which will not draw a substantial number of people to move to Pacifica. The project involves demolishing an existing building that once served as a restaurant and an existing residential structure. Both structures have been vacant for almost 10 years.

The hotel expansion will not displace substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere. Based on the above, the hotel expansion would result in no impact or less than significant impact to the population and housing environment, or on future residents.

14. Public Services.

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - i. Fire protection?
 - ii. Police protection?
 - iii. Schools?
 - iv. Parks?
 - v. Other public facilities?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	
		✓	
		✓	
		✓	

Discussion:

The expansion of the existing hotel is expected to cause an increase in demand for public services. The increase, however, is insignificant and is within the limits of existing service capacities. All departments and agencies responsible for supplying public services for this project have indicated their ability to meet the needs of the project. The developer will be assessed any necessary fees to cover these services in connection with the City's issuance of building permits for the project. In particular, in-lieu parking fees must be paid prior to issuance of a building permit. Thus, no significant impact on Public Services would occur.

15. Recreation.

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		✓	
		✓	

Discussion:

The project would neither generate nor create any need for additional recreational opportunities or facilities within the City nor is it suitable for non-motorized modes of transportation such as hiking or biking. Use of local parks or recreational facilities associated with the project, if any, would be minimal and would not result in any substantial deterioration of any such parks or facilities. Further, the project does not include the construction or expansion of recreational facilities or any provisions that would change or eliminate existing regulations pertaining to the provision of recreational resources, including any requirement that new development pay any assessment or fee to cover its contribution to the provisions of such services. Based on the above, proposed project impacts on recreation would be less than significant.

16. Transportation/Traffic. Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e. Result in inadequate emergency access?
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
			✓
			✓
			✓
			✓

Discussion:

RKH Civil and Transportation Engineering prepared a Traffic Impact Analysis for the Old County Commercial Development. This report was peer reviewed by Hexagon Transportation Consultants. The study area included three intersections on State Route 1 (Route 1 and Crespi Drive, Route 1 and Fassler Avenue/Rockaway Beach and Route 1, Reina Del Mar Avenue). Four scenarios have been developed and analyzed in this study. These include existing conditions, background conditions, project conditions and near-term cumulative conditions. The Traffic Impact Analysis also describes LOS (Levels of Service) categories which describe traffic flow conditions and range from A through F, with LOS A describing the best, free-flowing traffic conditions and LOS E and F describing unstable and/or forced traffic conditions, limited operating speeds and/or maneuverability and the occurrence of stoppages and/or delays. In the case of a LOS F the delay would be 60 seconds or more. The City of Pacifica currently considers intersections operating at a LOS E or F to be unacceptable. The City of Pacifica concludes that a project has a significant traffic impact for signalized intersections in Pacifica, if for any peak hour:

- The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
- The intersection is already operating at an unacceptable LOS E and the addition of project traffic causes both the critical-movement delay at the intersection to increase by two (2) or more seconds and the demand-to-capacity ratio (V/C) to increase by more than 0.010, or
- The intersection is already operating at an unacceptable LOS F and the addition of project traffic causes both the critical-movement delay at the intersection to increase by one (1) or more seconds and the demand-to-capacity ratio to increase by more than 0.010.

The existing conditions on Route 1 are such that during AM (7-9AM) and PM (4-6PM) peak hours on an average weekday, motorists are faced with heavy traffic and congestion. Two intersections; the intersection at Reina Del Mar Avenue and Route 1 and the intersection at Fassler Avenue and Route 1, are particularly congested and currently operate at unacceptable Levels of Service during at least one peak hour period. During AM peak hours both of the above referenced intersections operate at LOS E which is considered unacceptable. During PM peak hours the Route 1/Fassler Avenue/Rockaway Beach and Route 1/Reina Del Mar Avenue intersections operate at LOS C, which is acceptable. Route 1 and Crespi Drive intersection currently operates at LOS B in the AM peak hours and LOS A during the PM peak hours which is acceptable.

The AM peak hour delays are related to northbound traffic and the PM peak hour delays affect southbound traffic. The project is expected to generate 29 additional vehicle trips during AM peak period and 26 new vehicle trips during the PM peak period. Project generated traffic will create a significant impact at the intersection of Route 1 and Fassler Avenue/Rockaway Beach Avenue during the morning street peak hour. However, modifying the Rockaway Beach Avenue approach to Route 1 to provide a separate right-turn lane and a separate left-through lane will mitigate the impact the project added traffic will have on the intersection during the morning street peak hours. The project adds minimally to the delay at the other two intersections. Both the RKH Draft Traffic Study and the Hexagon peer review of the traffic study concluded that the project with the recommended modification at Rockaway Beach Avenue approach to Route 1 would not have a significant adverse project or cumulative traffic impact because the project would increase delays only minimally at the study intersections and would result in delay and volume-to-capacity ratio increases that fall below the thresholds of significance. Therefore,

based on the City's level of service standard and thresholds of significance, the project would not cause a significant impact on traffic at these intersections.

Additionally, based on its knowledge of traffic patterns near the project site, including the non-signalized intersection at Old County Road and Rockaway Beach Avenue, the Pacifica Engineering Department concluded that the project would not result in any safety hazards or significant traffic impacts on such roads or intersections.

Under the Congestion Management Plan (CMP), an analysis of CMP designated roadway segments and intersections is required only if a project would contribute 100 or more peak-hour trips to a CMP-designated roadway segment/intersection. Given that this project would generate fewer than 100 trips, it does not fall under the land use component of the CMP, no CMP analysis is required, and the project would not exceed, either individually or cumulatively, a LOS standard established by the CMP agency for designated roads or highways.

A parking analysis was also done by RKH Civil and Transportation Engineering taking into consideration that the peak parking demands for the individual uses do not all occur at the same time of the day and that the retail and restaurant uses will "capture" a percentage of demand from on-site and existing nearby uses. The analysis indicates a peak parking demand of 75 spaces at full occupancy. The development would be providing 51 on-site spaces. A parking survey of the Rockaway Beach area was performed on a Friday and Saturday which are typically the busiest days for non-business hotel parking demands. It was recognized that parking occupancy will vary from day to day, seasonally, and during times of unusual events. However, it was determined that there is adequate on-street parking available to accommodate overflow parking from the hotel. The unmet demand would be accommodated in other existing public parking facilities in the West Rockaway area, and on Old County Road directly across from the subject site 17 existing spaces would also be available.

Additionally, the City Council previously discussed the matter of parking in the West Rockaway Beach area in March and April 1998. According to the City Council, it was found that sufficient parking is available for the anticipated development in this area, including development on the project site, and any existing parking problems are most likely related to the lack of conveniently located centralized spaces rather than total quantity. Since 1998 very little development has occurred in the West Rockaway Beach area.

The proposed project would also be located directly south from a Farmer's Market that operates from May to November on Wednesday afternoons from 2:30 PM to 6:30 PM. The actual location of the Farmer's Market is between 446 Old County Road and the entrance to the City-owned parking lot. The peak parking demand typically occurs during the late evening through the early morning hours with a second short peak occurring at checkout/check-in time around 11:00 AM. Because the peak parking demand for the project will not occur during the hours of the Farmer's Market, the project will not significantly impact parking demand during the hours of the Farmers Market.

The project will also be required to comply with a Pacifica ordinance requiring in-lieu fees when locally-determined levels of on-site parking are not met. These fees will be used to further reduce any parking impacts by the eventual construction of an additional parking facility.

Emergency access is available, air traffic patterns will not be altered by the project, and the project will not result in any hazards due to design features. There is no project related conflict with adopted policies, plans, or programs supporting alternative transportation.

17. Utilities & Service Systems. Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
- e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
			✓
			✓
			✓
			✓
			✓

Discussion:

Electric, gas, water, storm, and sewer lines exist within close proximity of the project site. Of course, the project will require water and produce solid waste, but neither impact will be significant. The hotel expansion is in an area already designated for commercial development. The hotel expansion will not (a) exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, (b) require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, or (c) require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As part of the permit review process, all department and agencies responsible for supplying utilities for this project have indicated their ability to meet the needs of the project. A condition of approval would require all new utility services to be underground. The project will comply with all solid waste regulations. Based on the above, there would

be no significant impacts on utilities and service systems, including compliance with federal, state, and local statutes and regulations related to solid waste.

18. Mandatory Findings of Significance.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Yes	No
	✓
	✓
	✓

Discussion:

The proposed project involves the expansion of an existing hotel which includes 44 guest rooms, retail space, and additional on-site parking. The expansion will add approximately 35,617 square feet of building area to the existing 23,868 square foot 38 guest room hotel. The proposed project is compatible with the existing land uses in the area. The proposed project will not have any significant impact under this heading, as mitigated under previous sections. Cumulative traffic impacts are considered in the discussion above as part of the traffic analysis. This is an infill development and no related projects or other development is proposed in the area that would result in significant cumulative impacts.

This initial study found that the proposed expansion of the existing hotel will have no significant impacts on the environment, the habitat of fish or wildlife species or populations, plant or animal communities, rare or endangered plants or animals, or important examples of the major period of California history or prehistory. This specific project is consistent with the surrounding development pattern and would not be cumulatively considerable.

Based on the above, the hotel expansion will result in no impacts or less than significant impacts on issues identified in the Mandatory Findings of Significance.

References

1. City of Pacifica General Plan, as amended to March 2001.
2. City of Pacifica Zoning Code, October 1997.
3. City of Pacifica Local Coastal Program Land Use Plan. Adopted March 1980
4. City of Pacifica Rockaway Beach Specific Plan, March 1986
5. Geotechnical
Recommendations Proposed
Additions to Holiday Inn Express
Rockaway Beach-Pacifica Michelucci & Associates, Inc, December 30, 2011
6. Traffic Impact Analysis RKH Civil and Transportation Engineering, September 26, 2011
7. Traffic Impact Analysis RKH Civil and Transportation Engineering, Revised February 7, 2012, Revised October 15, 2012
8. Traffic Impact Analysis Peer
Review Hexagon Transportation Consultants, November 2, 2012
9. Traffic Impact Analysis Peer
Review (follow-up) Hexagon Transportation Consultants, January 18, 2013
10. Biological Evaluation Live Oak Associates, Inc., August 11, 2012
11. ABAG Tsunami Evacuation Planning Map for San Francisco & San Mateo Counties
12. FEMA Federal Emergency Management Agency. 2005. Map of Approximate Locations of 100-year Flood Areas: National Flood Insurance Maps
13. CA Dept of Toxic Substances Hazardous Waste and Substances Site List (Cortese List)
14. National Register of Historic Places California, San Mateo County
(<http://www.nationalregisterofhistoricplaces.com>.
Accessed February 2008.
15. San Mateo Countywide Stormwater Pollution Prevention Program. 2007. C.3 Stormwater Handbook.
16. BAAQMD CEQA Guidelines Assessing Air Quality Impacts of Projects and Plans

17. State Water Resources Control Board, 2011. GeoTracker Environmental Database.
<http://geotracker.waterboards.ca.gov/map>

18. Department of Toxic Substances Control, 2011, EnviroStor Database,

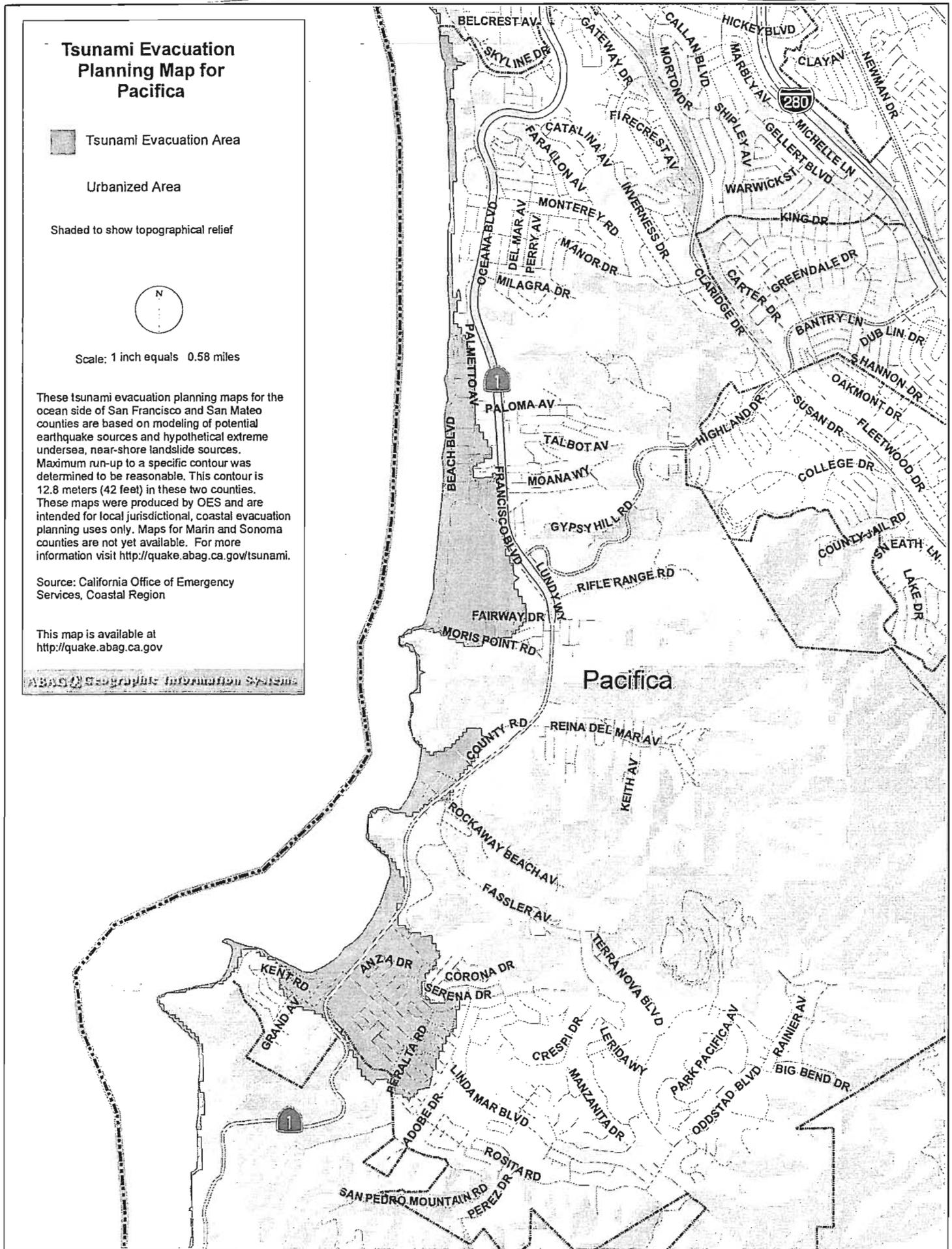
List of Contact(s)

Lee Diaz
Associate Planner
City of Pacifica
170 Santa Maria Avenue
Pacifica, CA 94044
(650) 738-7341

Attachment(s):

1. Figure 1 Tsunami Hazard Area, City of Pacifica
2. Reduced Site Plan, Floor Plans, and Elevations

FIGURE 1 TSUNAMI HAZARD AREA, CITY OF PACIFICA



HOLIDAY INN EXPRESS PACIFICA ADDITION

519 NICK GUST WAY, PACIFICA, CA 94044



RECEIVED
AUG 16 2012
City of Pacifica

CONTACT DIRECTORY

OWNER: NVI RANI, INC.
519 NICK GUST WAY
PACIFICA, CA 94044
CONTACT: N.D. PATEL
(650) 692-3434

LANDSCAPE ARCHITECT: KLA LANDSCAPE ARCHITECTURE
151 N. NORLIN ST.
SONORA, CA 95370
CONTACT: TOM HOLLOWAY
(209) 532-2856

BIOLOGIST: LIVE OAK ASSOCIATES, INC.
6840 VIA DEL ORO SUITE 220
SAN JOSE, CA 95119
CONTACT: MELISSA DENENA
(408) 476-6827

ARCHITECT: RYS ARCHITECTS, INC.
10 MONTEREY BLVD.
SAN FRANCISCO, CA 94131
CONTACT: ROBERT SAUVAGEAU
(415) 841-9090

TRAFFIC ENGINEER: RKH CIVIL & TRANSPORTATION ENGR
837 COLUMBA LANE
FOSTER CITY, CA 94404
CONTACT: RICHARD HOPPER
(650) 212-0837

SOILS ENGINEER: MICHELUCCI & ASSOCIATES, INC.
1801 MURCHISON DR. SUITE 88
BURLINGAME, CA 94010
CONTACT: JOSEPH MICHELUCCI
(650) 692-0163

SHEET INDEX

T1	TITLE SHEET
C1	TOPOGRAPHIC SURVEY
C2	TENTATIVE MAP
C3	SITE PLAN
C4	GRADING PLAN
C5	DRAINAGE & UTILITIES
C6	DETAILS
C7	NEW INTERSECTION WORK
A1	ARCHITECTURAL SITE PLAN
A2	FIRST FLOOR PLAN & LANDSCAPE PLAN
A3	SECOND FLOOR PLAN & ROOF PLANTING PLAN
A4	THIRD FLOOR PLAN
A5	ROOF PLAN
A6.1	GUEST ROOM PLANS
A6.2	GUEST ROOM PLANS
A7.1	EXTERIOR ELEVATIONS
A7.2	EXTERIOR ELEVATIONS
A8	CANOPY DETAILS
A9	RENDERED STREET ELEVATIONS
A10	SITE SECTIONS
A11	MASSING STUDIES
A12	PHOTO SIMULATION

J C
ENGINEERING

225 ROCKAWAY BEACH AVE. No. 400
PACIFICA, CA 94044
(415) 351-0813
FAX (415) 351-0894

CIVIL AND STRUCTURAL ENGINEERS
REGISTERED

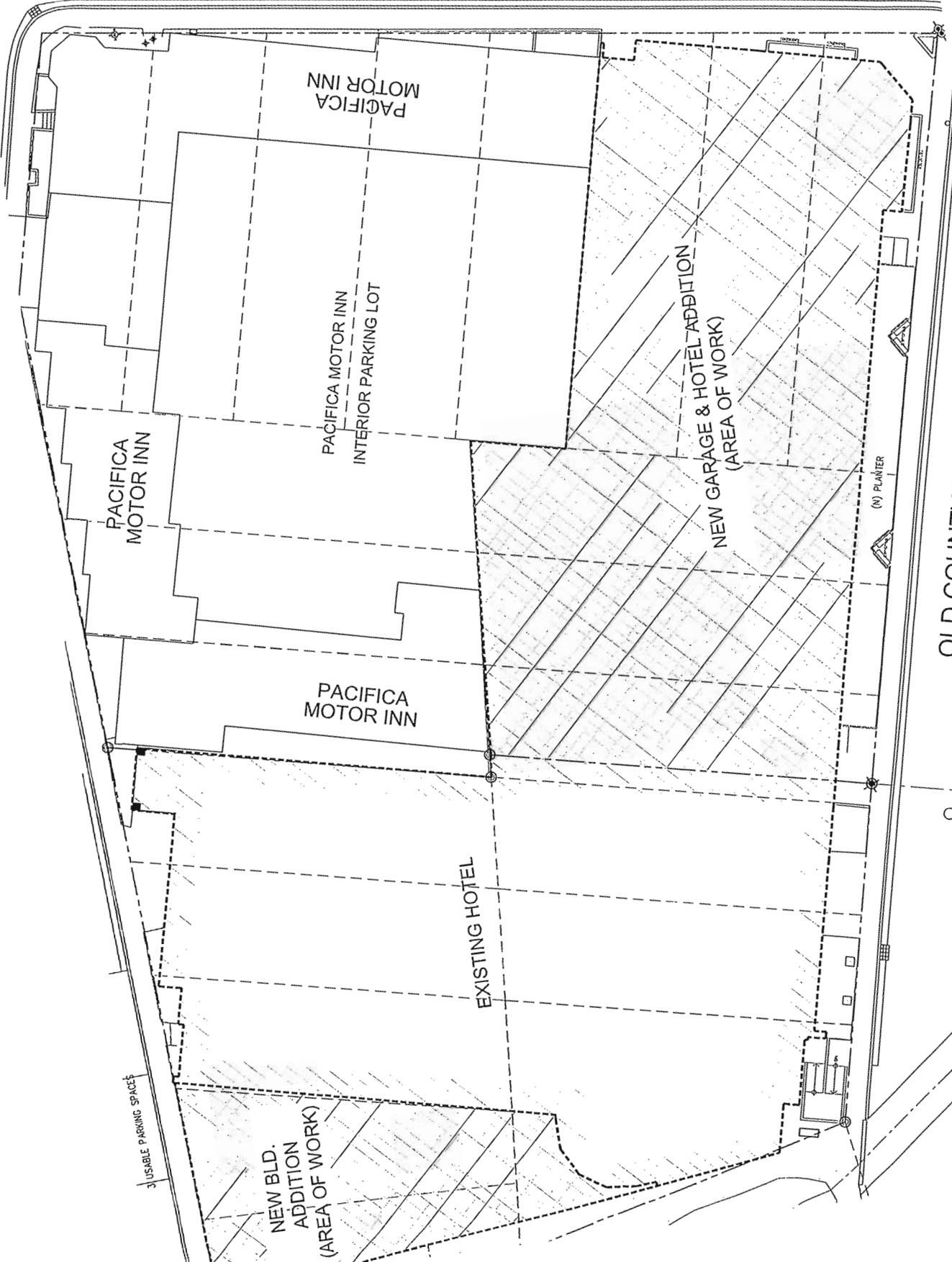
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OLD COUNTY RD. - ROCKAWAY
APN : 022-024-270

Sheet: SITE PLAN

DATE	ISSUED FOR
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10/28/11	PLANNING
03/03/12	PLANNING
08/07/12	PLANNING
09/24/12	PLANNING
10/01/12	PLANNING

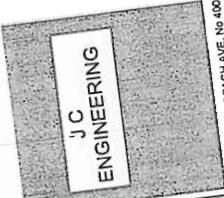
Drawn by:

ROCKAWAY BEACH AVE.



OLD COUNTY RD. (50')

CITE PLAN



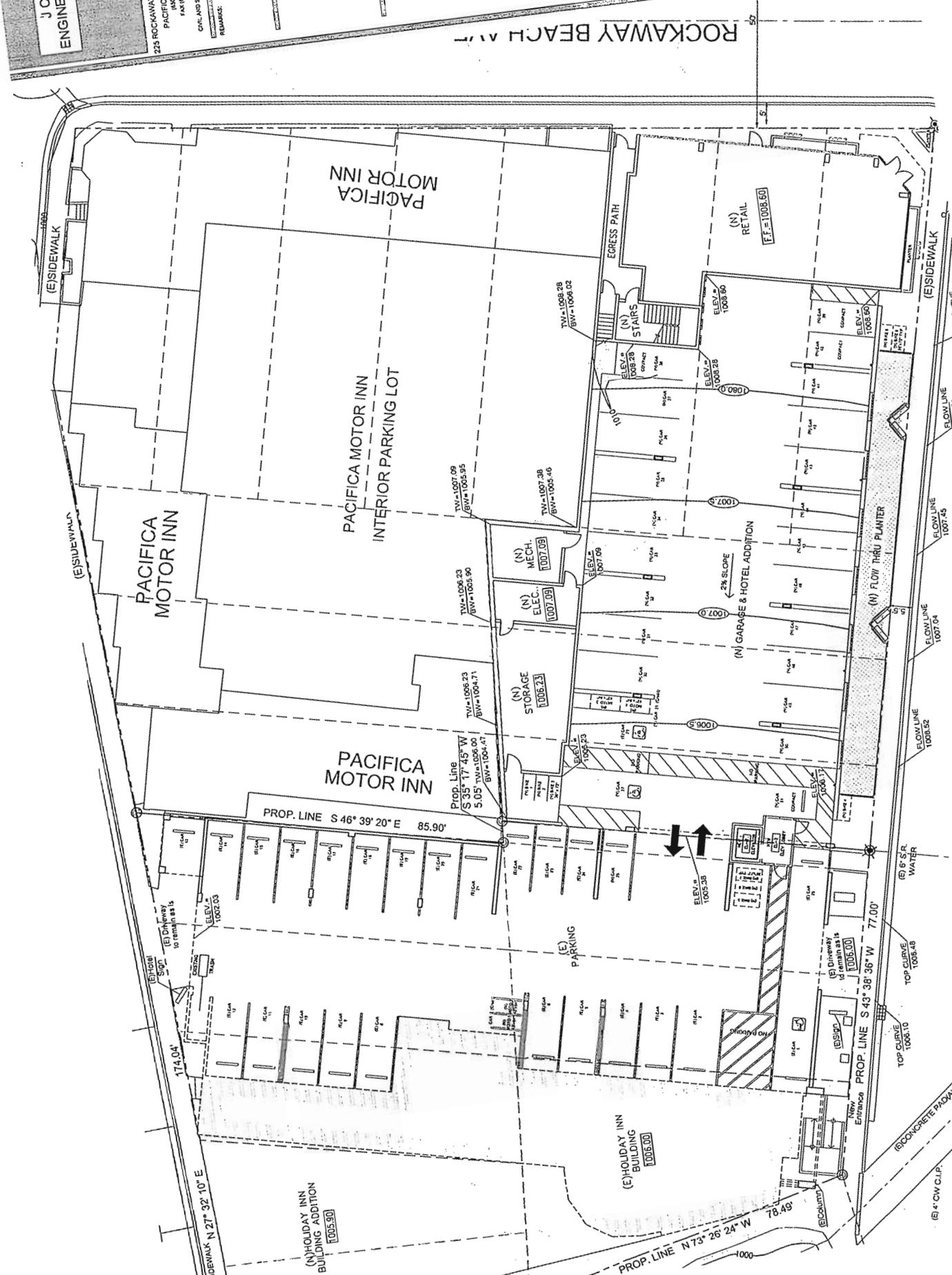
225 ROCKAWAY BEACH AVE, No. 400
PACIFICA, CA 94044
TEL: (415) 335-9615
FAX: (415) 335-9684

CIVIL AND STRUCTURAL ENGINEERS
REVISIONS:

HOLIDAY INN EXPRESS
OLD COUNTY RD. - ROCKAWAY
PACIFICA, CA 94044
APN: 022-024-270

DATE	ISSUED FOR
09/20/11	PLANNING
10/28/11	PLANNING
03/09/12	PLANNING
08/07/12	PLANNING
09/24/12	PLANNING
10/10/12	PLANNING

Drawn By: _____
Sheet: _____



THIS DRAWING IS HALF-SIZE 18" x 12".
THE DATE IS DATE OF PRINTING.

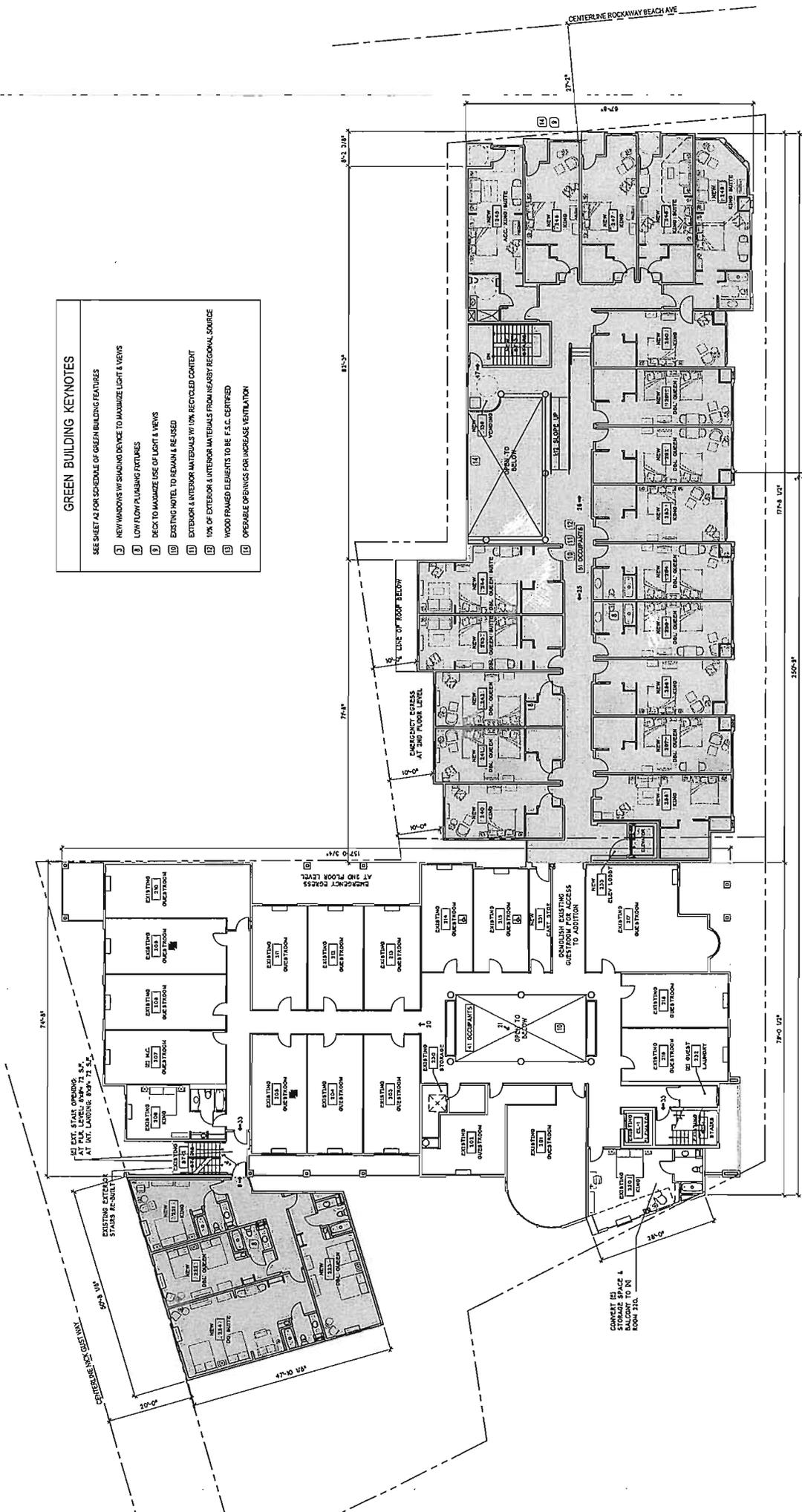
OLD COUNTY RD. (50')

(E) SIDEWALK N 27° 32' 10" E
174.04'

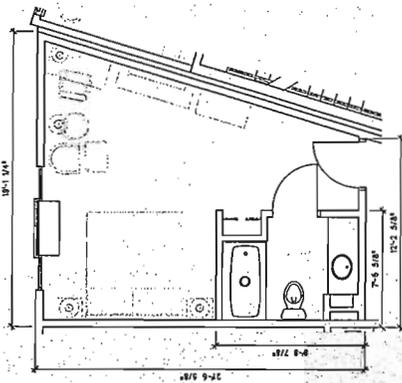
(E) SIDEWALK N 27° 32' 10" E
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(E) SIDEWALK N 27° 32' 10" E
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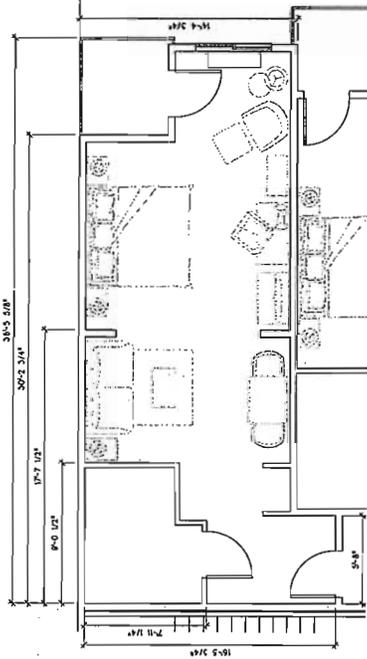
GREEN BUILDING KEYNOTES	
SEE SHEET A2 FOR SCHEDULE OF GREEN BUILDING FEATURES	
1 NEW WINDOWS W/ SHADING DEVICE TO MAXIMIZE LIGHT & VIEWS	
2 LOW FLOW PLUMBING FIXTURES	
3 DECK TO MAXIMIZE USE OF LIGHT & VIEWS	
4 EXISTING HOTEL TO REMAIN & RE-USED	
5 EXTERIOR & INTERIOR MATERIALS W/ 10% RECYCLED CONTENT	
6 10% OF EXTERIOR & INTERIOR MATERIALS FROM NEARBY REGIONAL SOURCE	
7 WOOD FRAMED ELEMENTS TO BE F.S.C. CERTIFIED	
8 OPERABLE OPENINGS FOR INCREASE VENTILATION	



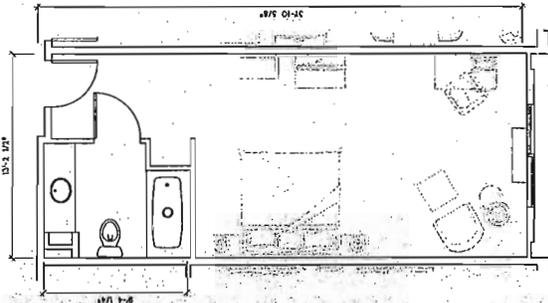
1 THIRD FLOOR PLAN
SCALE 3/32" = 1'-0"



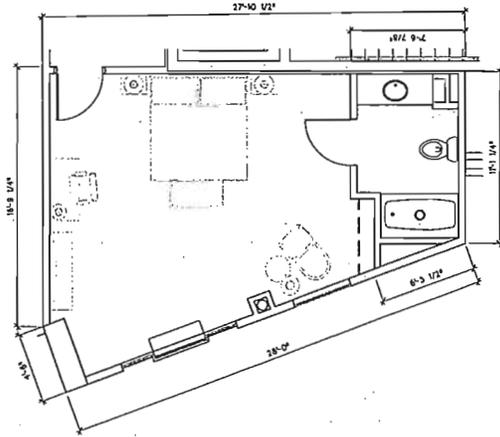
1 ENLARGED KING PLAN
SCALE: 3/4" = 1' - 0"
ROOMS: 121 & 221



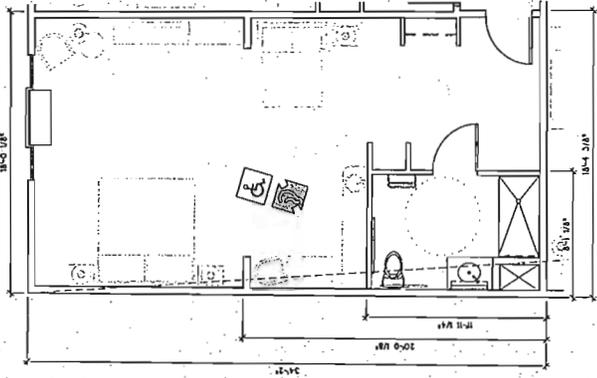
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SCALE: 3/4" = 1' - 0"
ROOMS: 143, 145, 148, 245 & 248



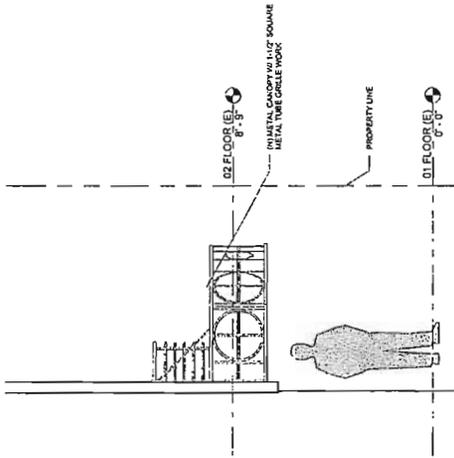
3 ENLARGED KING PLAN
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ROOMS: 140, 141, 142, 145, 147, 150, 153, 155, 240, 241, 243, 244, 246, 247, 250, 253 & 256



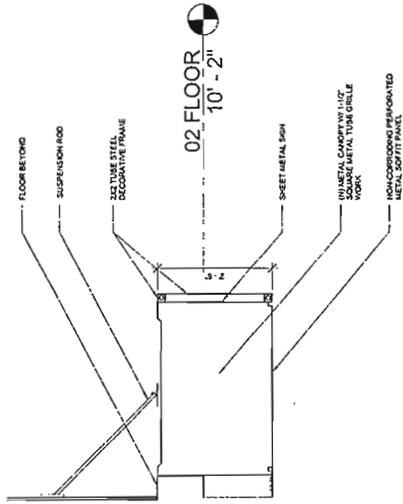
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ROOMS: 120 & 220



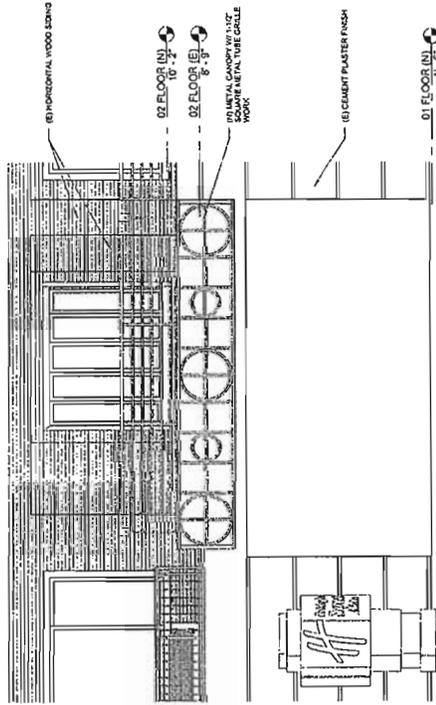
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ROOMS: 124



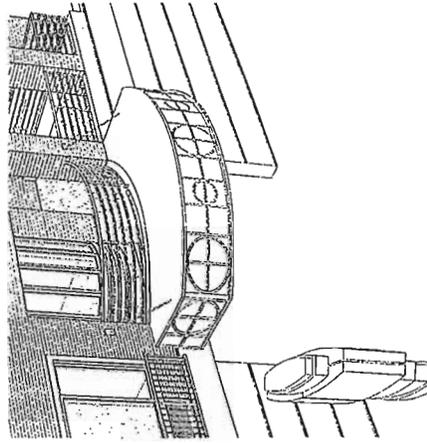
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② CANOPY DETAIL
3/4" = 1'-0"



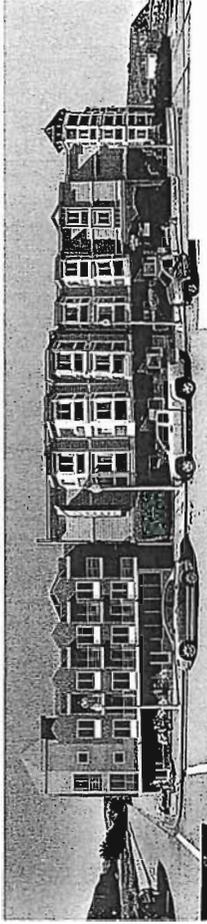
③ ENLARGED CANOPY ELEVATION
3/8" = 1'-0"



④ CANOPY PERSPECTIVE



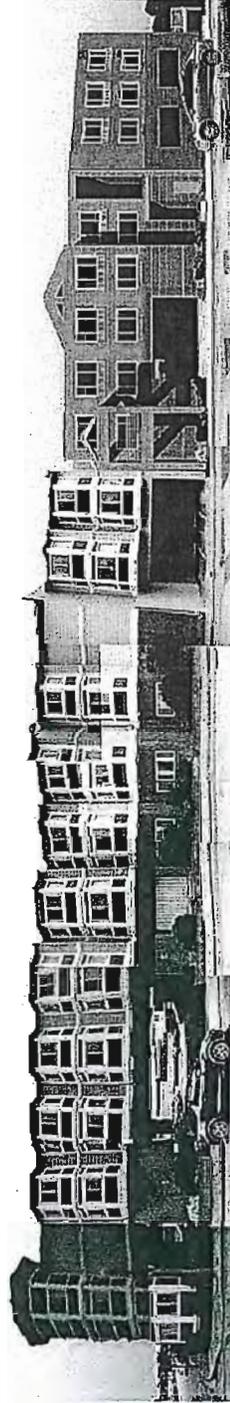
2 CREEK SIDE ELEVATION
SCALE: 1/8" = 1' - 0"



1 ROCKAWAY BEACH AVE ELEVATION
SCALE: 1/8" = 1' - 0"

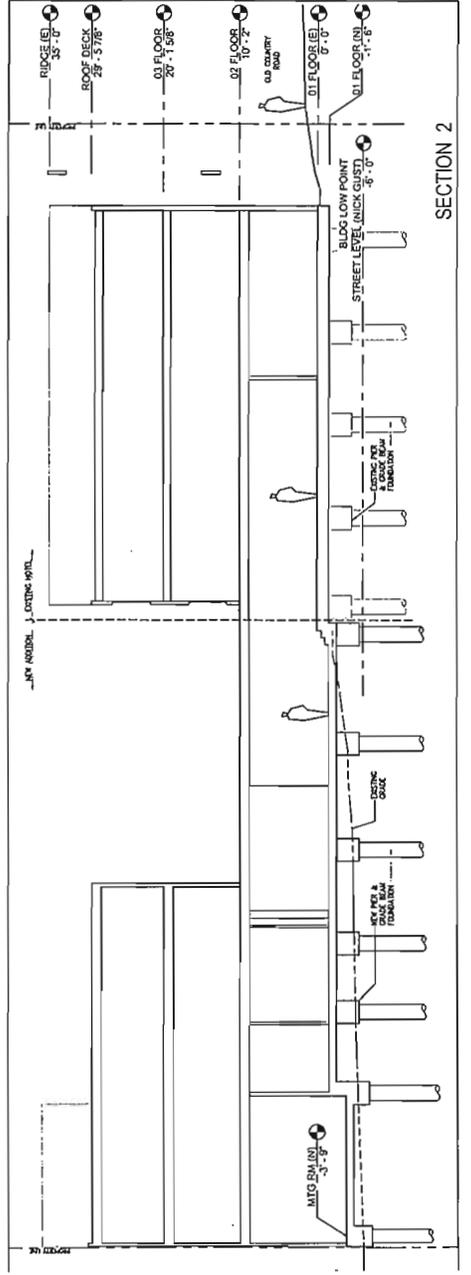
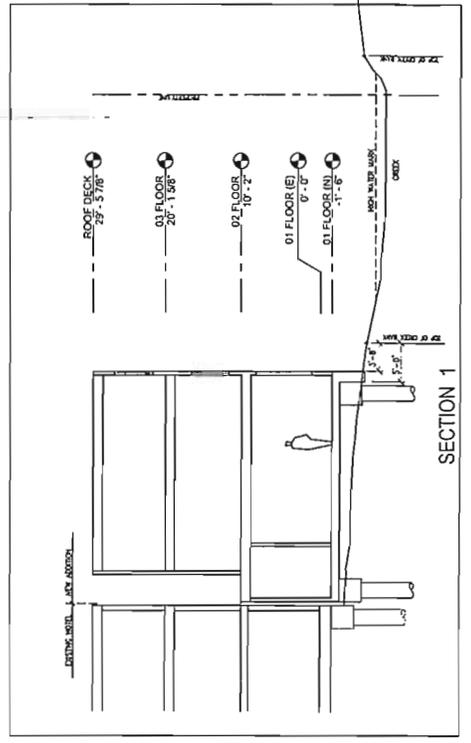
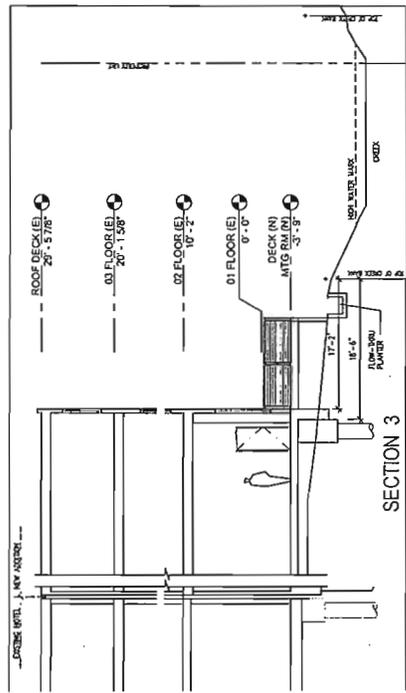
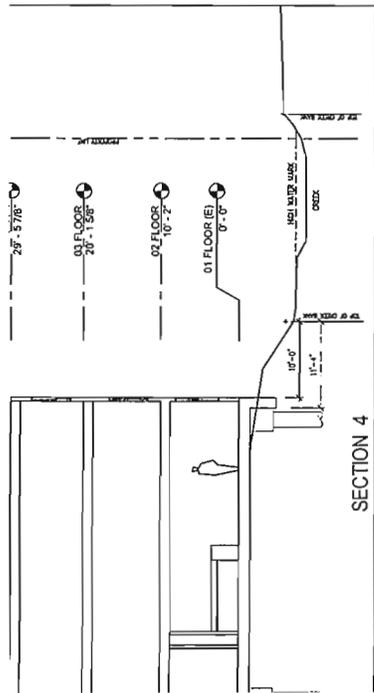
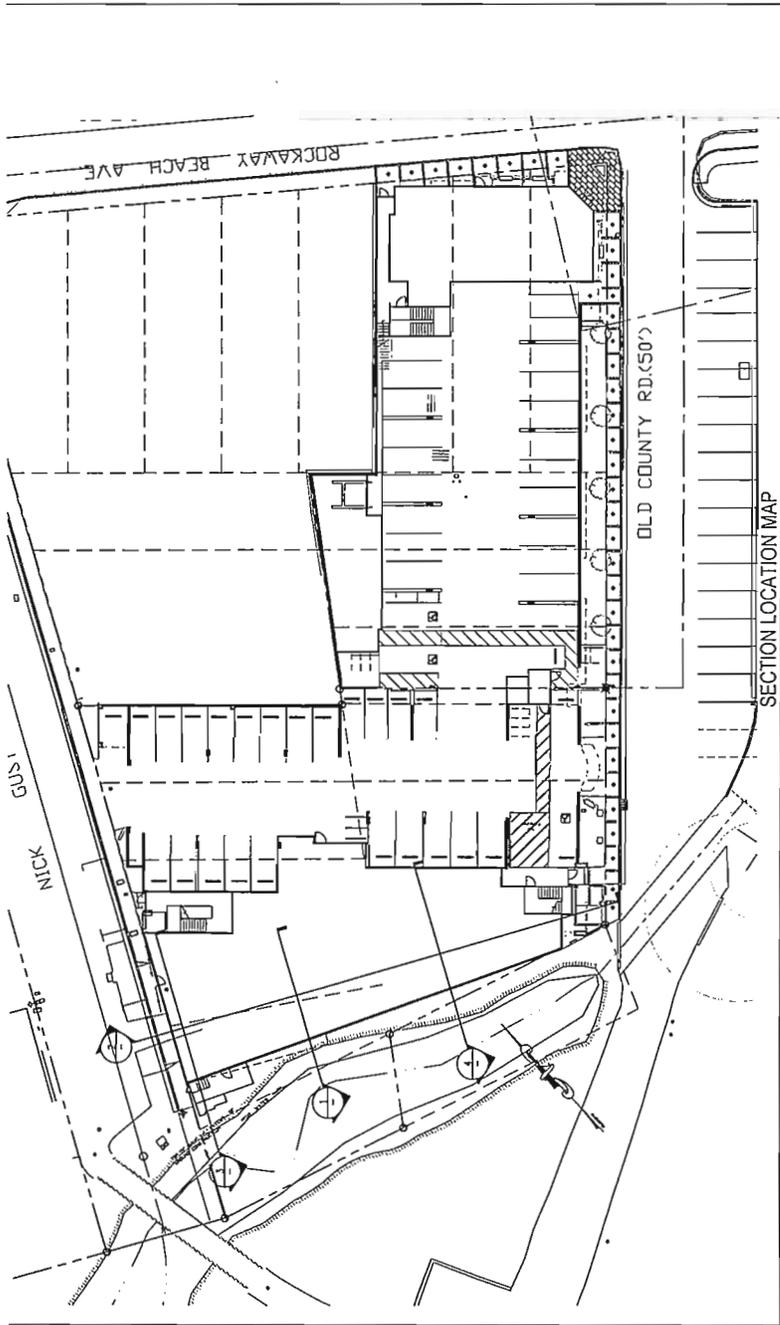


3 OLD COUNTY ROAD ELEVATION
SCALE: 1/8" = 1' - 0"



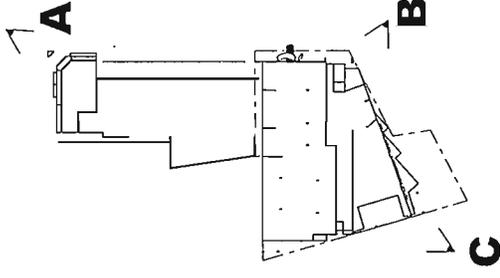
4 NICK GUST WAY ELEVATION
SCALE: 1/8" = 1' - 0"

THIS DRAWING IS HALF-SIZE 18" x 12".
THE SCALE IS HALF OF WHAT IS
SHOWN ON THIS DRAWING.





④ MASSING - COUNTRY MASSING - OLD COUNTRY ROAD & ROCKAWAY BEACH AVE
1/2" = 1'-0"



② MASSING - CAMERA LEGEND OLD COUNTRY
1/4" = 6'-0"



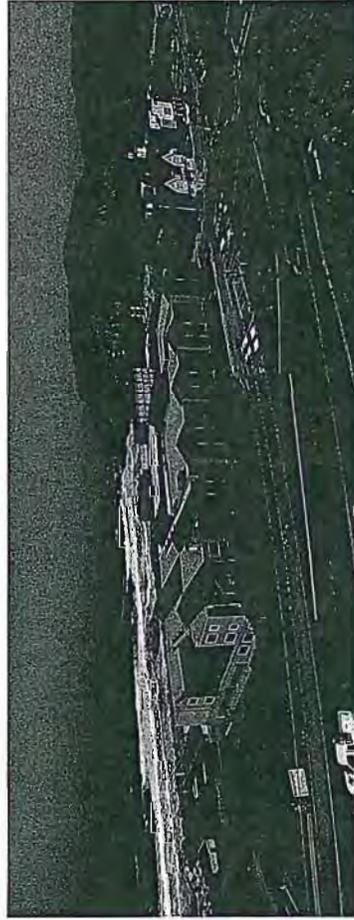
⑤ MASSING - From NICK GUEST WAY at CREEK
1/2" = 1'-0"



⑥ MASSING view from Creek
1/2" = 1'-0"



1 LOOKING SOUTH from HIGHWAY ONE
SCALE: NO SCALE



2 LOOKING NORTH from the HILL ACROSS HIGHWAY ONE
SCALE: NO SCALE



3 LOOKING WEST from FESSLER AVENUE
SCALE: NO SCALE