



Scenic Pacifica  
Incorporated Nov. 22, 1957

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## PLANNING COMMISSION Agenda

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**DATE:** April 6, 2015  
**LOCATION:** Council Chambers, 2212 Beach Boulevard  
**TIME:** 7:00 PM

**ROLL CALL:**

**SALUTE TO FLAG:**

**ADMINISTRATIVE BUSINESS:**

Approval of Order of Agenda

Approval of Minutes: March 16, 2015

Designation of Liaison to City Council Meeting

**CONSENT ITEMS:**

1. **CDP-338-13**      **EXTENSION OF PERMITS** for the expansion of an existing 38-room Holiday Inn Express including an addition  
**PSD-784-13**      of 44 guest rooms and 2,010 square feet of retail space at 519 Nick Gust Way, Pacifica (APN 022-024-250 & -  
**UP-028-13**      270 & -280). Proposed Action: Grant one (1) year extension  
**PV-509-13**

**PUBLIC HEARINGS:**

2. **SP-151-15**      **SPECIFIC PLAN, SP-151-15**, filed by Javier M. Chavarria agent for the applicant/property owner, Sonora Shores III, LLC, to construct a 4,238+ square foot two story single-family residence on Lot 2 which is part of the development known as Harmony @ 1 located at Fassler and Roberts Road (APN 022-150-460). Proposed Action: Approve as conditioned.
3. **PSD-790-14**      **SITE DEVELOPMENT PERMIT, PSD-790-14, COASTAL DEVELOPMENT PERMIT, CDP-347-14,**  
**CDP-347-14**      **VARIANCE, PV-513-14, AND PARKING EXCEPTION, PE-160-15**, filed by David Blackman and Mike  
**PV-513-14**      O'Connell, property owners, to construct four (4) detached studio apartments on a vacant 18,411 square foot  
**PE-160-15**      parcel located at the 4000 block of Palmetto Avenue (APN: 009-402-270). The property is zoned R-3-G,  
Multiple-Family Residential Garden. The project is located in the Coastal Zone. Recommended CEQA status:  
Exempt. Proposed Action: Approve as conditioned.

**CONSIDERATION ITEM:**

None

**COMMUNICATIONS:**

**Commission Communications:**

**Staff Communications:**

**Oral Communications:**

This portion of the agenda is available to the public to address the Planning Commission on any issue within the subject matter jurisdiction of the Commission that is not on the agenda. The time allowed for any speaker will be three minutes.

**ADJOURNMENT**

Anyone aggrieved by the action of the Planning Commission has 10 calendar days to appeal the decision in writing to the City Council. If any of the above actions are challenged in court, issues which may be raised are limited to those raised at the public hearing or in written correspondence delivered to the City at, or prior to, the public hearing. Judicial review of any City administrative decision may be had only

if a petition is filed with the court not later than the 90th day following the date upon which the decision becomes final. Judicial review of environmental determinations may be subject to a shorter time period for litigation, in certain cases 30 days following the date of final decision.

The City of Pacifica will provide special assistance for disabled citizens upon at least 24-hour advance notice to the City Manager's office (738-7301). If you need sign language assistance or written material printed in a larger font or taped, advance notice is necessary. All meeting rooms are accessible to the disabled.

***NOTE: Off-street parking is allowed by permit for attendance at official public meetings. Vehicles parked without permits are subject to citation. You should obtain a permit from the rack in the lobby and place it on the dashboard of your vehicle in such a manner as is visible to law enforcement personnel.***

# CITY OF PACIFICA

## STAFF REPORT

**DATE:** April 6, 2015

**TO:** Planning Commission

**FROM:** Lee Diaz, Associate Planner

**SUBJECT:** Agenda Item No.1 : Extension of Coastal Development Permit, Site Development Permit, Use Permit and Variance for the expansion of an existing 38-room Holiday Inn Express including an addition of 44 guest rooms and 2,010 square feet of retail space at 519 Nick Gust Way, Pacifica (APN: 022-024-250 & -270 & -280)

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On August 19, 2013, the Planning Commission, conditionally approved a Coastal Development Permit, Site Development Permit, Use Permit, and Variance for 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 hotel. The existing 8,500 square foot parking garage would also be expanded 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. Attached is the Planning Commission staff report with details of the project. Also attached are the minutes of the August 19, 2013 Planning Commission meeting. The Coastal Development Permit was appealed to the California Coastal Commission. Because of the appeal to the Coastal Commission, the final approval was not granted until March 13, 2014.

The Coastal Development Permit, Site Development Permit, Use Permit, and Variance were originally due to expire on March 13, 2015.

On March 12, 2015 staff received the attached extension request. This is the applicant's first extension request. The applicant is requesting the extension because additional time is needed to complete the building permit approval process. The applicant is actively pursuing approval of the building permit.

Extension requests are not unusual and are generally granted unless there have been significant changes in conditions or circumstances affecting the project or area. There have not been any changes in conditions or circumstances affecting the project or area.

### COMMISSION ACTION REQUESTED

Move that the Planning Commission **EXTEND** CDP-338-13, PSD-784-13, UP-028-13 and PV-509-13 to March 13, 2016.

#### Attachment(s):

1. Letter from Applicant, 03/12/15
2. Planning Commission Staff Report, 08/19/13 (with attachments)
3. Planning Commission Minutes, 08/19/13

NVI Rani, Inc  
DBA Holiday Inn Express – Pacifica  
519 Nick Gust Way  
Pacifica, CA 94044  
650-355-5000

March 12, 2015

Lee Diaz  
Associate Planner  
City of Pacifica  
170 Santa Maria Avenue  
Pacifica, CA 94044

RECEIVED  
MAR 12 2015  
City of Pacifica

Re: Request for Permit Extension

Dear Lee,

As a follow up to your conversation with Jay Patel, CPA, we understand that our permits approved by the Planning Commission will be expiring on March 13, 2015. As you are aware, we are still working to get the building permit approved, hence we are now requesting a permit extension for the following permits:

- PSD-784-13
- UP-028-13
- CDP-33813
- PV-509-13

The cost of the permit extension request is \$180 and we will be hand delivering this check to you today.

Please feel free to reach out to Jay Patel, CPA (415-254-4582 or [jaypatel67@gmail.com](mailto:jaypatel67@gmail.com)) if you have any further questions or need anything else.

Thank you again for alerting us and appreciate your assistance in obtaining an extension.

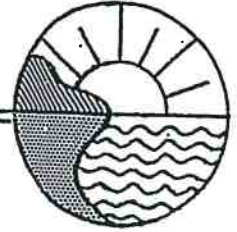
Best Regards



Radha Patel  
NVI Rani, Inc  
CEO



# STAFF REPORT



PLANNING COMMISSION-CITY OF PACIFICA

**DATE:** August 19, 2013

**ITEM:** 1

## PROJECT SUMMARY/RECOMMENDATION AND FINDINGS

Notice of public hearing was published in the Pacifica Tribune on August 7, 2013 and 16 surrounding property owners and interested agencies were notified by mail.

**FILE:** PSD-784-13  
UP-028-13  
CDP-338-13  
PV-509-13

**APPLICANT/  
OWNER:** N.D. Patel  
519 Nick Gust Way  
Pacifica, CA 94044

**LOCATION:** 519 Nick Gust Way (APN: 022-024-250 & -270 & -280)

**PROJECT  
DESCRIPTION:** Expansion of an existing 38-room Holiday Inn Express.

General Plan: Commercial  
Zoning: C-1/CZ, Neighborhood Commercial/Coastal  
Zone

**CEQA STATUS:** A Mitigated Negative Declaration has been prepared for adoption

**ADDITIONAL REQUIRED APPROVALS:** None

**RECOMMENDED ACTION:** Approval, as conditioned.

**PREPARED BY:** Lee Diaz, Associate Planner

**STANDARDS CONFORMANCE:**

<u>Standards</u>	<u>Required</u>	<u>Existing</u>	<u>Proposed</u>
Lot Area:	10,000 s.f. (min.)	32,704 s.f.	No Change
FAR	65% (max.)	166%	182%*
Bldg. Height:	35' (max.)	N/A	44' 7"
Lot Coverage (bldgs):	N/A	81.7%	86.5%
Bldg. Setbacks:			
-Front (east):	N/A	N/A	18'-5"
-sides (north & south):	N/A	N/A	5'/6.5'
-rear (west):	N/A	N/A	5'-7"
Landscaping:	10% (min.)	11.87%	13.5%
Parking:	51 spaces (min.)	34 spaces	24 spaces*

\*Specific Plan waiver of FAR and parking requirements requested.

**PROJECT SUMMARY**

**A. STAFF NOTES:**

1. **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. No heritage trees are located on the site. The site currently contains a 38-room hotel, a vacant two-story 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 retail space. The Planning Commission recommended approval of the existing 38 room hotel on December 16, 1996. Approval of a height variance and a waiver of Specific Plan development provisions regarding parking and floor area ratio (FAR) was also recommended by the Planning Commission. On January 13, 1997 the City Council approved the plans including the variance, parking and FAR waiver. The parking waiver was for 4 parking spaces and the waiver for the FAR was 166% where 65% is the maximum permitted. The original approval did not include the 13,674 square foot lot which currently contains the vacant two-story commercial structure that was used a restaurant. The applicant recently acquired that portion of the property to expand the hotel. It should be noted that at the time the original hotel was approved, the Planning Commission made recommendations on permits within their purview to the Redevelopment Agency for final approval. The City Council served as the Redevelopment Agency. Since there is no longer a Redevelopment Agency the final approvals are now granted by the Planning Commission.

On May 19, 2008 the Planning Commission recommended approval of a three-story commercial (retail/office) building with subterranean parking on the 13,764 square foot site. On July 14, 2008, the City Council approved the requested permits which included an amendment to the Rockaway Beach Specific Plan to allow office activity, and a waiver of Specific Plan requirements regarding parking and floor area ratio (FAR.). The parking waiver was for 26 on-site parking spaces and the FAR waiver was for 138%. The developer never pursued

construction of the project. The 26 parking waiver expired with this project and is not counted toward the current proposal.

**2. Project Summary:** 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 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, and storage areas. 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. For aesthetic purposes, a tower on the corner of Rockaway Beach and Old County Road with an overall height of 50 feet, 3 inches is also featured.

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.

The applicant included preliminary 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. A LEED certification would also be required by the City Ordinance during the building permit process.

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



**3. Specific Plan, General Plan, Coastal Plan, Zoning, and Surrounding Land Uses:** The City Council adopted the Rockaway Beach Specific Plan on February 24, 1986 to provide a bridge between the Local Coastal Land Use Plan and development proposals. The Specific Plan combines zoning regulations, capital improvement programs, and development standards which seek to stimulate and attract private investment in the area.

The Rockaway Beach Specific Plan establishes overall objectives addressing land use and development, traffic circulation and parking, and the physical appearance and design of buildings. The Plan also provides independent development standards for the Rockaway Beach Specific Plan Area and augments existing standards provided in the Zoning Code. These regulations are designed to implement the General Plan's goals and develop the visitor-serving commercial potential of the area.

The General Plan/Local Coastal Program Land Use Plan designation for the entire Rockaway Beach area is Commercial. The Zoning designation of the site is C-1/CZ (Neighborhood Commercial/Coastal Zone Combining District). Both the General Plan and the Local Coastal Land Use Plan encourage the development of visitor-serving commercial uses. The Specific Plan land use designation for the property is Visitor Commercial. 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.

The land uses in the Rockaway Beach Specific Plan include a preference for developments that provide public recreation opportunities. Although the proposal does not include a dedication of land for public recreation, the hotel will provide needed visitor-serving commercial uses in the area. According to the Rockaway Beach Specific Plan, visitor-serving commercial uses which upgrade the physical character of the area should be encouraged. In addition, existing housing which precludes successful visitor serving land uses should be eliminated. The proposal includes the removal of an abandoned single-family dwelling and a vacant commercial building that has been unoccupied for the last 10 years.

Surrounding uses include hotels 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.

**4. Municipal Code and Design Guidelines:** The proposal meets most of the development standards for the C-1 (Neighborhood Commercial) Zoning District. No minimum setbacks are required in the C-1 zone unless established as part of the Site Development Permit. However, a variance is required for the overall height of the proposed expansion which would be approximately 44 feet, 7 inches, where the maximum height permitted is 35 feet. The height of the existing hotel is 41 feet.

a) **Building Use and Site Design:** As discussed above, the proposed expansion will consist of three stories with a maximum height of 44 feet 7 inches. A tower element that reaches 50 feet 3 inches would also be featured for visual interest. Retail space and parking would be featured on

the first floor, and 44 new guest rooms on the second and third floors, for approximately 35,617 square feet of gross floor area, exclusive of the 8,405 square foot 24 new car garage. The proposed project would remove a portion of the existing building, a vacant single-family residence, an existing deck and a vacant two-story structure. The proposed project would remain almost entirely within the current development footprint. The second and third floors would cantilever over the first by approximately 3 feet, which are still within the current footprint. Only a small patio and a flow-through planter would be constructed outside of the current development footprint.

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. Furthermore, the alteration of private views is consistent with the effect of development in urban Pacifica and is consistent with the General Plan.

The City’s maximum building height is 35 feet. 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 proposed maximum height of the building is 44 feet 7 inches. Because the north side of the parcel rises slightly in elevation, the proposed overall height of the building would be higher than the existing hotel as measured at the finished grade, between the lowest point on the site to the topmost point of the roof. A Variance has been requested to allow the increase in building height.

Staff has reviewed the ocean view corridor from Highway 1 and concludes that the applicant’s proposal to construct three-stories on the subject site would not reduce the coastal view more than would a two-story building on the site. The existing vacant two-story structure located on the north portion of the site already affects the ocean views. Additionally, the reduction of height to 35 feet would eliminate one story or the off-street parking area, or would eliminate the gables, an important architectural feature of the building. 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. 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 Rockaway Beach area also has abundant open space less than a block from the site, including a public plaza, an ocean promenade, beach area, and hiking trails.

The proposed design is consistent in scale, massing and 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 gable 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.

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. On December 15, 2003 the Planning Commission approved a tower element at 446 Old County Road that reaches a height of 54 feet.

**b) Intensity:** The Specific Plan permits a maximum floor area to lot area ratio (FAR) of 65% for this area. The original hotel was granted a FAR waiver for 166%. The lot was only 19,030 square feet when the original hotel was approved. The lot is now 32,704 square feet. The expansion together with the existing hotel would amount to an FAR of 182%. A waiver is permitted upon establishing the necessary findings, as contained at the end of this report, and which relate to the public health, safety and welfare, and overall Specific Plan objectives. Considering that the project, in terms of proposed use and design, is consistent with the Specific Plan objectives and the site is constrained due to its size, and location, staff considers the waiver reasonable. The overall goal of the 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. The proposal would provide 44 additional hotel rooms and 2,010 square feet of retail space which should help stimulate the economic health and tax base of the City. Other projects in the Redevelopment Area, Pacific Motor Inn (103%), 400 Old County Road (111%), 446 Old County Road (129%), and 225 Rockaway Beach (130%), were all granted FAR waivers.

**c) Parking:** 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, and any existing parking problems are most likely related to the lack of conveniently located centralized spaces rather than total quantity. Other projects in the Rockaway Beach Area, 400 and 420 Old County Road were granted parking waivers. 400 Old County Road was granted a parking waiver for 29 spaces in May 1998 and 420 Old County was granted a waiver for 4 spaces in March 2002. Additionally, a parking waiver for 6 spaces was recently approved by the Planning Commission on February 19, 2013 for a mixed-use project at



411 Dondee Way.

On December 16, 1996 the Planning Commission also recommended approval of a waiver for 4 on-site parking spaces for the original proposal which provided parking for 34 spaces where 38 parking spaces were required. On January 13, 1997 the City Council approved the parking waiver.

The proposed expansion requires a total of 51 (44 for the guest rooms and 7 for the retail space) on-site parking spaces. Per Rockaway Beach Specific Plan standards, one space per guest room and one space per 300 square feet of gross leasable area for retail are required.

As a result of the expansion, 9 parking spaces would be eliminated from the existing 34-car parking garage. One of those spaces would be converted to provide parking for 2 motorcycle spaces. The parking ordinance allows credit for 1 parking space omitted for each 2 motorcycle spaces provided. The proposed expansion will provide 24 additional parking spaces (18 standard spaces, 2 handicapped and 4 compacts spaces) and 2 additional motorcycle spaces. The applicant is allowed an additional credit for 1 parking space for providing the 2 additional motorcycle spaces. Additionally, 9 bicycle parking spaces would also be provided. The total amount of parking that will be provided would be 49 spaces and 4 motorcycle spaces. Therefore, the proposal would require a parking waiver for 34 parking spaces.

An ordinance adopted by the City Council in 1986 allows an in-lieu fee to be paid for each parking space that cannot be provided on-site in the West Rockaway Beach Area. In order to assist in development activities, the in-lieu parking fee payment allows the use of public parking in considering parking requirements on private property. These fees will be used to further reduce any parking impacts by the eventual construction of an additional parking facility. Currently, the fee is set at \$3,000 per space for a total of \$102,000 that will be required to be paid prior to the issuance of the building permit if the project is approved. Findings for approval of the waiver of the parking requirements are contained at the end of this report.

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 near-by uses. The analysis indicates a peak parking demand of 75 spaces at full occupancy. The development would be providing 49 vehicles and 4 motorcycle spaces 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. The beach south parking lot located adjacent to the site contains 59 parking spaces. The City parking lot on Old County Road is located one block from the site and provides 58 spaces.

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.

**5. Site Development Permit:** Pursuant to Section 9-4.3204 of the Zoning Code, a Site Development Permit shall not be issued if the Commission makes any of the findings regarding potential traffic patterns, parking accessibility problems, insufficiently landscaped areas, the restriction of light and air on the property or other properties in the area, the creation of a substantial detriment to an adjacent residential district, damage to the natural environment, and insufficient site and structural design variety. In addition, the proposed development must be consistent with the City's Design Guidelines, General Plan, Zoning Code and other applicable laws of the City. Staff believes that the design is consistent with the character of the surrounding neighborhood; that it will not create inconvenient traffic patterns or parking accessibility problems, adequate landscaping will be provided, and the proposal will not restrict light or air to surrounding buildings or discourage additional development in the area. The proposal will enhance the design variety and will not affect the surrounding natural environment. Additionally, staff believes that the proposed hotel expansion would be consistent with the City's Design Guidelines, General Plan, Local Coastal Land Use Plan, Zoning Code and uses permitted under the proposed Specific Plan amendment, and other applicable laws of the City. According to the Rockaway Beach Specific Plan, visitor-serving commercial uses which upgrade the physical character of the area should be encouraged. In addition, the exiting vacant house, which precludes successful visitor serving land uses, will be eliminated. The proposal includes the removal of a vacant single-family dwelling and a vacant commercial building that has been unoccupied for the last 10 years.

**6. Use Permit:** Pursuant to the provisions of the Zoning Code, the Commission may grant a use permit only upon making all of the following findings:

1. That the establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety and welfare of the persons residing or working in the neighborhood or to the general welfare of the City.
2. That the use or building applied for is consistent with the applicable provisions of the General Plan and other applicable laws of the City and, where applicable, the Local Coastal Plan.
3. Where applicable, that the use or building applied for is consistent with the City's adopted Design Guidelines.



Staff believes that the proposed hotel expansion will not, under the circumstances of the particular case, be detrimental to the health, safety and welfare of the persons residing or working in the neighborhood or to the general welfare of the City; and that the use is consistent with the City's adopted Design Guidelines, applicable provisions of the General Plan, Rockaway Beach Specific Plan, Local Coastal Plan, and other applicable laws of the City. Staff also believes that the project, as conditioned, will be compatible with the character of the surrounding land use, and will not affect traffic circulation in the area. The proposal will also not obstruct light or reduce views normally enjoyed by the adjacent properties.

7. **Variance:** The Code allows the Planning Commission to grant a Variance to development regulations when the following findings are made:

- a. That because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the provisions of the Zoning Code deprives such property of privileges enjoyed by other property in the vicinity and under an identical zoning classification;
- b. That the granting of the variance will not, under the circumstances of the particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the subject property and will not, under the circumstances of the particular improvements in the area; and
- c. Where applicable, the application is consistent with the City's adopted Design Guidelines.
- d. If located in the Coastal Zone, that the application is consistent with the applicable provisions of the Local Coastal Plan.

On the basis of such findings, the Commission may grant, conditionally grant, or deny the application for a Variance.

Staff believes that the location and surroundings of the property limits the ability to expand the existing hotel. The site is small, unusually shaped, bordered by three roadways, a creek, and existing development limiting practical development of the site. According to the Rockaway Beach Specific Plan, the three-story building may be approved if the "coastal view potential" is not reduced more than a two-story building. Staff has determined that the three-story addition would not eliminate a significant amount of view more than the two-story building that exists on the site. Because the north side of the parcel rises slightly in elevation, the proposed overall height of the building would be higher than the existing hotel as measured at the finished grade, between the lowest point on the site to the topmost point of the roof.

Staff believes that granting the Variance will not, under the circumstances of the subject case, materially affect adversely the health or safety of persons residing in the neighborhood of the subject property and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the area. By allowing an increase in the maximum height limit, it would not affect the health or safety of

persons residing or working in the neighborhood. The proposed hotel expansion is compatible with the existing hotel and is an overall improvement to the site from its existing conditions.

The proposed hotel expansion is consistent with the City's Design Guidelines, where applicable. The style, design and materials proposed are consistent with the existing building and are not unlike what is existing in the area, and the building is not out of scale with the neighborhood. In addition, the gables and tower are important architectural features. The coastal view potential is not further eliminated as a three-story building more than a two-story building, thereby meeting the criteria set forth in the Specific Plan. Further, the articulation of wall planes on the building facades create more architectural interest than single-plane walls. This reduces the overall massing of the structure, and reduces the visual impact of the building height.

**8. Coastal Development Permit:** Section 9-4304 (k) of the Municipal Code allows the Planning Commission to issue a Coastal Development Permit based on the findings specified below:

1. The proposed development is in conformity with the City's certified Local Coastal Program; and
2. Where the Coastal Development Permit is issued for a development between the nearest public road and the shoreline, the development is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act.

Staff believes that the proposed hotel expansion is in conformity with the City's Local Coastal Program, and public recreation policies of Chapter 3 of the California Coastal Act. The project is located on an infill site, surrounded predominately by a mix of commercial and residential development. The project is consistent in scale compared to surrounding areas and will have limited, if any, visual consequences. Additionally, staff believes that the project will not negatively impact any access to existing coastal recreation facilities, nor will it increase the demand for additional facilities or negatively affect any existing oceanfront land or other coastal area suitable for recreational use.

**9. Environmental Review (CEQA):** A Mitigated Draft Negative Declaration has been prepared and circulated. The Draft Mitigated Negative Declaration was available for public review and comment for 30 days, beginning March 1, 2008, and ending April 18, 2008. Two comments were received and are discussed further below. Based on the findings of the Initial Study including the attached mitigation monitoring program, as prepared for the project, it has been determined that the project could have a significant impact upon the environment regarding Biological Resources, Cultural Resources, Hydrology and Water Quality, and Noise, but with implementation of the proposed mitigation measures the potential impacts will be avoided or reduced to insignificant levels. It has also been determined that the project will not have a significant adverse affect upon wildlife resources or the habitat upon which wildlife depends, either individually or cumulatively. Therefore, a Mitigated Negative Declaration has been prepared and attached for adoption (see attachment a & b). Below is a brief discussion of the some pertinent issues addressed in the Mitigated Negative Declaration: Biological Resources,

### Hydrology and Water Quality, Noise, and Traffic:

**Biological Resources** - Live Oak Associates, Inc. prepared a biological assessment of the project site. 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. 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.

The existing development along the southern portion of the site is situated approximately three



feet from the top of the creek bank. As mentioned earlier, 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 detain and treat 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 Water Pollution Prevention Program (STOPPP). Live Oak Associates, Inc. determined that the encroachment of the deck and flow through planter would not pose any significant impacts to the creek. The purpose of the flow-through planter as a water quality featured planted with native vegetation adapted to creek or wet conditions offset this very minor encroachment according to Live Oak Associates, Inc.

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. Mitigation measures 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.

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).

**Hydrology and Water Quality** - 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 Best Management Practices 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 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. 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.

**Noise** - The expansion of the 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.

**Traffic:** 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.

On May 6, 2013 the City received comments from the California Coastal Commission and Ken and Steve Aronovsky on the Mitigated Negative Declaration.

The California Coastal Commission has concerns with respect to biological resources and potential hazards, in light of the project's proximity to the creek and wetlands on the southern side of the property. The Coastal Commission feels that an appropriate buffer zone between the creek and the proposed development does not appear to comply with the City of Pacifica Local Coastal Policy C-99 which requires buffer zones along creeks. As a general rule a buffer of at least 100 feet measured from the outward edge of riparian vegetation would be appropriate. Additionally, the Coastal Commission stated that an analysis of potential on-site public recreational access opportunities such as beach access and coastal trailhead should be explored. The Coastal Commission is further concerned with future sea level rise and/or increase storm surge into the creek, which may lead to flooding of the proposed site.

Staff response to Coastal Commission comments:

The area of the proposed southerly addition adjacent to the creek has had previous development over the years. Remnants of various structures are still evident on the ground. These are shown on the plans demarcated by dashed line with notation. While plants and perhaps small animals and insects can certainly appear in this area, they are not likely to stay since the property owner must perform repeated maintenance activities as is needed in the currently facility. Maintenance range from removal of debris as a result of high wind events and occasional overflow of the creek. Furthermore, it would seem that since there has already been a long history of built structures on this north side of the creek all the way to the edge of the ocean, there really isn't a long continuous area of natural habitat this is likely to foster a more lasting community of floral and fauna. The application of the 100-foot buffer retroactively in this area does not appear to serve the spirit of its original intention. Additionally, Coastal Policy C-99 also says that "buffer zones should be identified by environmental study and should be adequate to protect identified habitat areas associated with the creek or riparian vegetation from impacts of development or use on adjacent land." The applicant's biological consultant, Live Oaks Associates Inc., in a report dated May 28, 2013 and July 14, 2013 analyzed the development near the creek and determined that the development including the encroachment of the small deck and flow-through planter would not create any significant impacts to the creek.

In terms of potential on-site public recreational access opportunities such as beach access and coastal trailhead, 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 only a dilapidated vacant building that has been vacant for over 10 years. The West Rockaway Beach area also has abundant recreational opportunities and open space located less than a block from the site, including a public plaza, an ocean promenade, beach area, and hiking trails. The site is physically bounded by sidewalks, streets, pedestrian bridge and a dedicated park. The applicant is proposing to improve the current depilated state of this block which would encourage the public to frequent these local recreational amenities that currently exist in the area.

With regards to potential hazards, these natural events will occur no matter how the development is constructed. The proposed southerly addition relieves that general area from potential scouring of the lands above the northern bank of the ever changing flow-line of the creek. The



proposed structure, held by piles and structural floors, serves to compact the soil and help encapsulate it from onrush waters.

FEMA flood maps indicate that the creek is under flood zone A. This zone has no historical data for base flood elevation although it is generally understood to stay within its banks. The proposed addition will be at least well above a freeboard of 12 inches. According to FEMA published maps, the proposed project is located outside the 100-year storm base plane area. Since the existing and proposed addition is generally open on the ground floor, waters in a rare flood event would not be prevented from flowing out to lower elevations (of which most of the area, including the creek and ocean is further down than the subject site). Additionally, since the existing structure is, and the new structure will be, supported on structural concrete piles and slab construction, it is the most likely to survive flood or sea level rise than conventionally founded building.

Staff response to Ken and Steve Aronovsky's comments:

Ken and Steve Aronovsky are concerned with the generation of excessive ground borne vibration and ground borne noise levels. They believe that the intense vibration of the ground caused by the movement of heavy machinery involved in the related construction activities could destabilize the existing land/soil and buildings in the vicinity, potentially placing the existing Holiday Inn Express, 290 Rockaway Beach, and other nearby buildings in jeopardy. They also believe that the existing Holiday Inn Express building and the building at 290 Rockaway Beach Avenue are situated on poorly compacted fill soil just a few hundred feet from the cliff above the ocean potentially placing the cliff in jeopardy of subsidence and collapse. They feel that significant vibration caused by the movement of heavy machinery could cause an earthquake like shaking effect of the very precarious poorly compacted soil and all buildings situated on this unstable soil.

They also believe that the loud noise and vibration from the heavy machinery will cause a distraction and a dangerous driving environment for the thousands of vehicles driving through the Rockaway Beach Avenue intersection on Highway 1.

Additionally, they state that it is very difficult to enter Rockaway Beach Avenue from Old County Road to access to Highway 1 because of the "very little roadway." They believe that the increase in vehicles coming from the Holiday Inn Express will cause a traffic "Catastrophe" and vehicle accidents, and a dangerous turning situation on Rockaway Beach Ave.

Staff response to Ken and Steve Aronovsky's comments:

The construction of a building is regulated by the International Code Council (ICC), and California Building Codes, which minimize seismic safety risks associated with commercial construction in a seismically active area. Geotechnical engineers are also required by building codes to be employed prior to and during the design of the structure and during construction to alleviate any soil related problems associated with the building under construction and the existing buildings immediately adjacent to the building under construction.

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 ICC 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.

In terms of noise generated by the construction equipment, the noise from construction equipment is no louder than the traffic related noise already emanating from vehicles traveling on Highway 1. Noise will occur during project construction, as with all new construction projects, resulting in increased exterior noise levels within the project vicinity. The construction noise, however, would be short-term. 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 mitigation measures (compressors and other small stationary equipment will be shielded and equipment exhaust will face away from noise-sensitive buildings and regular equipment maintenance and mufflers will be required on all construction equipment to control noise), the potential noise impact associated with construction would be less than significant levels.

With regard to comments on the project's traffic impacts, a traffic impact analysis was prepared as part of the environmental review of this project. It is also discussed earlier in the staff report. RKH Civil and Transportation Engineering prepared a Traffic Impact Analysis for the proposal. 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, and Reina Del Mar Avenue).

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 Avenue, 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.

**10. Summary:** Staff considers the proposed hotel expansion to be consistent with the overall plan objectives defined in the Rockaway Beach Specific Plan. Specifically, the project expands additional visitor-serving, hotel/commercial activity as part of an integrated development pattern. The overall goal of the 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. The proposal includes the removal of a dilapidated vacant single-family dwelling and a vacant commercial building that has been unoccupied for the last 10 years, thereby substantially improving the area.

Staff also believes the proposal does not appear out of character with the existing mix of land uses. The design quality and attractiveness is equal to or greater than surrounding development. Additionally, the height and size of the building will not diminish any views from the Highway 1 corridor.

## RECOMMENDATIONS AND FINDINGS

### **B. Recommendation:**

Staff recommends that the Planning Commission ADOPT the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and APPROVE the Site Development Permit (PSD-784-13), Use Permit (UP-028-13), Coastal Development Permit (CDP-338-13), Variance, (PV-509-13), and waiver of Specific Plan development provisions regarding parking and Floor Area Ratio (FAR), for the expansion of the Holiday Inn Express located at 519 Nick Gust Way, subject to the following conditions:



Planning Department:

1. Development shall be substantially in accord with the Plans titled "HOLIDAY INN EXPRESS PACIFICA ADDITION, 519 NICK GUST WAY, PACIFICA, CA, 94044 consisting of twenty-two (22) sheets, revised on 07-12-13.
2. The three parcels (022-024-250 & -270 & -280) shall be merged into one parcel prior to the approval of the building permit.
3. Prior to the issuance of a building permit, the applicant/developer shall pay an in-lieu parking fee for the continued development of centralized parking in the West Rockaway Beach Area. This fee shall be calculated at the rate of \$3,000 per space for the 34 spaces required, but not provided on site, equivalent to \$102,000.
4. Prior to the issuance of a building permit, the applicant/developer shall submit information on exterior finishing, including colors and materials, subject to approval by the Planning Director.
5. The applicant shall incorporate into the building permit plans all the recommendations listed in the geotechnical investigation for the proposed three story commercial building prepared by Michelucci & Associates, Inc., dated December 30, 2011.
6. The applicant shall incorporate into the building permit plans all the recommendations listed in the Traffic Study for the proposed three story hotel expansion prepared by RKH Civil and Transportation Engineering., revised on October 15, 2012.
7. All improvements to the State right-of-way shall require an encroachment permit from Caltrans.
8. Best Management Practices (BMPs) such as straw mulch, silt fences, sediment basins or traps and/or other measures shall be employed during construction to control erosion/siltation.
9. A detailed on-site exterior lighting plan shall be submitted for review and approval by the Planning Director prior to the issuance of a building permit. Said plan shall indicate fixture design, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties. Lighting shall be directed away from adjacent buildings. Buffering techniques to reduce light and glare impacts to residences shall be required. Building lighting shall be architecturally integrated with the building style, materials and colors and shall be designed to minimize glare. Show fixture locations, where applicable on all building elevations.
10. Adequate, accessible, and convenient Recycling Areas shall be provided within the development. The dimensions of Recycling Areas shall be adequate to accommodate receptacles sufficient to meet the recycling needs of the Development Project. An adequate

number of bins or containers shall be provided in Recycling Areas to allow for the collection and loading of recyclable materials generated by the Development Project. Recycling Areas shall be designed to be architecturally compatible with nearby structures and with the existing topography and vegetation. Recycling areas shall provide unobstructed access for collection vehicles and personnel. A sign clearly identifying all recycling and solid waste collection and loading areas and the materials accepted therein shall be posted adjacent to all points of direct access to Recycling Areas. Areas adjacent to Recycling Areas shall be adequately protected from any adverse impacts associated with Recycling Areas by means of measures such as adequate separation, fencing and landscaping. Recycling Areas shall be located so they are at least as convenient for those persons who deposit, collect, and load the recyclable materials placed therein as the locations where solid waste is collected and loaded. Whenever feasible, areas for collecting and loading recyclable materials shall be located adjacent to the solid waste collection areas.

11. All trash and recycling materials, if stored outdoors, shall be fully contained and screened from public view within the proposed enclosure. The enclosure design shall be consistent with the adjacent and/or surrounding building materials, and shall be sufficient in size to contain all trash and recycling materials, as may be recommended by Recology. Trash enclosure and dumpster areas shall be covered and protected from roof and surface drainage. If water cannot be diverted from these areas, self-contained drainage systems that drain to sand filters shall be installed. The property owner shall inspect and clean the filters as needed. Applicant shall provide construction details for the enclosure for review and approval by the Planning Director, prior to building permit issuance.
12. The applicant/developer shall submit a final landscape plan for approval by the Planning Director prior to the issuance of a building permit. All landscaping shall be maintained and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides and pesticides. The landscape plan shall show each type, size and location of plant materials. The landscaping shall be installed prior to occupancy. Landscaping materials included on the plan shall be appropriate to site specific characteristics such as soil type, topography, climate, amount of timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment. Landscaping shall incorporate native plants. All landscaping on the site shall be adequately maintained and replaced when necessary as determined by the Planning Director.
13. All transformers, HVAC units, backflow preventors and other ground-mounted utility equipment shall be shown on the landscape and irrigation plans and shall be located out of public view and/or adequately screened through the use or combination of walls or fencing, berming, painting, and/or landscaping, to the satisfaction of the Planning Director.
14. Building permit drawings and subsequent construction shall substantially conform to the approved planning application drawings. Any modifications shall be reviewed by the Planning Director, who shall determine whether the modifications require additional approval by the Planning Commission.

15. The applicant shall hereby agree to indemnify, defend and hold harmless the City, its Council, Planning Commission, advisory boards, officers, employees, consultants and agents (hereinafter "City") from any claim, action or proceeding (hereinafter "Proceeding") brought against the City to attack, set aside, void or annul the City's actions regarding any development or land use permit, application, license, denial, approval or authorization, including, but not limited to, variances, use permits, developments plans, specific plans, general plan amendments, zoning amendments, approvals and certifications pursuant to the California Environmental Quality Act, and /or any mitigation monitoring program, or brought against the City due to actions or omissions in any way connected to the applicant's project. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and costs of suit, attorneys fees and other costs, liabilities and expenses incurred in connection with such proceeding whether incurred by the applicant, City, and /or parties initiating or bringing such Proceeding. If the applicant is required to defend the City as set forth above, the City shall retain the right to select the counsel who shall defend the City.
16. Applicant shall submit a roof plan with spot elevations showing the location of all roof equipment including vents, stacks and skylights, prior to building permit issuance. All roof equipment shall be screened to the Planning Director's satisfaction.
17. The applicant shall comply with all Mitigation Measures and implement the Mitigation, Monitoring and Reporting Program adopted as part of the Mitigated Negative Declaration and attached to the Resolution adopting the Mitigated Negative Declaration. Prior to building permit approval, the project applicant must demonstrate compliance with all mitigation measures or provide evidence ensuring that any future requirements of the mitigation measures will be met in accordance with the MMRP.
18. The following BMP controls shall be implemented at the construction site:
  - 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.
19. The applicant shall clearly indicate compliance with all conditions of approval on the plans and/or provide written explanations to the Planning Director's satisfaction prior to approval of a building permit.
20. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning washwater) shall be discharged to the creek, storm drain system, the street or gutter.
21. All outstanding and applicable fees associated with the processing of this project shall be paid prior to the issuance of a building permit.
22. The property owner(s) shall keep the property in a clean and sanitary condition at all times.

Fire Department:

23. Fire sprinkler system shall be "one-system."
24. Fire alarm system shall be "one-system."
25. Photovoltaic system shall comply with NCFR requirements.
26. Fire apparatus access shall meet all fire code requirements.
27. Fire flow for type and size of structure shall be met.



Public Works Department/Engineering Division:

28. All proposed utility laterals shall be underground.
29. Applicant shall install curb ramps at the intersection of Rockaway Beach Avenue and Old County Road and at the end of Nick Gust Way.
30. Applicant shall install restripe the crosswalk at the intersection of Rockaway Beach Avenue and Old County Road.
31. Applicant shall install a new sidewalk, curb and gutter t the end of Nick Gust Way.
32. Drainage for the proposed planters shall connect to the existing storm drain inlet along Old County Road.
33. Applicant shall install a new streetlight at the end of Nick Gust Way.
34. Construction shall be in conformance with the San Mateo Countywide Storm Water Pollution Prevention Program. Best Management Practices shall be implemented.
35. An Encroachment Permit must be obtained for all work within City right-of-way. All proposed improvements within City right-of-way shall be constructed per City Standards.
36. Applicant shall overlay existing asphalt with minimum 2 inch AC the whole street width across the entire property frontage along Nick Gust Way and to the centerline of Rockaway Beach and Old County Road.
37. All recorded survey points, monuments, railroad spikes, pins, cross cuts on top of sidewalks and tags on top of culvert headwalls or end walls whether within private property or public right-of-way shall be protected and preserved. If survey point(s) are altered, removed or destroyed, the applicant shall be responsible for obtaining the services of a licensed surveyor or qualified Civil Engineer to restore or replace the survey points and record the required map prior to completion of the building permit.

**C. FINDINGS:**

**1. Findings for Adoption of Mitigated Negative Declaration:** The Planning Commission finds that on the basis of the Mitigated Negative Declaration and the whole record before it, that there is no substantial evidence that the proposed project, as conditioned, will have any significant adverse impacts on the environment provided mitigation measures contained in the Mitigation Monitoring and Reporting Program are incorporated. The Commission also finds that the Mitigated Negative Declaration reflects the Commission's independent judgment and analysis.

**2. Findings of Approval for Site Development Permit:** The Planning Commission determines that the proposed hotel/commercial expansion as conditioned, is consistent with the General



Plan, Local Coastal Plan, Municipal Zoning Code, Rockaway Beach Specific Plan, and other applicable City laws. Specifically, the location, size and intensity of the proposed hotel expansion, including design, is consistent with the character of the surrounding neighborhood; and the proposal will not restrict light or air to surrounding buildings or discourage additional residential development in the area. The proposal enhances the design variety of the area and would not impact traffic patterns in the vicinity or create parking accessibility problems. Sufficient landscaping and public open space areas would also be provided. The Commission also finds that, as conditioned, the proposal is consistent with the applicable provisions of the City's Design Guidelines for coastal, infill and commercial development. The Commission further finds that the proposed development, as conditioned, is consistent with the City's Design Guidelines, General Plan, Zoning Code and other applicable laws of the City.

The Planning Commission also determines that the decorative tower that would extend beyond the roofline of the three story hotel development would enhance the positive characteristics of the building and of the surrounding neighborhood mix. The Commission further finds that the proposed tower extension is consistent with the City's Design Guidelines, General Plan, Zoning Code and other applicable laws of the City:

**3. Findings for Approval of a Use Permit:** The Planning Commission finds that the proposed hotel expansion will not, under the circumstances of the particular case, be detrimental to the health, safety and welfare of the persons residing or working in the neighborhood or to the general welfare of the City; and that the use is consistent with the City's adopted Design Guidelines, applicable provisions of the General Plan, Local Coastal Plan, Rockaway Beach Specific Plan, Design Guidelines, and other applicable laws of the City. In particular, the Commission finds that the project, as conditioned, will be compatible with the character of the surrounding land use, and will not affect traffic circulation in the area. The Commission further finds that the proposal will not obstruct light or reduce views normally enjoyed by the adjacent properties, and the quality of building design and materials is equal to or greater than that of the surrounding development.

**4. Findings for Approval of Coastal Development Permit:** The Planning Commission finds that the proposed hotel expansion is, as conditioned, in conformity with the City's Local Coastal Program, and Public recreation policies of Chapter 3 of the California Coastal Act. In particular, the proposal is located on an infill site, surrounded by existing development including commercial, residential and mixed uses. The project is consistent in scale compared to surrounding areas and will have limited, if any, visual consequences. The project will not negatively impact any access to existing coastal recreation facilities, nor will it increase the demand for additional facilities or negatively affect any existing oceanfront land or other coastal area suitable for recreational use. The proposal will not have significant adverse effects, either individually or cumulative, on coastal resources.

**5. Findings for Specific Plan Waiver (Parking and Floor Area Ratio):** The Planning Commission finds that the project as proposed will not, under the circumstances of the particular case materially affect adversely the health or safety of persons residing or working in the neighborhood of the subject property and will not, under the circumstances of the particular case,

be materially detrimental to the public welfare or injurious to property or improvements in the area. In addition, the Commission finds that the proposed hotel expansion is consistent with overall Rockaway Specific Plan objectives and promotes the goals and purposes contained therein. In particular, the proposal will establish visitor serving uses in the area and is consistent with previously approved projects. The Commission also finds that parking needs for the project are adequately provided, given existing parking supply and demand, and proposed conditions including required contribution of in-lieu fees. Further, two public parking lots and 17 public parking spaces exist near the site. The beach south parking lot is located adjacent to the site and contains 59 parking spaces. The City parking lot on Old County Road is located one block from the site and provides 58 spaces. The 17 parking spaces are located directly across the site on Old County Road. In addition, the Commission finds that the increase in FAR for the project will not increase the parking beyond the project's means nor for that of surrounding businesses.

**6. Findings for a Variance:** The Commission finds that, because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of Zoning Ordinance provisions deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification. The special circumstances that apply to the property are: 1). The site is small, rises slightly in elevation, unusually shaped, bordered by three roadways, a creek, and existing development subsequently limiting practical development of the site;. 2). According to the Rockaway Beach Specific Plan, the three-story buildings may be approved if the "coastal view potential" is not reduced more than a two-story building. Staff has determined that the three-story addition would not eliminate a significant amount of view more than the two-story building that exists on the site; 3). There are developments in the Rockaway Beach area that exceed the maximum building height permitted; the proposed hotel expansion would be consistent with previously approved developments in the vicinity.

The Commission finds that granting the Variance will not, under the circumstances of the subject case, materially affect adversely the health or safety of persons residing in the neighborhood of the subject property and will not, under the circumstances of the particular case, be materially detrimental to the public welfare or injurious to property or improvements in the area. The Planning Commission finds that the subject site, by allowing an increase in the maximum height limit, would not affect the health or safety of persons residing or working in the neighborhood. The proposed hotel expansion is compatible with the existing hotel and is an overall improvement to the site from its existing conditions.

The Commission finds that the proposed hotel expansion is consistent with the City's Design Guidelines, where applicable. The style, design and materials proposed are consistent with the existing building and are not unlike what is existing in the area, and the building is not out of scale with the neighborhood. In addition, the gables and tower are important architectural features. The coastal view potential is not further eliminated as a three-story building more than a two-story building, thereby meeting the criteria set forth in the Specific Plan. Further, the Commission finds that articulation of wall planes on the building facades create more architectural interest than single-plane walls. This reduces the overall massing of the structure, and reduces the visual impact of the building height.

COMMISSION ACTION

**D. MOTION FOR APPROVAL:**

1. Move that the Planning Commission **ADOPT** the attached resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan for the expansion of the Holiday Inn Express attached as an exhibit.
  
2. Move that the Planning Commission **APPROVE** PSD-784-13, UP-028-13, CDP-338-13, PV-509-13, and waiver of Specific Plan development provisions regarding parking and Floor Area Ratio (FAR), subject to conditions one (1) through thirty-seven (37) and adopt the findings contained in the August 19, 2013 staff report and incorporate all maps and testimony into the record by reference, and **ADOPT** the following resolutions:
  - P.C. Resolution for Site Development Permit
  - P.C. Resolution for Use Permit
  - P.C. Resolution for Coastal Development Permit
  - P.C. Resolution for Variance

**ATTACHMENTS:**

- a. Initial Study/Mitigated Negative Declaration
- b. Letter from California Coastal Commission, dated May 6, 2013
- c. Letter via email from Ken & Steve Aronovsky, dated May 5, 2013
- d. Resolution (Adopting Mitigated Negative Declaration and Mitigation, Monitoring and Reporting Plan)
- e. P.C. Resolution (Site Development Permit)
- f. P.C. Resolution (Use Permit)
- g. P.C. Resolution (Coastal Development Permit)
- h. P.C. Resolution (Variance)
- i. Conceptual Plans (Planning Commission only)



*Scenic Pacifica*

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**INITIAL STUDY/  
MITAGATED NEGATIVE  
DECLARATION**

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Prepared For:

*HOLIDAY INN EXPRESS EXPANSION  
519 NICK GUST WAY*

PACIFICA, CA

Date Prepared:

April 3, 2012<sup>3</sup>

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 Land 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 existing 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.

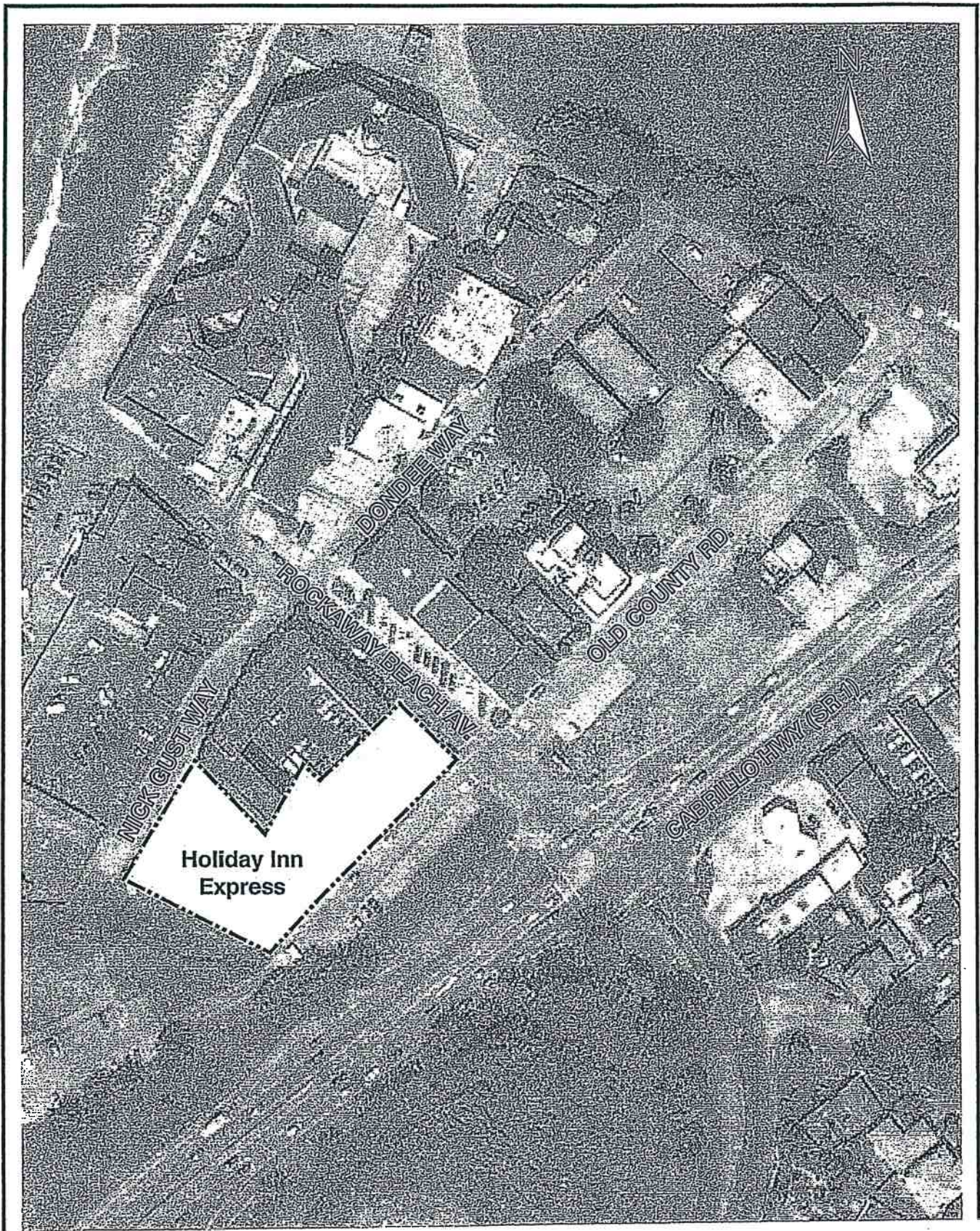
Pursuant to the Rockaway Beach Specific Plan, all new development proposals require a Use Permit, a Coastal Development Permit, and a Site Development Permit. In addition to these approvals the project also includes a waiver of the Specific Plan's development regulations regarding maximum building height, 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.

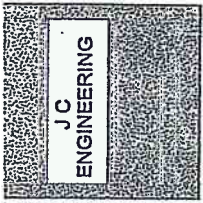
An aerial vicinity map and reduced site plan are attached to this section of the Initial Study and Checklist. A complete set of reduced plans is attached at the end of this document.





Holiday Inn  
Express





225 ROCKAWAY BEACH AVE. No. 400  
 PACIFICA, CA 94044  
 (415) 351-1415  
 FAX: (415) 351-1415

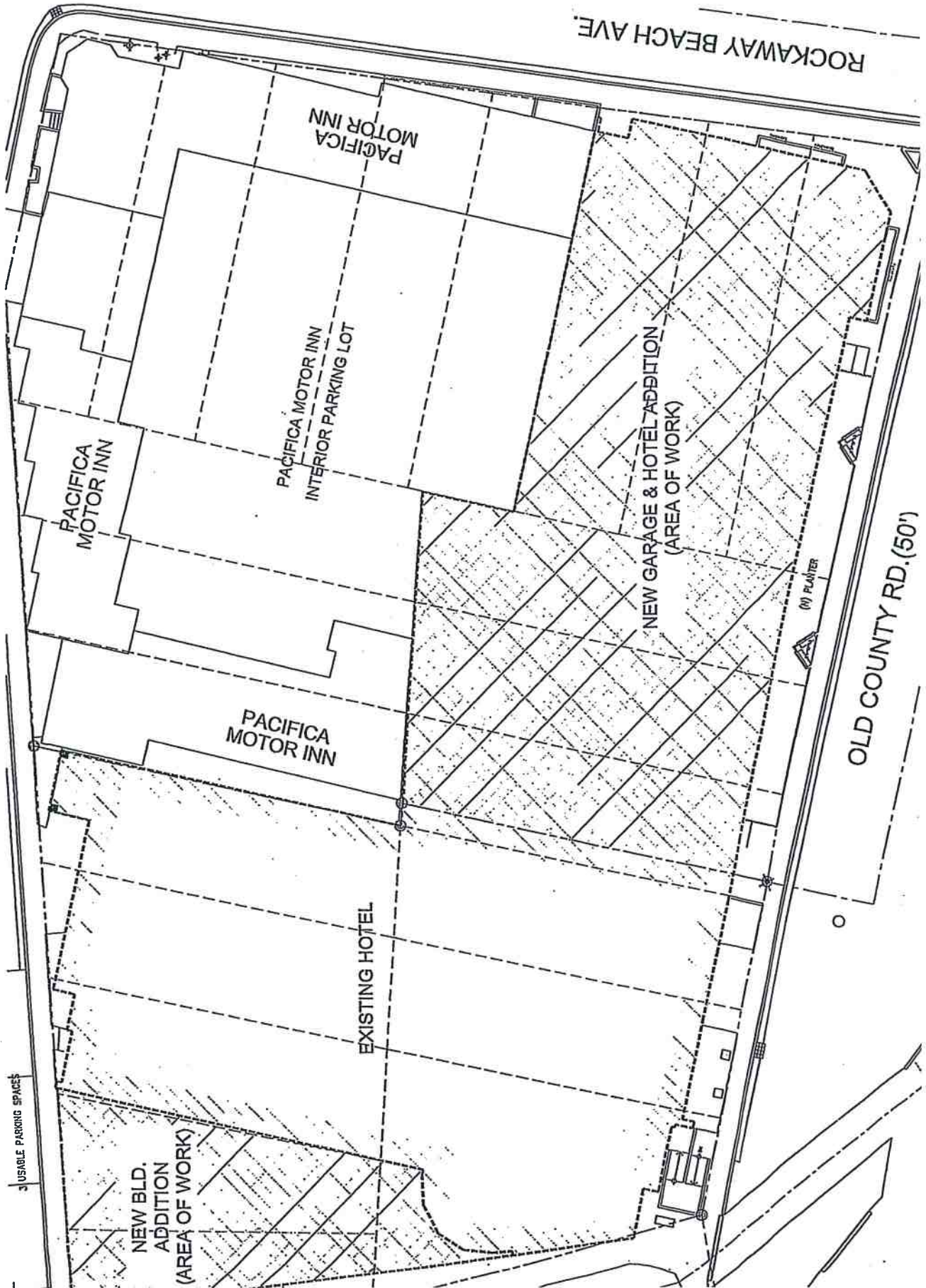
CIVIL AND STRUCTURAL ENGINEERS  
 REG. NO. 27777

REFERENCE:

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

Sheet: SITE PLAN

DATE	ISSUED FOR
03/20/11	PLANNING
10/28/11	PLANNING
03/20/12	PLANNING
05/07/12	PLANNING
05/24/12	PLANNING
10/10/12	PLANNING



**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 available<sup>2</sup> 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
a.			✓	
b.				✓

**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.<sup>5</sup> 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
		✓	
			✓
			✓

<sup>5</sup> 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)**

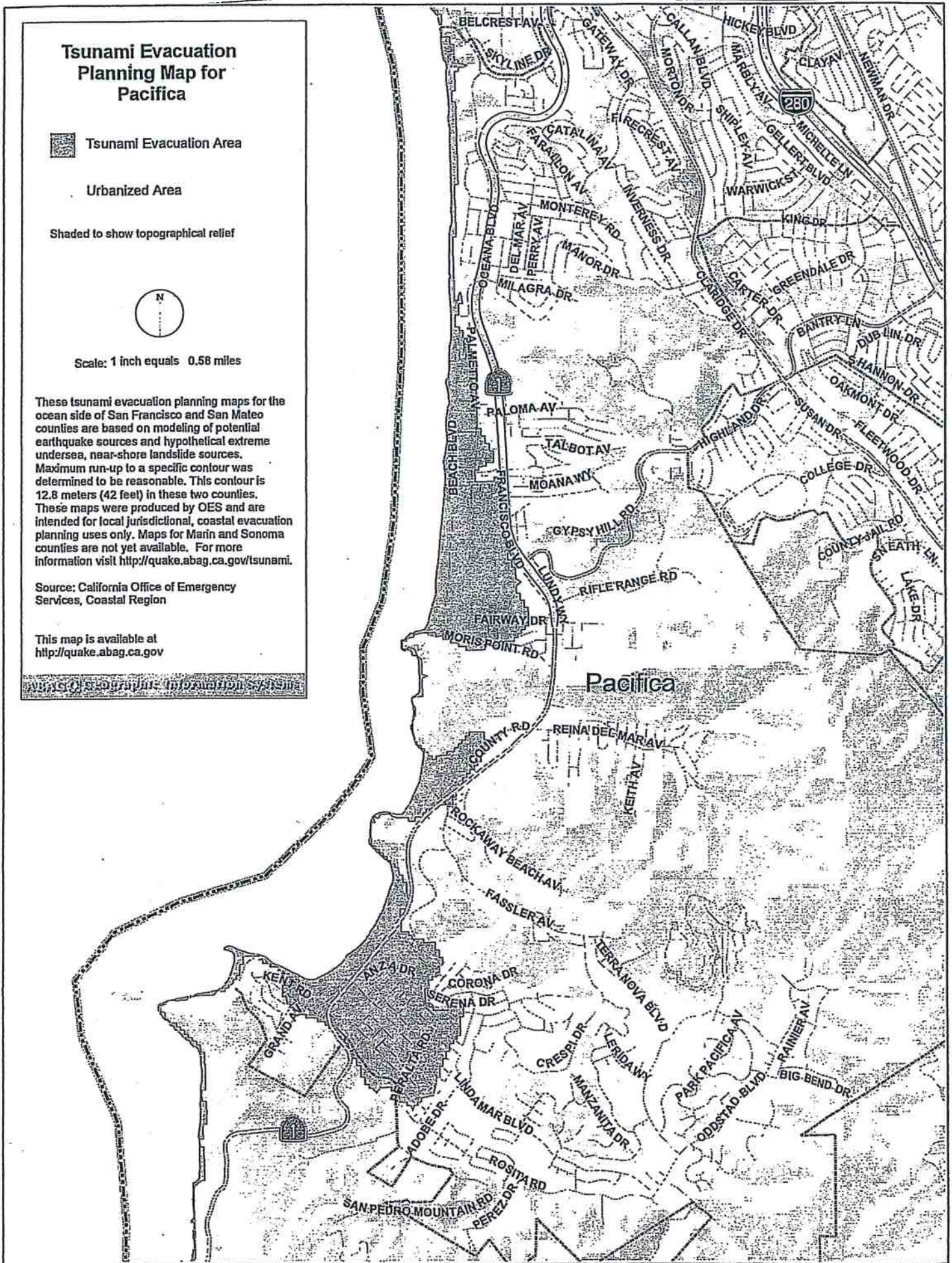
Lee Diaz  
Associate Planner  
City of Pacifica  
170 Santa Maria Avenue  
Pacifica, CA 94044  
(650) 738-7341

**Attachment(s):**

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



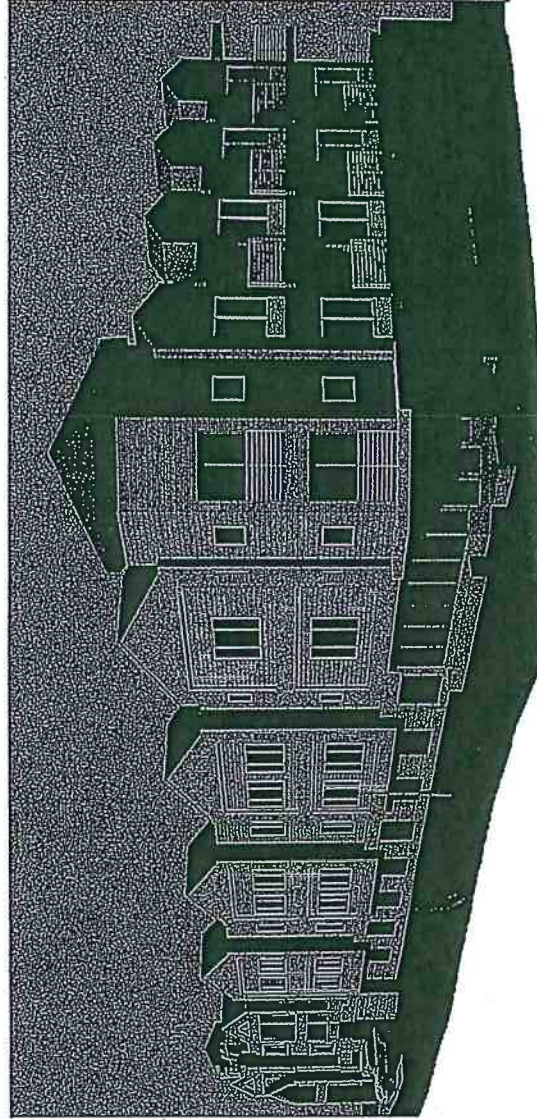
FIGURE 1 TSUNAMI HAZARD AREA, CITY OF PACIFICA





# HOLIDAY INN EXPRESS PACIFICA ADDITION

519 NICK GUST WAY, PACIFICA, CA 94044



RECEIVED  
AUG 16 2012  
City of Pacifica

## DIRECTORY

### OWNER:

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

### LANDSCAPE ARCHITECT:

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151 N. NORLIN ST.  
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(209) 532-2856

### BIOLOGIST:

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6840 VIA DEL ORO SUITE 220  
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(408) 476-6827

J.C. ENGINEERING  
225 ROCKAWAY BEACH AVE. #400  
PACIFICA, CA 94044  
CONTACT: JAVIER CHAVARRIA  
(650) 355-0615

### TRAFFIC ENGINEER:

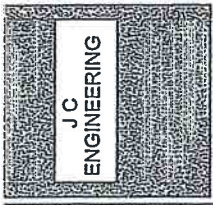
RKH CIVIL & TRANSPORTATION ENGR  
837 COLUMBA LANE  
FOSTER CITY, CA 94404  
CONTACT: RICHARD HOPPER  
(650) 212-0837

### SOILS ENGINEER:

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

## SHEET INDEX

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C2	CONCEPTUAL SITE PLAN
C3	TENTATIVE MAP
C4	GRADING PLAN
C5	DRAINAGE & UTILITIES
C6	MECHANICAL
C7	MECHANICAL INTERSECTION WORK
A1	ARCHITECTURAL SITE PLAN
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A3	SECOND FLOOR PLAN & LANDSCAPE PLAN
A4	SECOND FLOOR PLAN & ROOF PLANTING PLAN
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A6	ROOF PLAN
A6.1	GUEST ROOM PLANS
A6.2	GUEST ROOM PLANS
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A8	CANOPY DETAILS
A9	RENDERED STREET ELEVATIONS
A10	SITE SECTIONS
A11	MASSING STUDIES
A12	PHOTO SIMULATION



225 ROCKAWAY BEACH AVE. No. 400  
 PACIFICA, CA 94044  
 (415) 333 8915  
 FAX (415) 335 8915

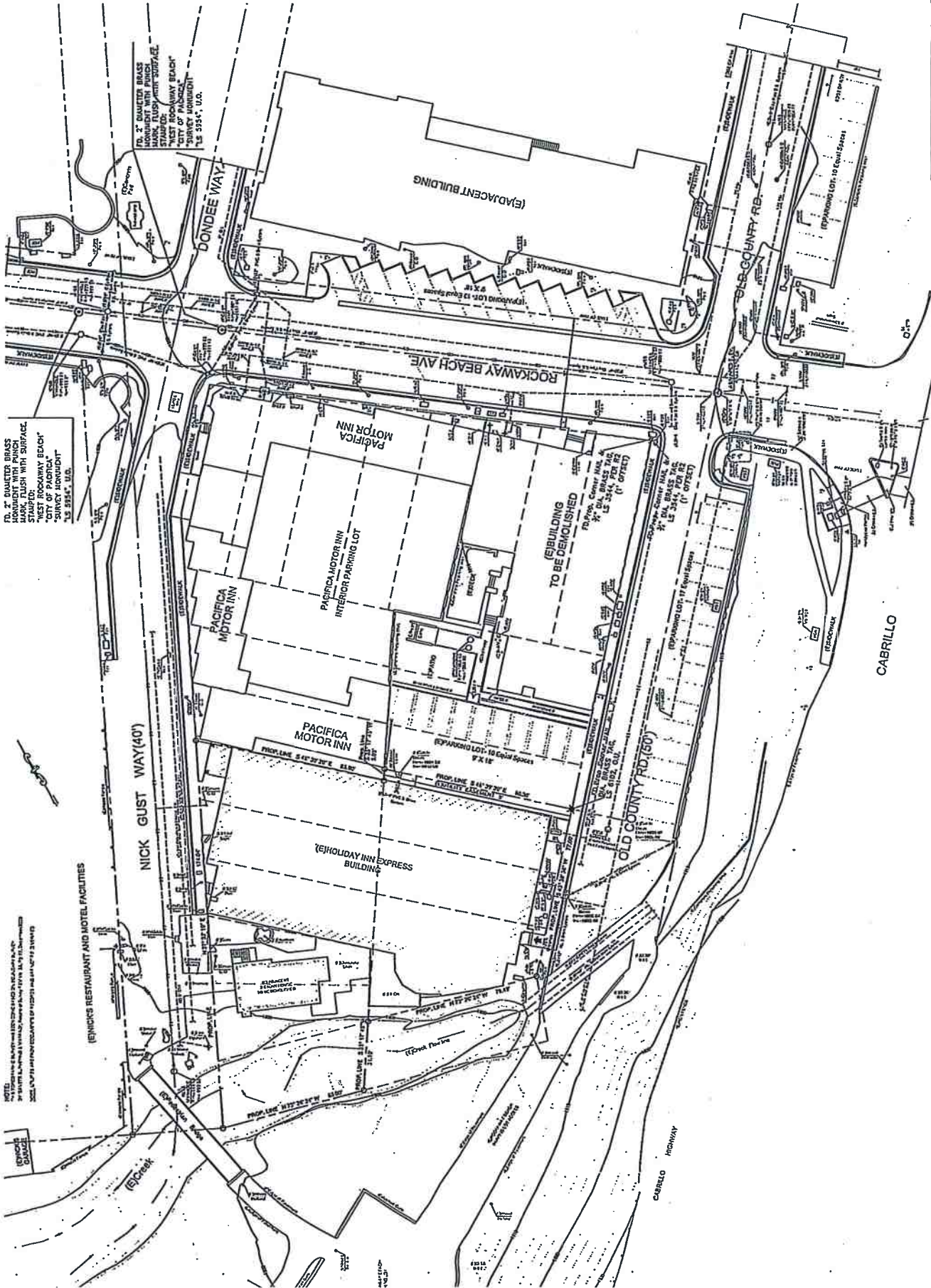
CIVIL AND STRUCTURAL ENGINEERS  
 REG. NO. 10000

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

Sheet

TOPOGRAPHIC SURVEY  
 & DEVELOPMENT PLAN

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





**JC ENGINEERING**  
 225 ROCKAWAY BEACH AVE. No. 400  
 PACIFICA, CA 94044  
 (415) 353-1943  
 FAX (415) 353-1943

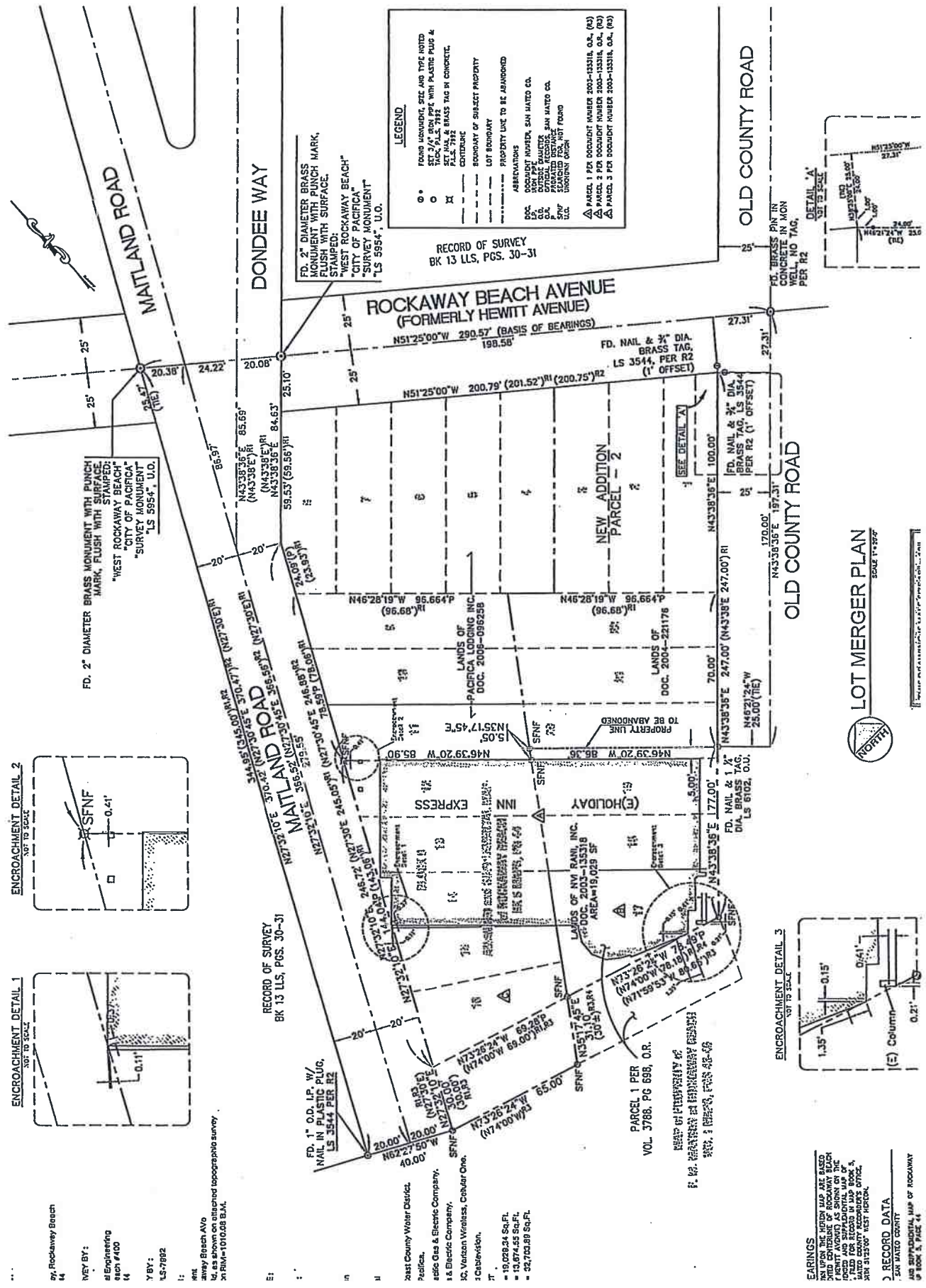
ENR. AND STRUCTURAL ENGINEERS  
 REG. NO. 1010.08 B.A.M.

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

Sheet

LOT MERGER PLAN

DATE	ISSUED FOR
09/20/11	PLANNING
10/28/11	PLANNING
03/07/12	PLANNING
04/07/12	PLANNING
09/24/12	PLANNING
10/10/12	PLANNING



**LOT MERGER PLAN**  
 SCALE 1"=300'



BY: Rockaway Branch  
 DATE: 10/10/12

BY: Engineering  
 DATE: 10/10/12

BY: YBY: LS-7892

BY: City of Pacifica  
 DATE: 10/10/12

BY: City of Pacifica  
 DATE: 10/10/12

BY: City of Pacifica  
 DATE: 10/10/12

BY: East County Water District  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

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 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

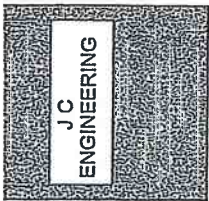
BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12

BY: Pacifica  
 DATE: 10/10/12



225 ROCKAWAY BEACH AVE. No 400

PACIFICA, CA 94044  
 (805) 333-9811  
 FAX (805) 333-9811

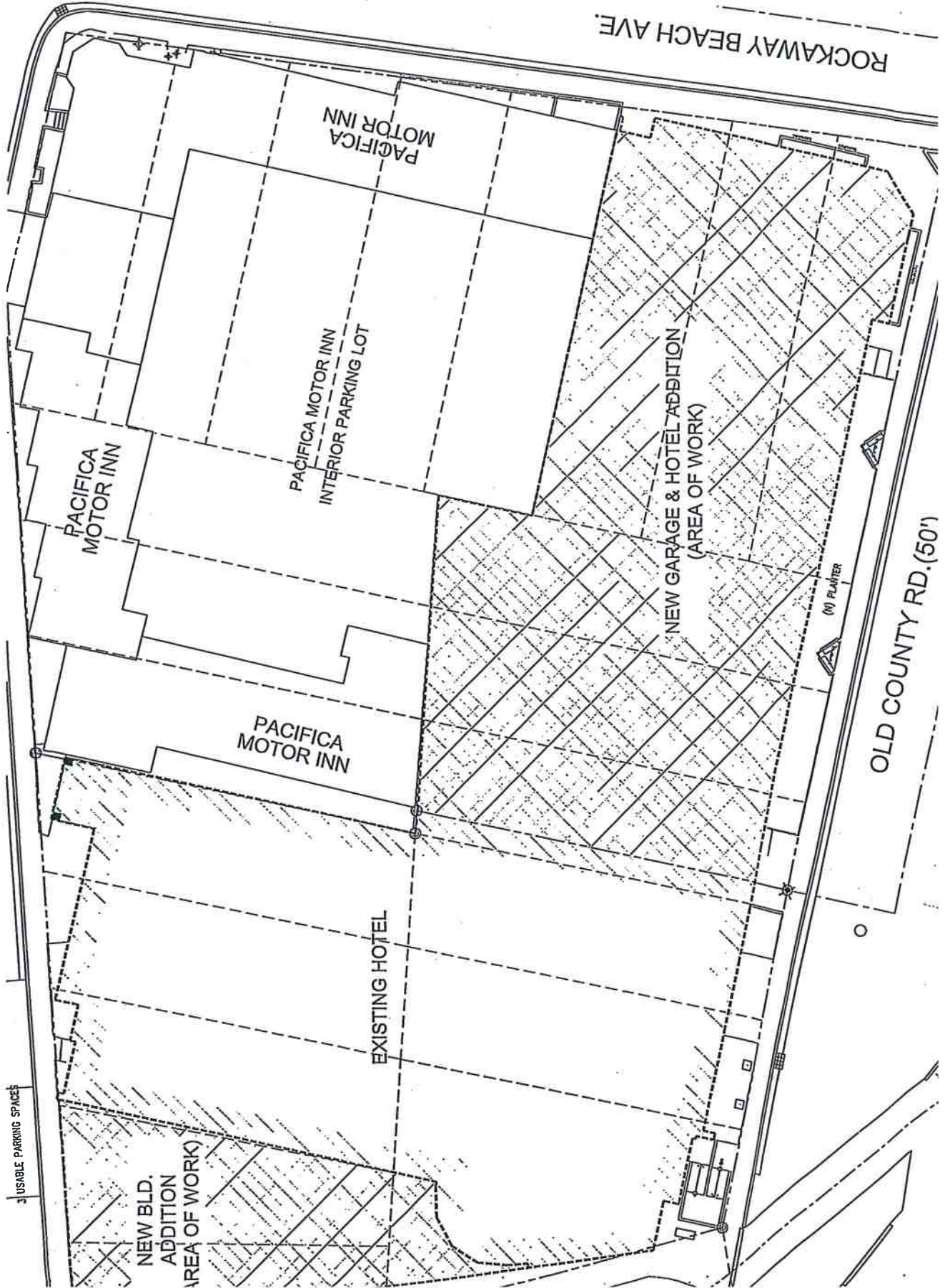
CIVIL AND STRUCTURAL ENGINEERS

REVISIONS:

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

Sheet  
 SITE PLAN

DATE	ISSUED FOR
03/29/11	PLANNING
05/28/11	PLANNING
03/09/12	PLANNING
08/27/12	PLANNING
02/24/12	PLANNING
02/02/12	PLANNING



ROCKAWAY BEACH AVE

OLD COUNTY RD. (50')

USABLE PARKING SPACES

NEW BLD.  
 ADDITION  
 (AREA OF WORK)

EXISTING HOTEL

PACIFICA  
 MOTOR INN

PACIFICA  
 MOTOR INN

PACIFICA MOTOR INN  
 INTERIOR PARKING LOT

PACIFICA  
 MOTOR INN

NEW GARAGE & HOTEL ADDITION  
 (AREA OF WORK)

(M) PLANTER



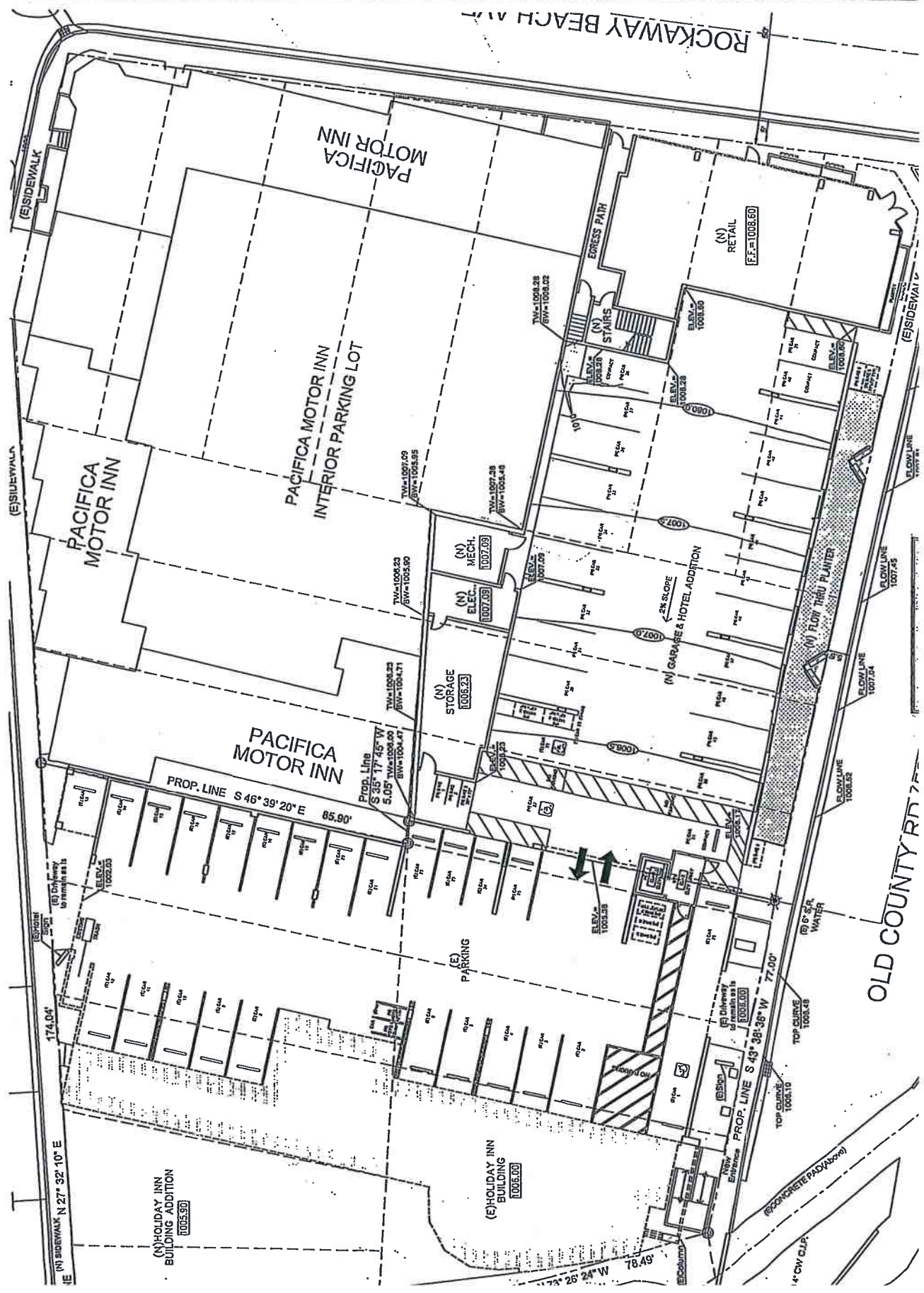
**JC ENGINEERING**  
 225 ROCKAWAY BEACH AVE. No. 400  
 PACIFICA, CA 94044  
 (415) 351-1300  
 FAX: (415) 351-8185  
 CIVIL AND STRUCTURAL ENGINEERS  
 REGISTERED

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

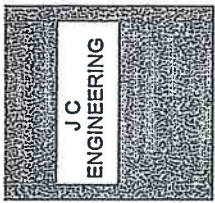
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10/28/11	PLANNING
03/07/12	PLANNING
08/07/12	PLANNING
09/24/12	PLANNING
10/10/12	PLANNING

Grading Plan





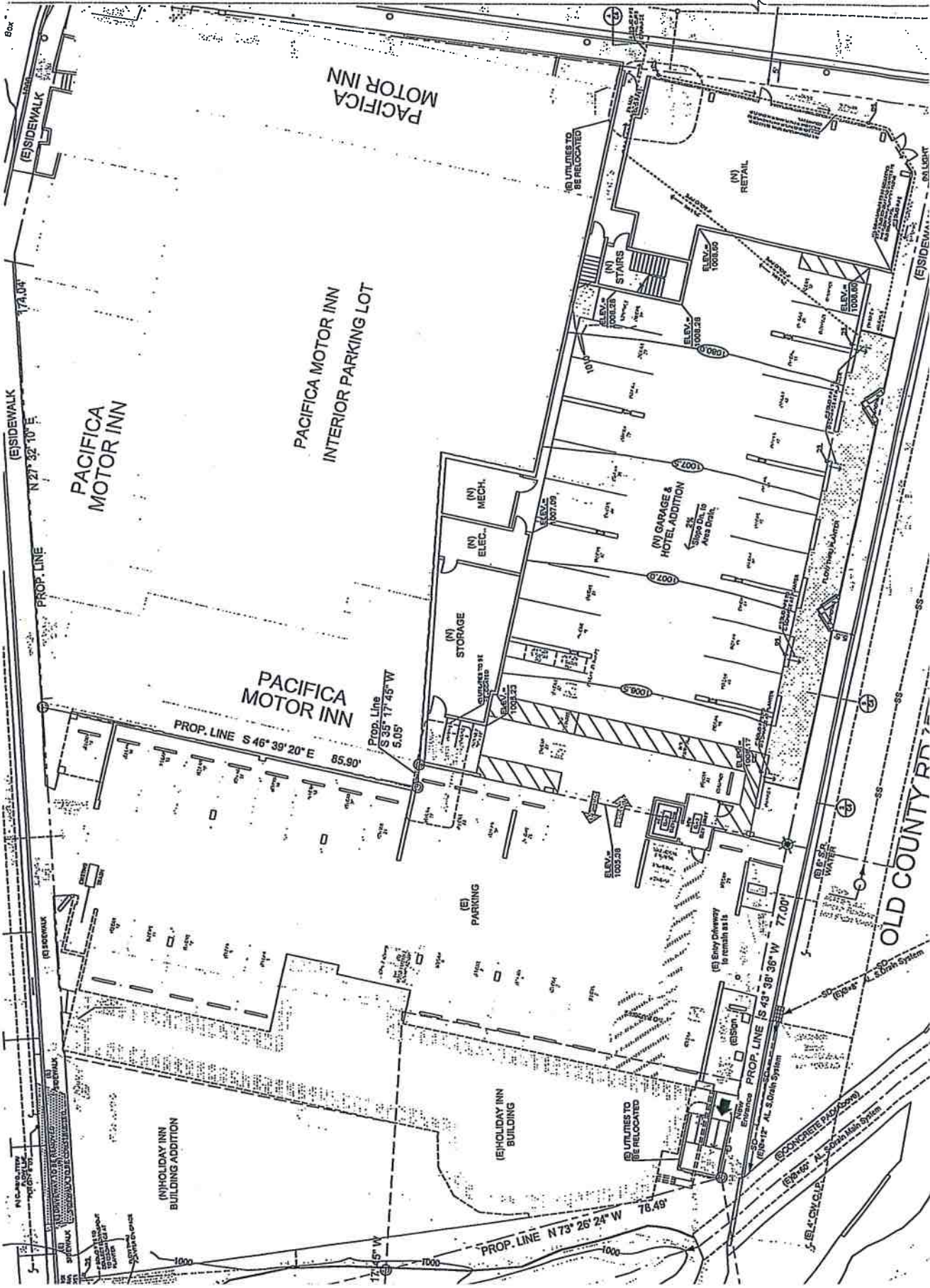


225 ROCKAWAY BEACH AVE. No. 400  
 PACIFICA, CA 94044  
 (415) 353-9815  
 FAX (415) 353-6185

CIVIL AND STRUCTURAL ENGINEERS  
 REG. NO. 40870

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
03/08/12	PLANNING
04/07/12	PLANNING
09/24/12	PLANNING
10/10/12	PLANNING



Sheet

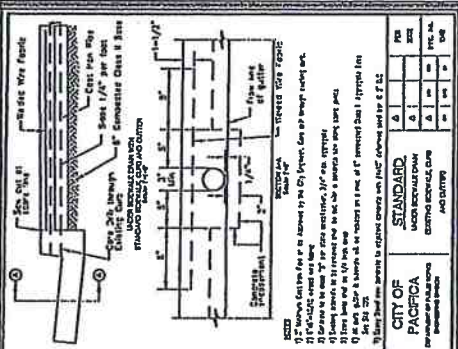
DRAINAGE & UTILITIES



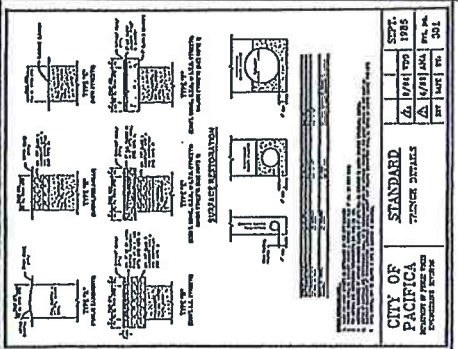
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10/28/11	PLANNING
03/09/12	PLANNING
08/07/12	PLANNING
05/24/12	PLANNING
10/10/12	PLANNING

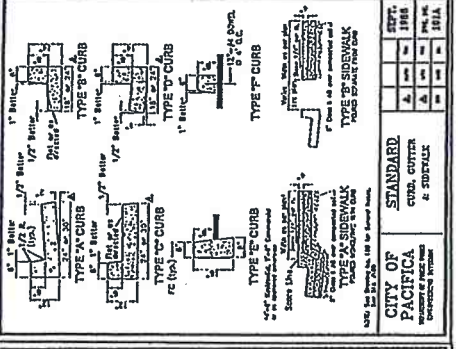
Drawn by: \_\_\_\_\_  
 Checked by: \_\_\_\_\_



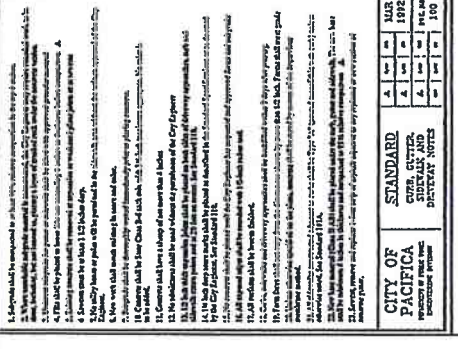
1 NOTES



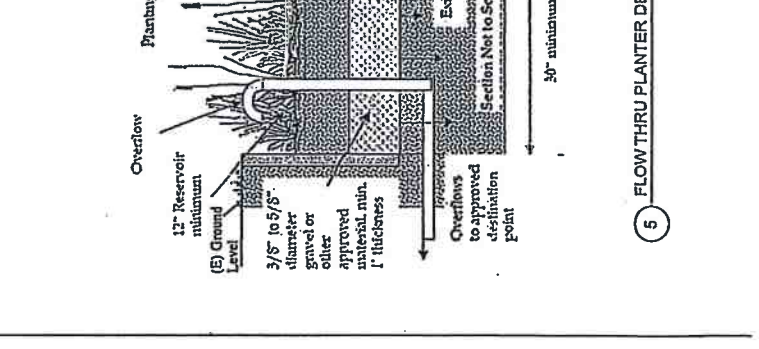
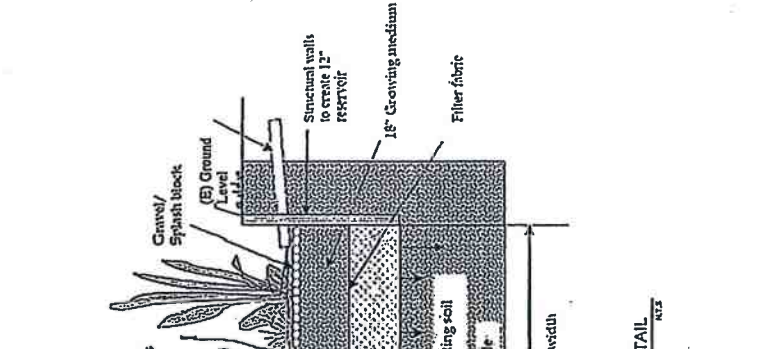
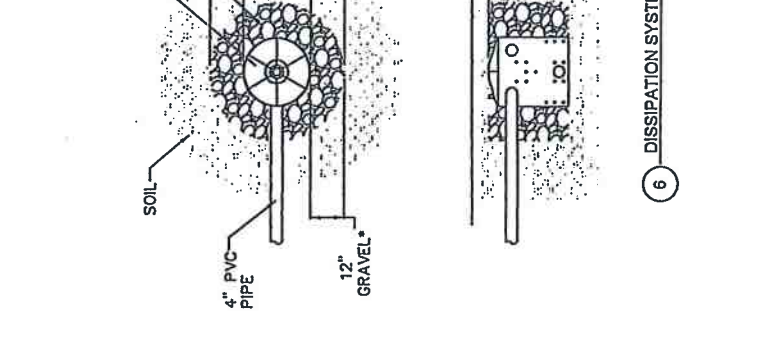
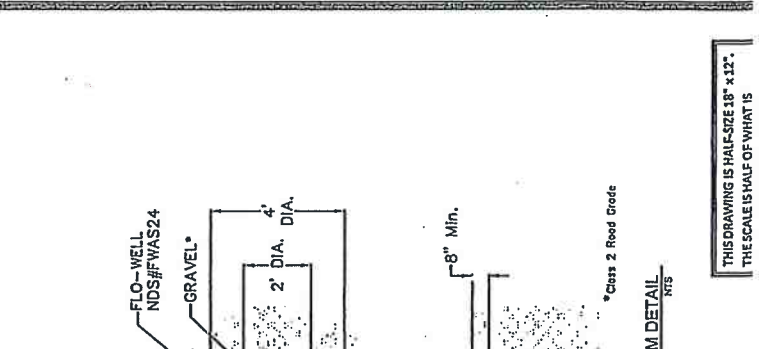
2 CURE-GUTTER & SIDEWALK DETAIL



3 TRENCH DETAIL



4 TRENCH DETAIL



**PLANTER NOTES**

1. All plants shall be approved for use in California by the Department of Pesticide Regulation.
2. All plants shall be approved for use in California by the Department of Pesticide Regulation.
3. All plants shall be approved for use in California by the Department of Pesticide Regulation.
4. All plants shall be approved for use in California by the Department of Pesticide Regulation.
5. All plants shall be approved for use in California by the Department of Pesticide Regulation.
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8. All plants shall be approved for use in California by the Department of Pesticide Regulation.
9. All plants shall be approved for use in California by the Department of Pesticide Regulation.
10. All plants shall be approved for use in California by the Department of Pesticide Regulation.

**STORM WATER POLLUTION PREVENTION**

1. All storm water pollution prevention measures shall be approved by the City of Pacifica.

2. All storm water pollution prevention measures shall be approved by the City of Pacifica.

3. All storm water pollution prevention measures shall be approved by the City of Pacifica.

4. All storm water pollution prevention measures shall be approved by the City of Pacifica.

5. All storm water pollution prevention measures shall be approved by the City of Pacifica.

6. All storm water pollution prevention measures shall be approved by the City of Pacifica.

7. All storm water pollution prevention measures shall be approved by the City of Pacifica.

8. All storm water pollution prevention measures shall be approved by the City of Pacifica.

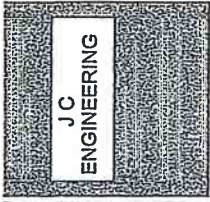
9. All storm water pollution prevention measures shall be approved by the City of Pacifica.

10. All storm water pollution prevention measures shall be approved by the City of Pacifica.

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

DISIPATION SYSTEM DETAIL

FLOW THRU PLANTER DETAIL

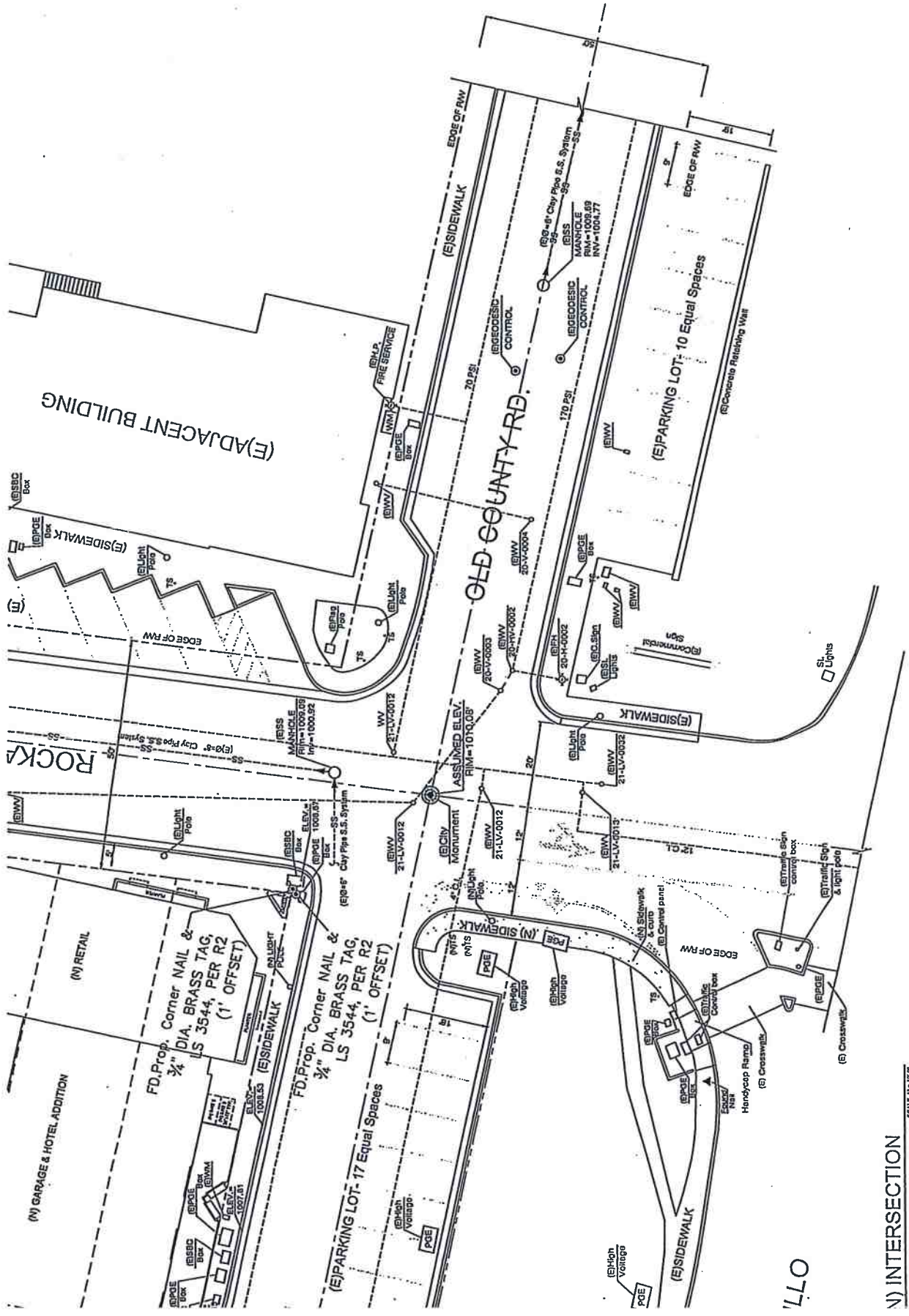


225 ROCKAWAY BEACH AVE. No 400  
 PACIFICA, CA 94044  
 (415) 353-0615  
 FAX (415) 353-1115  
 CIVIL AND STRUCTURAL ENGINEERS  
 REGISTRATION NO. 1007181

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

Sheet: (N) INTERSECTION

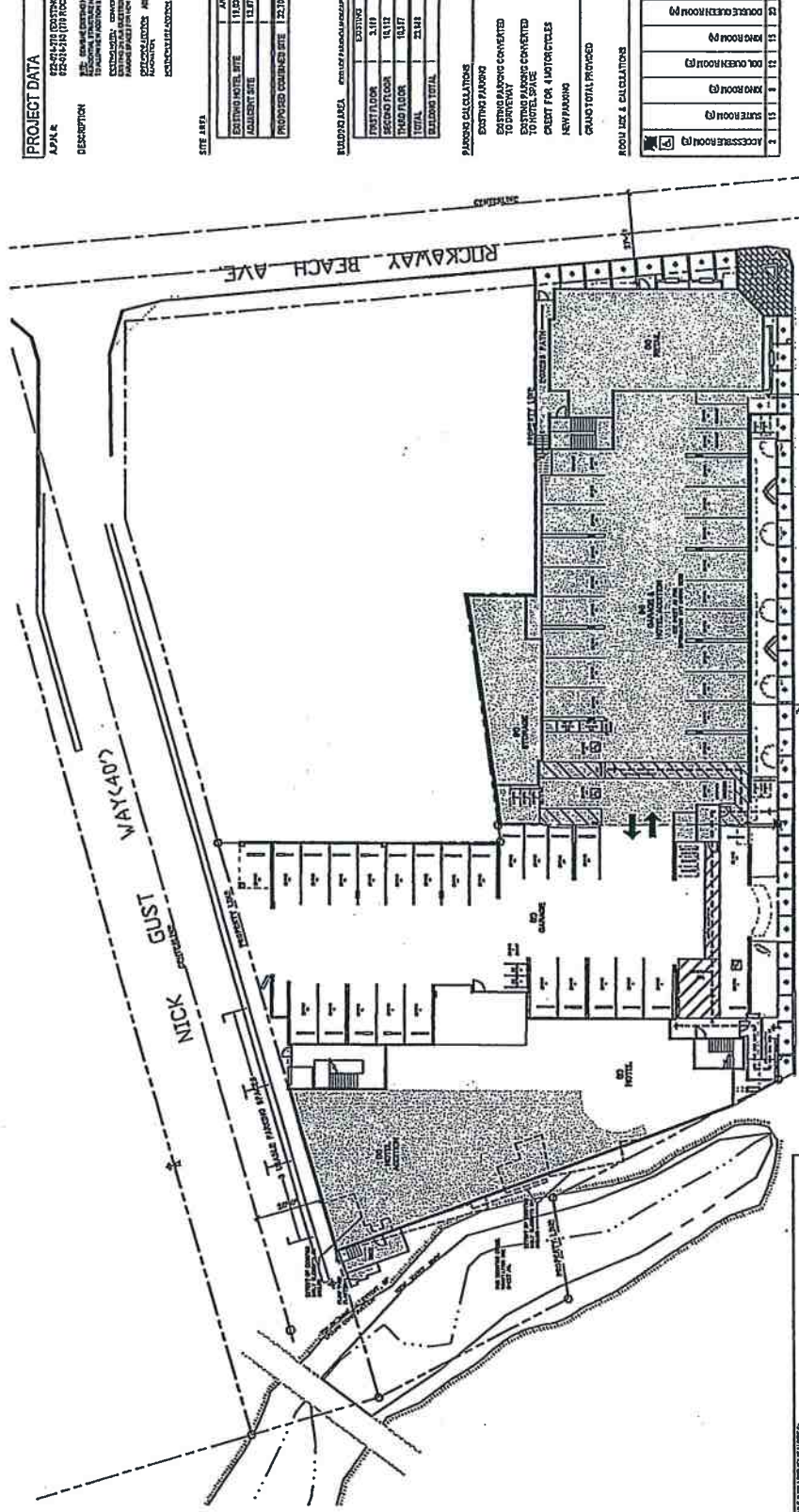
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10/28/11	PLANNING
03/02/12	PLANNING
06/07/12	PLANNING
09/24/12	PLANNING
10/10/12	PLANNING



(N) INTERSECTION

SCALE 1" = 10'





**PROJECT DATA**

APN # 025-010-0000 (EXISTING HOTEL)  
 025-010-0000 (NEW HOTEL)  
 025-010-0000 (NEW HOTEL)

**DESCRIPTION**

THE ABOVE DESCRIBED LAND IS BEING OFFERED FOR DEVELOPMENT AS A HOTEL. THE DEVELOPER HAS OBTAINED ALL NECESSARY PERMITS FROM THE CITY OF PACIFICA AND THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS. THE DEVELOPER HAS ALSO OBTAINED A LETTER FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS APPROVING THE PROPOSED PROJECT. THE DEVELOPER HAS ALSO OBTAINED A LETTER FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS APPROVING THE PROPOSED PROJECT. THE DEVELOPER HAS ALSO OBTAINED A LETTER FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS APPROVING THE PROPOSED PROJECT.

**SITE AREA**

AREA	EXISTING CONTIGUOUS	PROPOSED CONTIGUOUS	UNDEVELOPED AREA
EXISTING HOTEL SITE	13,000 SF	13,000 SF	2,000 SF
PROPOSED HOTEL SITE	13,000 SF	13,000 SF	2,000 SF
<b>PROPOSED COMBINED SITE</b>	<b>26,000 SF</b>	<b>26,000 SF</b>	<b>4,000 SF</b>

**EXISTING HOTEL - EXISTING HOTEL - EXISTING HOTEL**

FLOOR	EXISTING	NEW	PARKING SPACES	FLOOR AREA (SQ. FT.)
FIRST FLOOR	2,100	1,500	1,500	11,100 SF
SECOND FLOOR	1,100	1,400	1,400	11,100 SF
THIRD FLOOR	1,100	1,400	1,400	11,100 SF
<b>TOTAL</b>	<b>4,300</b>	<b>4,300</b>	<b>4,300</b>	<b>33,300 SF</b>

**PARKING CALCULATIONS**

EXISTING PARKING	NEW	TOTAL
EXISTING HOTEL PARKING	1,500	1,500
EXISTING HOTEL PARKING	1,500	1,500
EXISTING HOTEL PARKING	1,500	1,500
<b>TOTAL</b>	<b>4,500</b>	<b>4,500</b>

**ROOM USE & CALCULATIONS**

ROOM TYPE	EXISTING	NEW	TOTAL
ACCESSIBLE ROOM (A)	2	2	4
STANDARD ROOM (S)	15	15	30
SUITE ROOM (SU)	3	3	6
CONFERENCE ROOM (CR)	2	2	4
RESTROOM (R)	1	1	2
STORAGE ROOM (SR)	1	1	2
<b>TOTAL</b>	<b>24</b>	<b>24</b>	<b>48</b>

**ALLOWABLE AREA CALCULATIONS - PREVIOUS ESTIMATED + FRONTAGE INCREASE**

CHARACTER	TYPE	AREA (SQ. FT.)	ALLOWABLE / MAXIMUM
EXISTING HOTEL	TYPE 1A / R-1	13,000 SF	3,000 SF
PROPOSED HOTEL	TYPE 1A / R-1	13,000 SF	3,000 SF
<b>TOTAL</b>		<b>26,000 SF</b>	<b>6,000 SF</b>

- PREPARED/NOTICE NOTES:**
- THE ABOVE DRAWING IS A PRELIMINARY DRAWING AND IS NOT TO BE USED FOR CONSTRUCTION.
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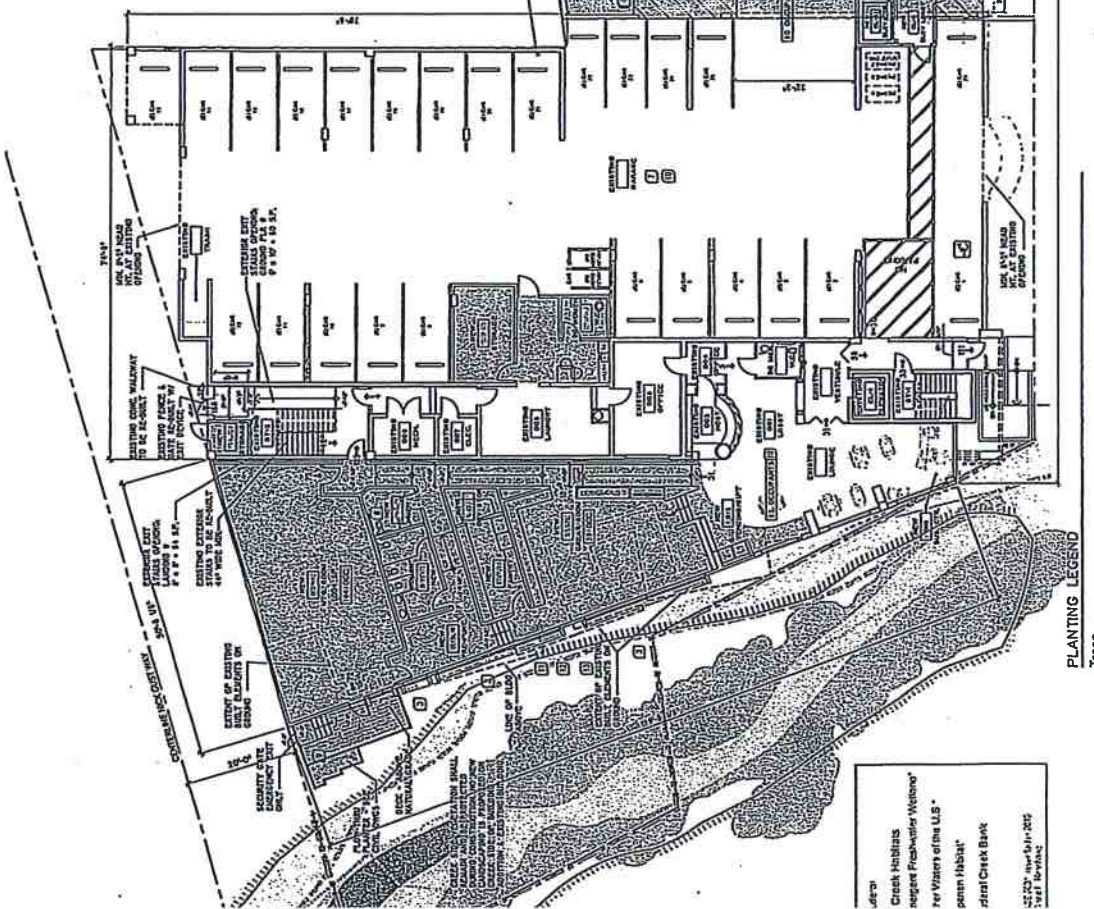


**PRELIMINARY PROPOSED GREEN BUILDING FEATURES SHEET FOR LEED BY NEW CONSTRUCTION 2009**

Item #	Feature	Targeted LEED Green Construction 10 or 11 Points	Notes
1	Water Use Reduction	1	Water-saving fixtures
2	Energy Efficient Buildings	3	High-performance glazing
3	Low Volatile Organic Compounds	1	Low-VOC paints
4	Low Flow Urinals	1	Low-flow urinals
5	Low Flow Toilets	1	Low-flow toilets
6	Low Flow Showerheads	1	Low-flow showerheads
7	High-Efficiency Electric and Mechanical	1	High-efficiency motors
8	Green Building Accreditation	1	Green Building Accreditation
9	Green Cleaning	1	Green cleaning products
10	Green Power	1	Green power
11	Green Water	1	Green water
12	Green Building Accreditation	1	Green Building Accreditation
13	Green Building Accreditation	1	Green Building Accreditation
14	Green Building Accreditation	1	Green Building Accreditation
15	Green Building Accreditation	1	Green Building Accreditation
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48	Green Building Accreditation	1	Green Building Accreditation
49	Green Building Accreditation	1	Green Building Accreditation
50	Green Building Accreditation	1	Green Building Accreditation

**GREEN BUILDING KEYNOTES**

- [Symbol] NON-PAVED ROOFS
- [Symbol] ROOFTOP LANDSCAPE & PLANTING
- [Symbol] ROOFTOP PLANTING SERVICE TO MAINTAIN LEAF & WAX
- [Symbol] RECYCLE STORAGE CHANGING ROOM (CLOSET)
- [Symbol] COFFEE MACHINE ELECTRIC CHARGING STATION
- [Symbol] BIODEGRADABLE FUEL EFFICIENT CAR BY ELECTRIC CHARGING STATION
- [Symbol] ALL PLANTS TO BE PROTECTED FROM DAMAGE BY WEATHER
- [Symbol] LOW FLOW URINALS
- [Symbol] LOW FLOW TOILETS
- [Symbol] HIGH EFFICIENT ELECTRIC & MECHANICAL
- [Symbol] EXTENSIVE LANDSCAPE WITH VARIETY OF SPECIES
- [Symbol] TYPE OF PLANTS TO BE PROTECTED FROM DAMAGE BY WEATHER
- [Symbol] WOOD PAVED DECKING TO BE A.S.C. CONTROL



**PLANTING LEGEND**

Species	Quantity	Size	Notes
Stk 13-Cd	3	15-Cd	Line
Stk 15-Cd	2	15-Cd	Medium
Stk 1-Cd	18	1-Cd	Low
Stk 3-Cd	8	3-Cd	Medium
Stk 5-Cd	2	5-Cd	Low
Stk 7-Cd	4	7-Cd	Low
Stk 9-Cd	12	9-Cd	Low
Stk 11-Cd	12	11-Cd	Low
Stk 13-Cd	12	13-Cd	Low

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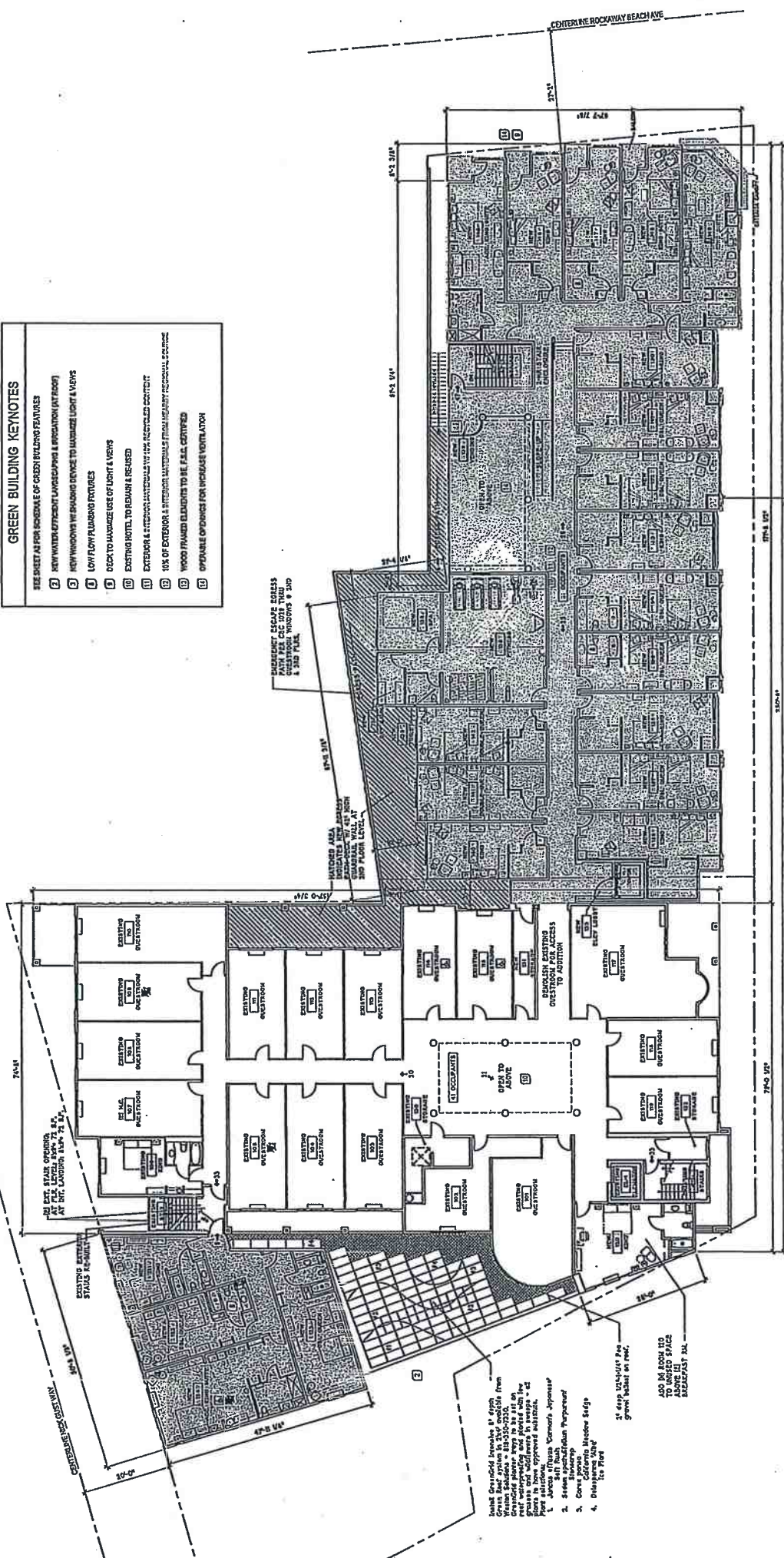
1 FIRST FLOOR PLAN & LANDSCAPE PLAN  
SCALE: 1/8" = 1'-0"



Check Habitus  
Regent Fisherville Wetland  
For Values of the U.S.  
pen Habitat  
Great Creek Bank  
22.02' 10/12/12  
10/12/12



- GREEN BUILDING KEYNOTES**
- SEE SHEET A4 FOR SCHEDULE OF GREEN BUILDING FEATURES
- 1 NEW WATER-ATTACHED LANDSCAPING & IRRIGATION (AT ROOF)
  - 2 NEW WOODWORK FINISHING DEVICE TO MAXIMIZE LIGHT & VIEWS
  - 3 LOW FLOW PLUMBING FIXTURES
  - 4 DECK TO MAXIMIZE USE OF LIGHT & VIEWS
  - 5 EXTERIOR & INTERIOR MATERIALS TO BE FSC-CERTIFIED
  - 6 10% OF EXTERIOR & INTERIOR MATERIALS FROM RECYCLED CONTENT
  - 7 OPERABLE OPENINGS FOR INCREASED VENTILATION



EMERGENCY ESCAPE ROUTE  
PARTIAL ESCAPE ROUTE  
TO EXISTING STAIRS  
& 3RD FLOOR

HATCHED AREA INDICATES  
EXISTING STAIRS AT 3RD  
FLOOR LEVEL AT  
3RD FLOOR LEVEL

1. 40% GREEN ROOFING FROM  
WESTING HOUSE - 40% GREEN  
ROOFING FROM WESTING HOUSE  
GREEN ROOFING FROM WESTING  
HOUSE - 40% GREEN ROOFING  
FROM WESTING HOUSE

2. 40% GREEN ROOFING FROM  
WESTING HOUSE - 40% GREEN  
ROOFING FROM WESTING HOUSE  
GREEN ROOFING FROM WESTING  
HOUSE - 40% GREEN ROOFING  
FROM WESTING HOUSE

3. 40% GREEN ROOFING FROM  
WESTING HOUSE - 40% GREEN  
ROOFING FROM WESTING HOUSE  
GREEN ROOFING FROM WESTING  
HOUSE - 40% GREEN ROOFING  
FROM WESTING HOUSE

4. 40% GREEN ROOFING FROM  
WESTING HOUSE - 40% GREEN  
ROOFING FROM WESTING HOUSE  
GREEN ROOFING FROM WESTING  
HOUSE - 40% GREEN ROOFING  
FROM WESTING HOUSE

PROJ. 2  
1 SECOND FLOOR PLAN  
SCALE: 3/32" = 1' - 0"

CENTRAL ROCKWAY BEACH AVE

CENTRAL ROCKWAY BEACH AVE

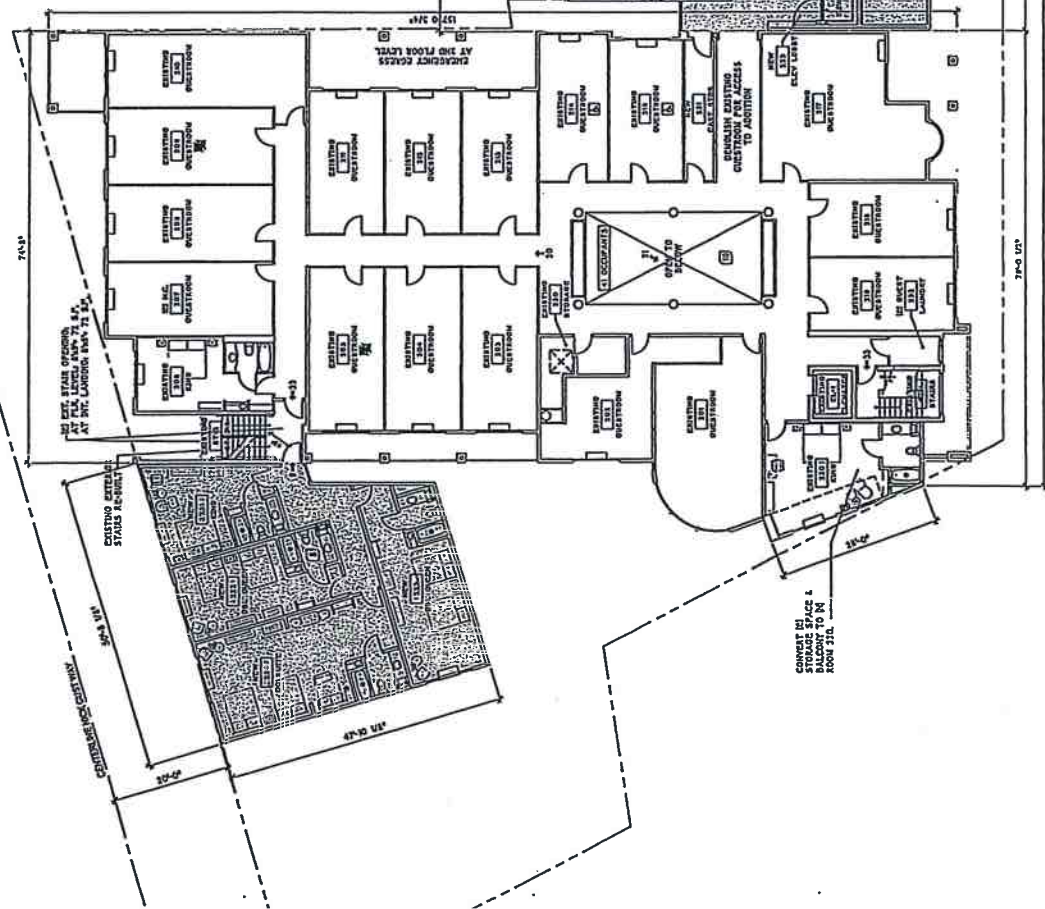
CENTRAL ROCKWAY BEACH AVE

CENTRAL ROCKWAY BEACH AVE

CENTRAL ROCKWAY BEACH AVE

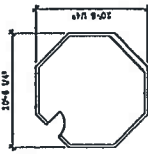


GREEN BUILDING KEYNOTES	
SEE SHEET A1 FOR SCHEDULE OF GREEN BUILDING FEATURES	
(1)	NEW WINDOWS WITH SHADING DEVICE TO MAXIMIZE LIGHT & VIEWS
(2)	LOW FLOW FIXTURES
(3)	DECK TO MAXIMIZE USE OF LIGHT & VIEWS
(4)	EXTENSIVE HOTEL TO REMAIN & REUSED
(5)	EXTERIOR & INTERIOR MATERIALS WITH RECYCLED CONTENT
(6)	10% OF EXTERIOR & INTERIOR MATERIALS FROM NEARBY REGIONAL SOURCE
(7)	WOOD FRAMED ELEMENTS TO BE F.S.C. CERTIFIED
(8)	OPTIMIZE OPENINGS FOR INSOLATION

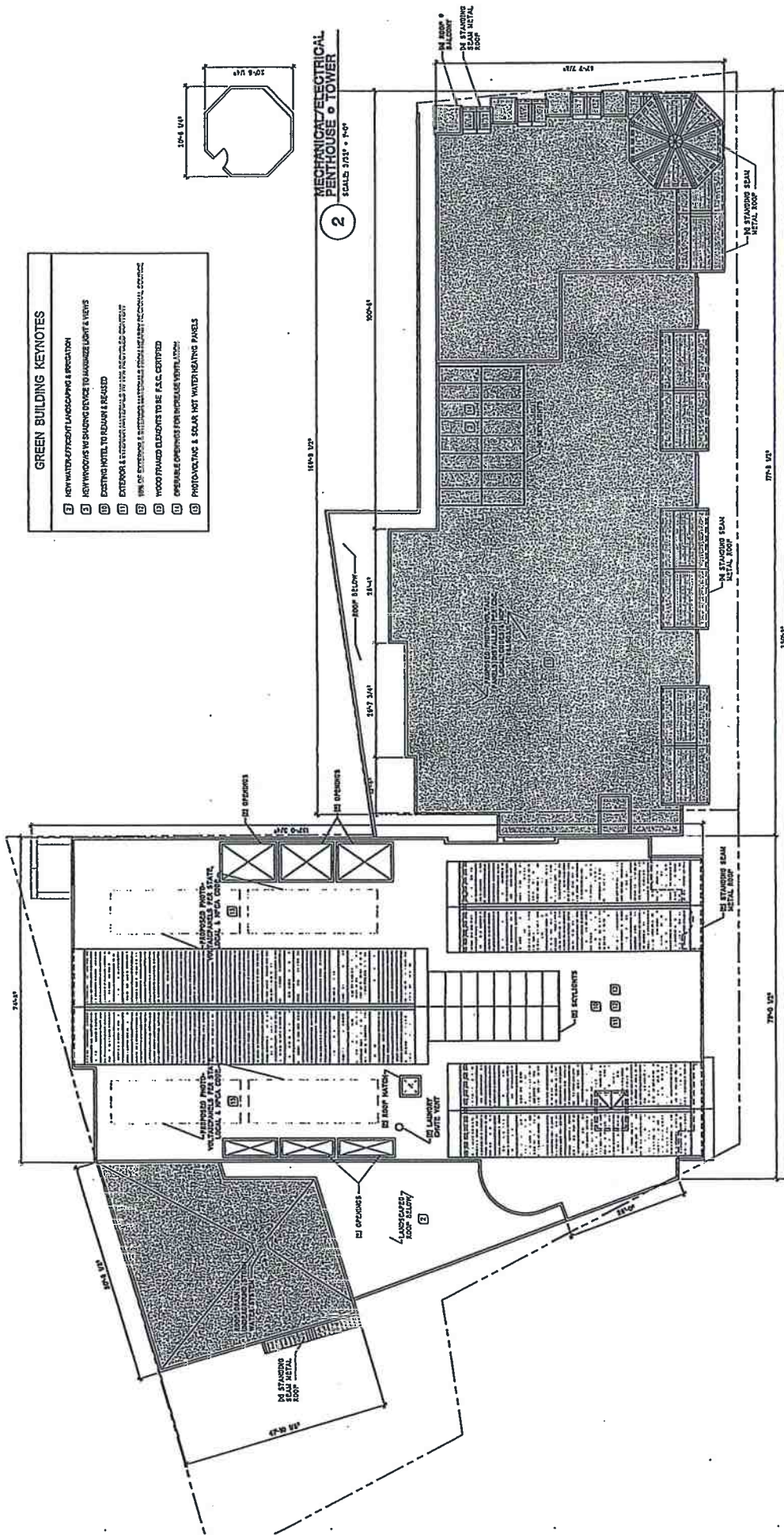


PROJ. N  
  
 1 THIRD FLOOR PLAN  
 SCALE 3/32" = 1' - 0"

- GREEN BUILDING KEYNOTES**
- (1) NEW WATER/TERRAZZO LAYERS & FINISHES
  - (2) NEW WOODS TO BUILDING DECK TO MANAGE LIGHT & VENTS
  - (3) EXISTING HOTEL TO REMAIN & REUSE
  - (4) EXTERIOR & INTERIOR MATERIALS TO USE RECYCLED CONTENT
  - (5) USE OF EXTENSIVE & SUSTAINABLE MATERIALS FROM HIGHLY RECOVERABLE SOURCE
  - (6) WOOD FRAMED ELEMENTS TO BE FSC CERTIFIED
  - (7) OPERABLE OPENINGS FOR INCREASED VENTILATION
  - (8) PHOTOVOLTAIC & SOLAR HOT WATER HEATING PANELS



**MECHANICAL/ELECTRICAL  
PENTHOUSE & TOWER**  
SCALE: 3/32" = 1'-0"

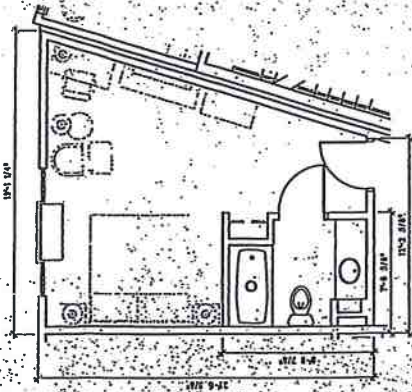


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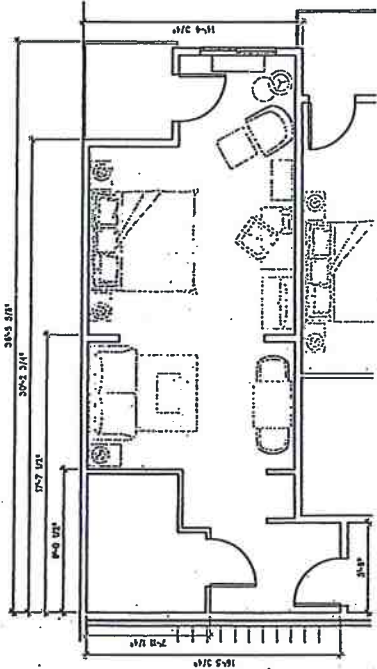


**1 ROOF PLAN**  
SCALE: 3/32" = 1'-0"

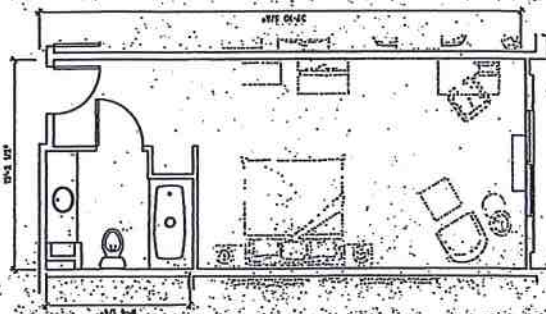




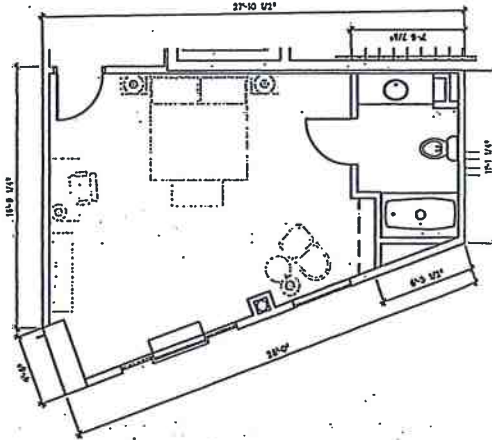
1 ENLARGED KING PLAN.  
SCALE: 1/4" = 1' - 0"  
ROOMS: 131 & 221



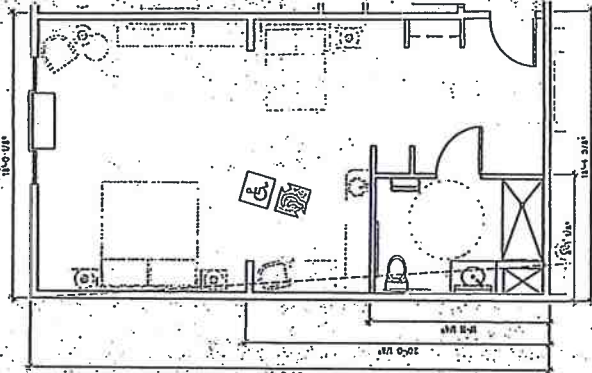
2 ENLARGED KING SUITE PLAN  
SCALE: 1/4" = 1' - 0"  
ROOMS: 145, 146, 245 & 246



3 ENLARGED KING PLAN  
SCALE: 1/4" = 1' - 0"  
ROOMS: 140, 141, 142, 143, 147, 150, 153, 155, 240, 241, 242, 243, 244, 245, 246, 247, 250, 255 & 256

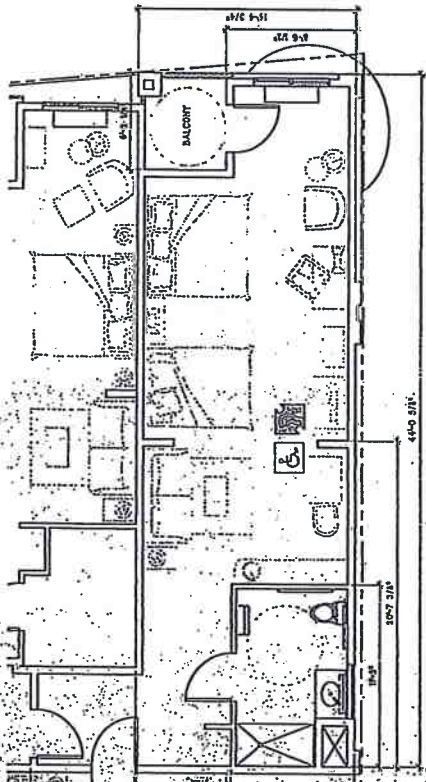


4 ENLARGED KING PLAN  
SCALE: 1/4" = 1' - 0"  
ROOMS: 120 & 210

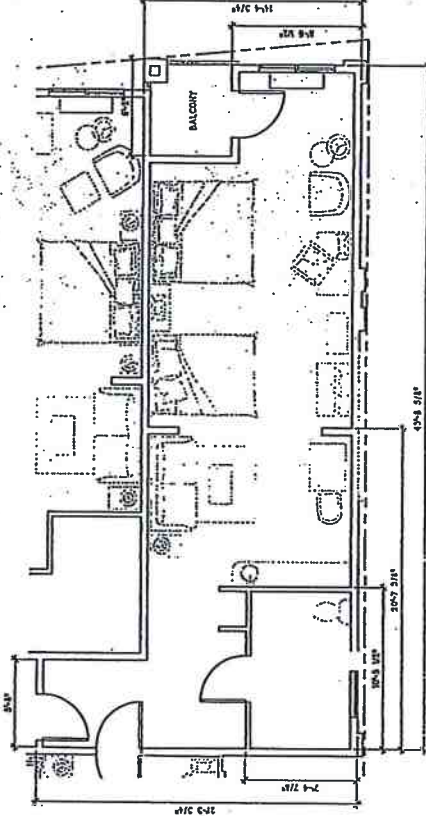


5 ENLARGED ACC. KING SUITE PLAN  
SCALE: 1/4" = 1' - 0"  
ROOM: 134

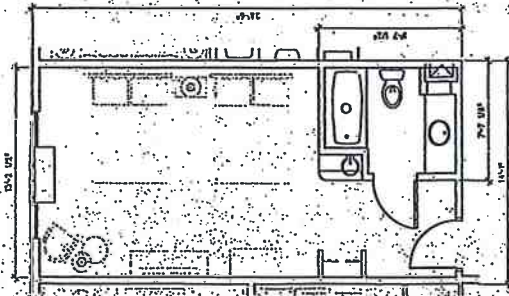




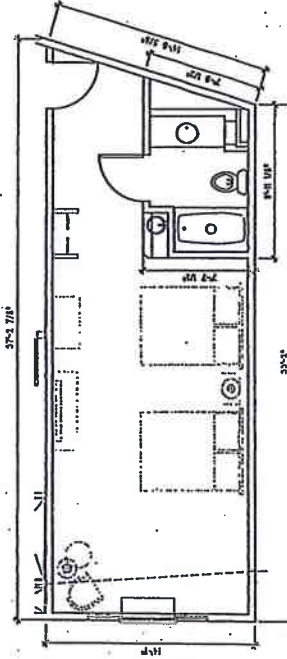
1 ENLARGED ACC. DOUBLE QUEEN / KING SUITE PLAN  
SCALE: 1/4" = 1' - 0" ROOM: 143



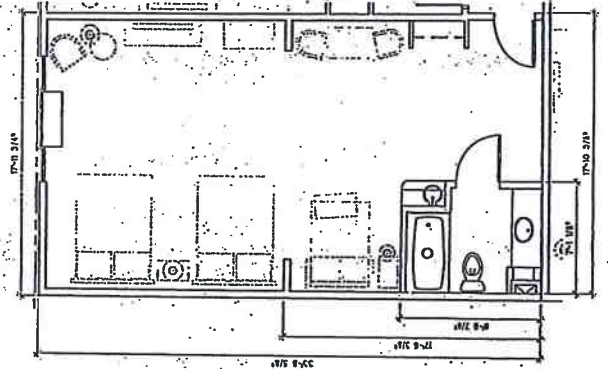
2 ENLARGED DOUBLE QUEEN / KING SUITE PLAN  
SCALE: 1/4" = 1' - 0" ROOM: 248



3 ENLARGED DOUBLE QUEEN PLAN  
ROOMS: 132, 151, 152, 154, 155, 157, 158, 221, 201, 254, 254, 254, 255, 257 & 258.  
SCALE: 1/4" = 1' - 0"



4 ENLARGED DOUBLE QUEEN PLAN  
SCALE: 1/4" = 1' - 0" ROOMS: 123 & 223



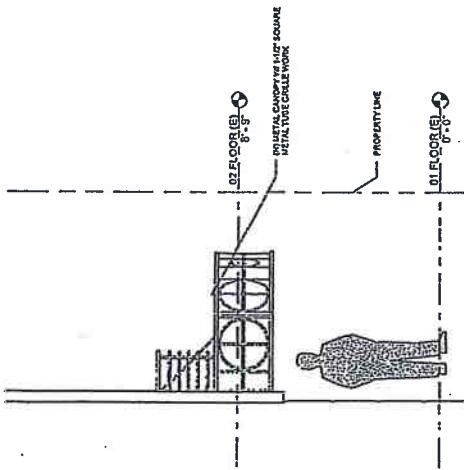
5 ENLARGED DOUBLE QUEEN SUITE  
SCALE: 1/4" = 1' - 0" ROOM: 224



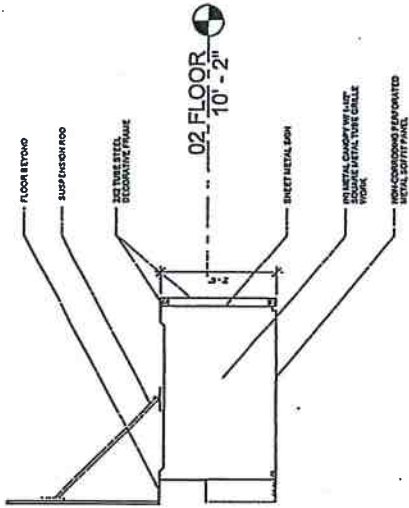




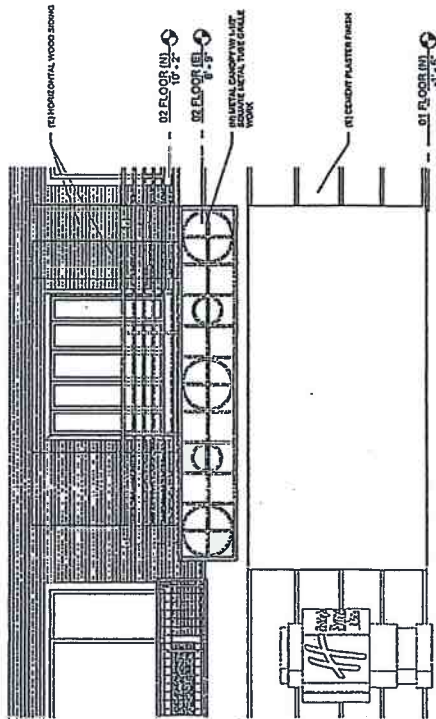




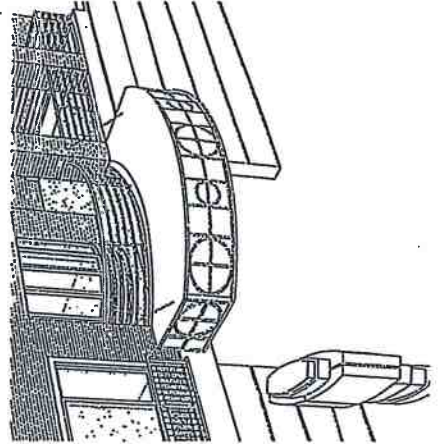
① ENLARGED CANOPY SECTION  
3/8" = 1'-0"



② CANOPY DETAIL  
3/8" = 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"

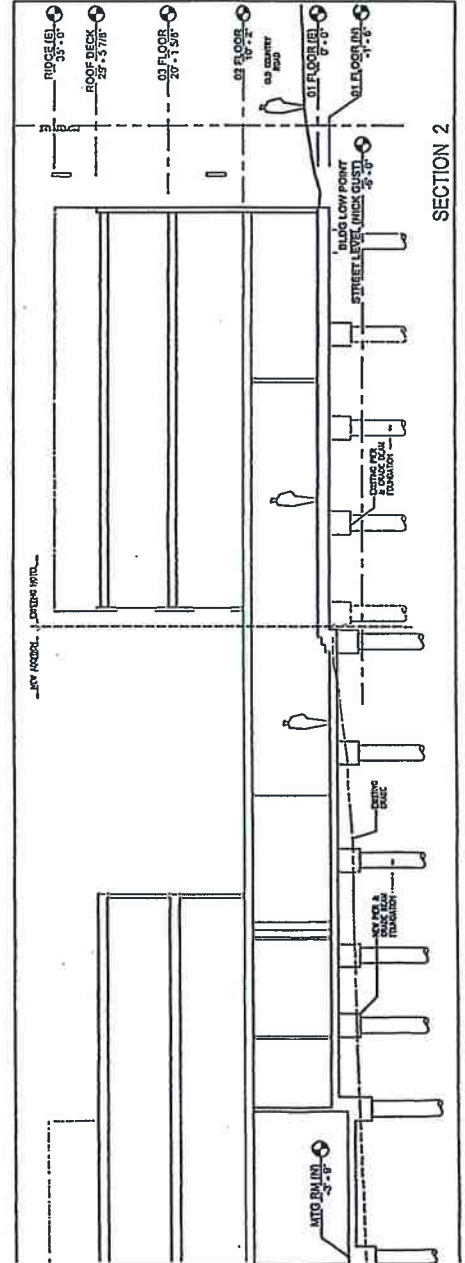
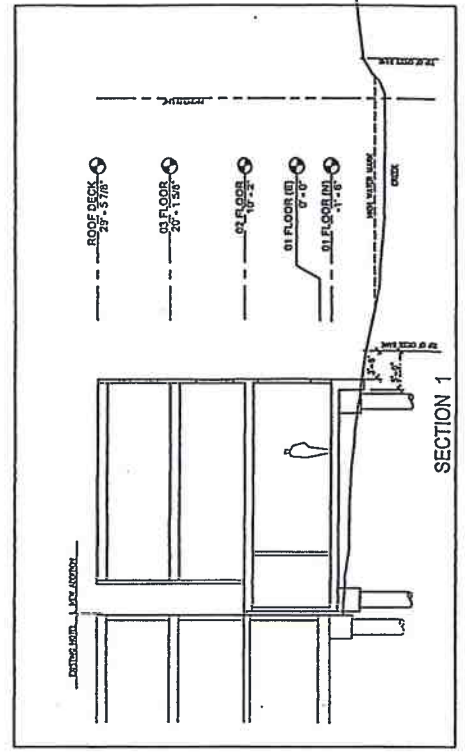
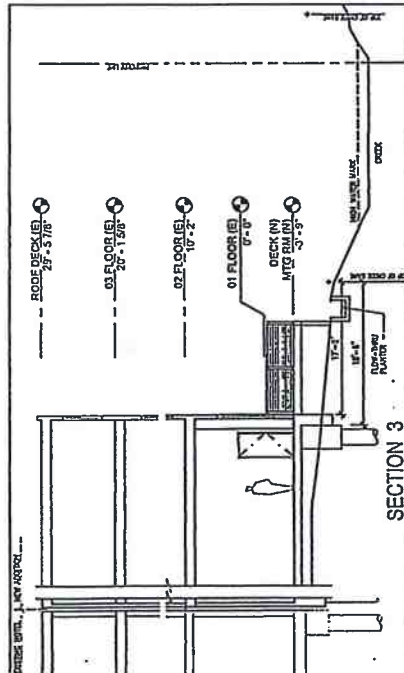
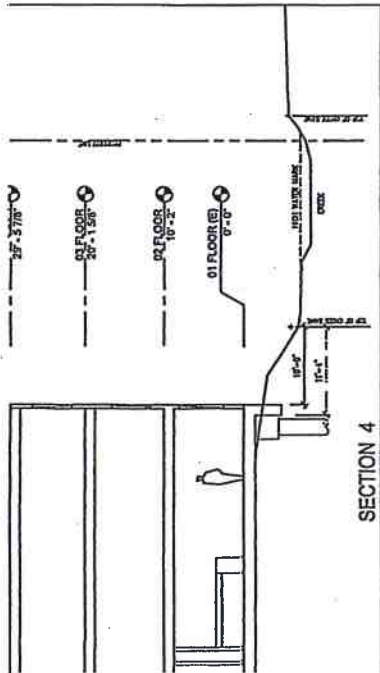
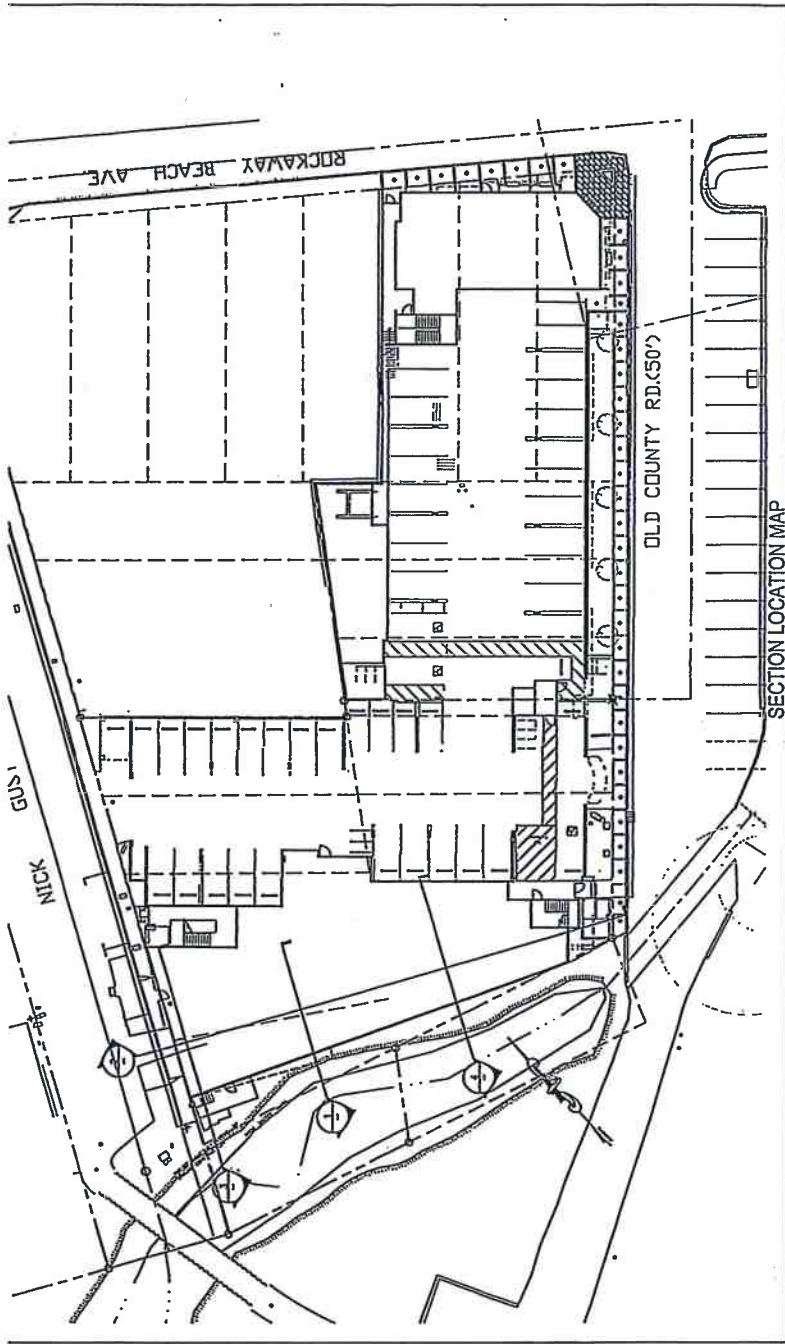


4 NICK GUST WAY ELEVATION  
SCALE: 1/8" = 1'-0"

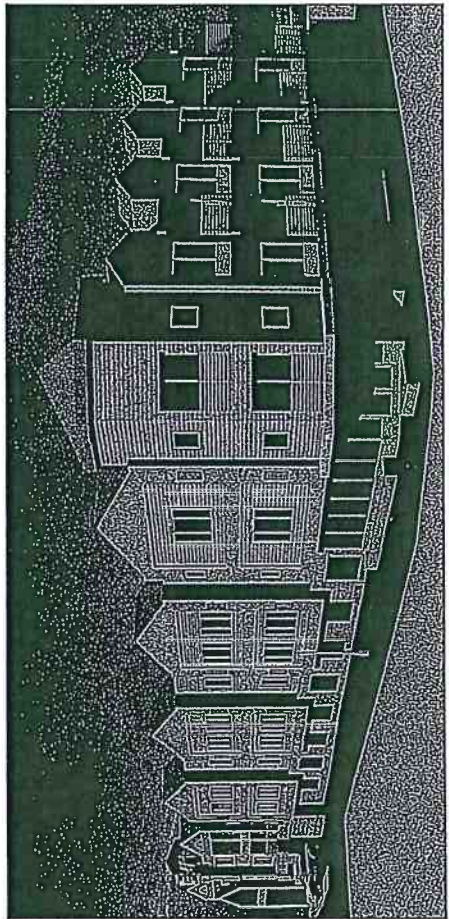
THIS DRAWING IS HALF-SIZE 18" x 12".  
THE SCALE IS HALF OF WHAT IS  
SHOWN ON THIS DRAWING.



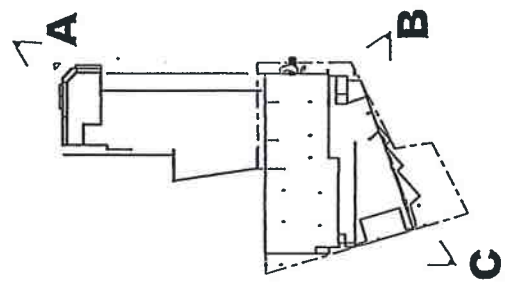




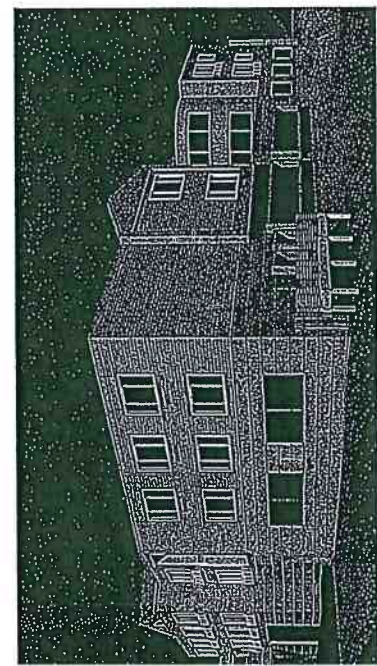




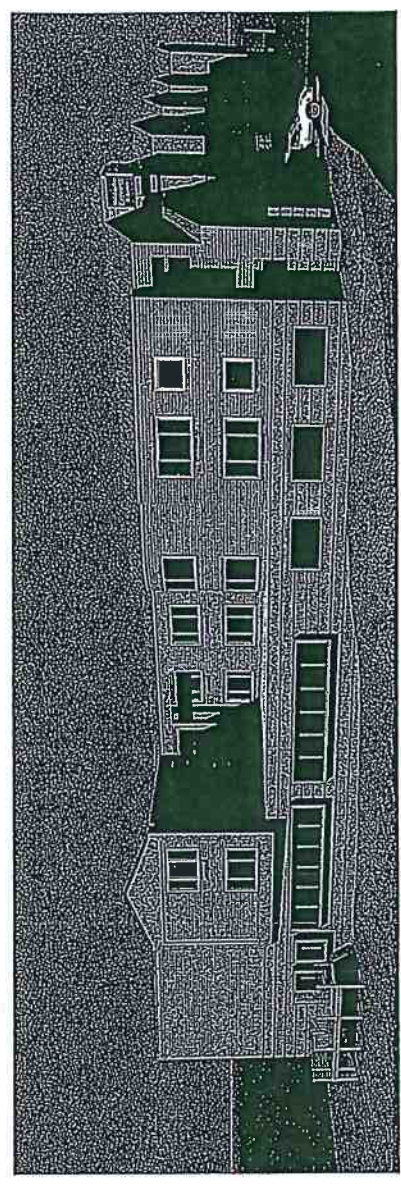
① MASSING - COUNTRY MASSING - OLD COUNTRY ROAD & ROCKAWAY BEACH AVE  
1/2" = 1'-0"



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

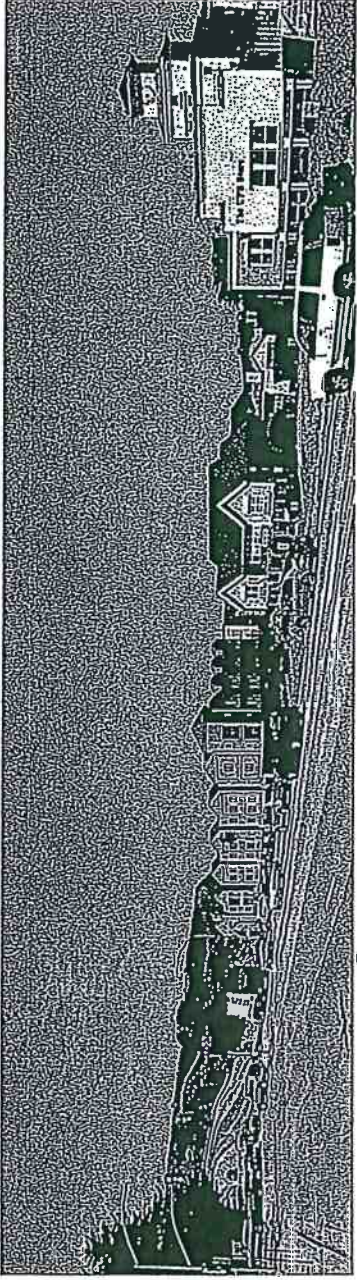


③ From NUTCRACKER CREST WAY & EL GRECK  
1/2" = 1'-0"



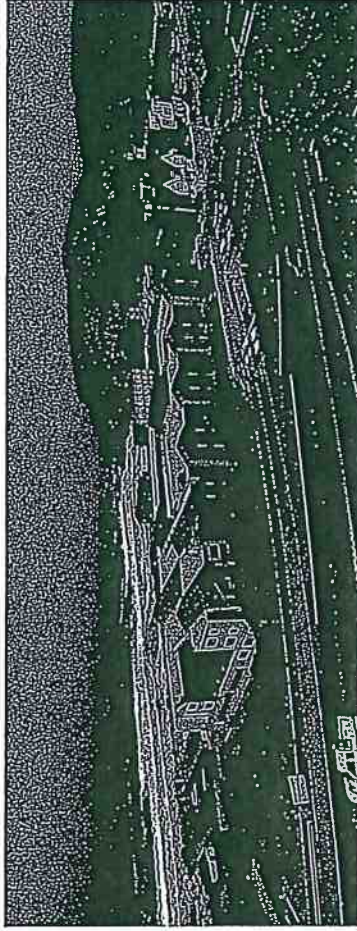
④ Marple School from Creek  
1/2" = 1'-0"





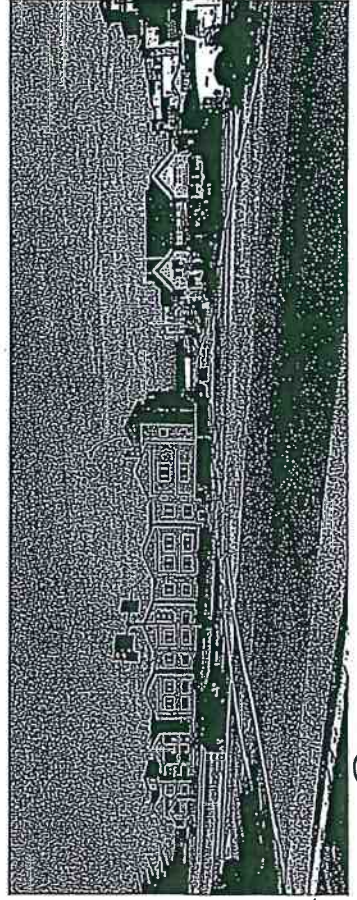
1 LOOKING SOUTH from HIGHWAY ONE

SCALE: NO SCALE



2 LOOKING NORTH from the HILL ACROSS HIGHWAY ONE

SCALE: NO SCALE



3 LOOKING WEST from FASSLER AVENUE

SCALE: NO SCALE

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST AND NORTH CENTRAL COAST DISTRICT OFFICES  
725 FRONT STREET, SUITE 300  
SANTA CRUZ, CA 95060  
PHONE: (831) 427-4863  
FAX: (831) 427-4877  
WEB: WWW.COASTAL.CA.GOV



May 6, 2013

George White  
Planning Director  
City of Pacifica  
1800 Francisco Blvd.  
Pacifica, CA 94044

Subject: *Comments on Intent to Adopt a Mitigated Negative Declaration for the Expansion of the Holiday Inn Express at 519 Nick Gust Way, Pacifica, CA*

Dear Mr. White:

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed expansion of the Holiday Inn Express in Pacifica. The following comments are similar to those made in an April 2012 email from Commission Planner Karen Geisler (attached) in response to the Development Review Coordination report for this project. In that email Ms. Geisler stated that "while the Commission is supportive of visitor-serving commercial development and this project meets these criteria," Ms. Geisler also raised concerns regarding the proposed project and biological resources, visual resources, hazards and public access. While it seems concerns with visual resources and parking have been adequately assessed (i.e. the project adds visual articulation and interest to the expansion, will be shorter than the Pacifica Motor Inn, will not block views from publicly accessible areas and will comply with Pacifica's in-lieu fee ordinance with respect to parking impacts), Commission staff continues to have concerns with respect to biological resources and potential hazards, in light of the project's proximity to the creek and wetlands on the southern side of the property. Additionally, the analysis of potential on-site public recreational access opportunities such as beach access and coastal trailhead should be explored.

The proposed project would be located adjacent to Rockaway Creek, which is a perennial creek that contains native riparian vegetation. The MND states that the existing to-be-demolished residence on the south side of the property is situated approximately three feet from the top of the creek bank and that the proposed expansion of the hotel would remain in that same footprint and that "encroachment on the creek" is proposed "in the location of the small patio and flow-through planter on the southwestern corner of the site." The proposed planter would be 5 to 8 inches from the top of the creek bank and the deck would be 2 feet, 7 inches from the top of the bank. However, City of Pacifica LCP Policy C-99 requires adequate buffer zones between creeks and proposed development, and specifically states:



*Riparian vegetation along all intermittent and year-round creeks shall be protected, enhanced and restored where feasible. Buffer zones along creeks shall be required. These buffer zones should be identified by environmental study and should be adequate to protect identified habitat areas associated with the creek or riparian vegetation from impacts of development or use on adjacent land. As a general rule a buffer of at least 100 feet measured from the outward edge of riparian vegetation would be appropriate...*

*Development in designated flood plain areas shall be designed to meet the HUD criteria for development in flood plains...*

This policy requires that riparian corridors be protected, enhanced and restored where feasible, and also generally requires a buffer zone of at least 100 feet from the outward edge of riparian vegetation. The proposed project includes a buffer zone of less than three feet between the proposed development and the top of the creek bank. This distance does not seem adequate to ensure enhancement, restoration, and protection of Rockaway Creek., and this aspect of the project does not appear to comply with LCP Policy C-99.

In addition to the concerns with biological resources, this project's close association with Rockaway Creek raises flood concerns with regard to future sea level rise and/or increased storm surge into the creek, which may lead to flooding of the proposed project site. According to the MND, the subject site is located within the FEMA-designated Zone B flood zone and "may be subject to 100 or 500 year flooding." LCP Policy C-99 states that, "development in designated flood plain areas shall be designed to meet HUD criteria for development in flood plains." Though the reference to HUD is outdated, FEMA now requires that development in designated floodplains be at a minimum grade above flood levels (to be determined through consultation with FEMA but usually 1-2 feet above flood levels), and also requires that such development not aggravate flooding in surrounding areas. It is not clear that the proposed project meets FEMA requirements with respect to flood levels. Thus, additional flood analyses should be done to illustrate the amount of flooding that is expected to take place under various scenarios taking into account expected sea level rise and concomitant storm surge up the creek.

Finally, in terms of public recreational access opportunities onsite, the MND states that project would neither generate nor create any need for additional recreational opportunities or facilities within the City. In order to uphold the LCP policies that "protect, maintain and where feasible enhance and restore the overall quality of the Coastal Zone environment", to "maximize public access to and along the coast and to "assure priority for coastal-dependent over other development on the coast," the proposed hotel expansion project should explore opportunities to create and or enhance the public's ability to access and enjoy the coast.

Holiday Inn Express Expansion  
Mitigated Neg Dec Comment Letter  
May 6, 2013  
Page 3

If you have any questions regarding these comments or wish to discuss the project further, please contact me at 415-597-5894.

Sincerely,



Stephanie Rexing Coastal Planner

Attachment: April 30, 2012 email from Karen Geisler

**Diaz, Lee**

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**From:** ken aronovsky [lonemoretme7@yahoo.com]  
**Sent:** Monday, May 06, 2013 9:36 AM  
**To:** Diaz, Lee  
**Subject:** Environmental Review: Holiday Inn Express, 519 Nick Gust Way, Pacifica, California

May 5, 2013

Pacifica Planning Department  
1800 Francisco Blvd.  
Pacifica, CA 94044  
Attn: Lee Diaz, Associate Planner

Re: Environmental Review of Holiday Inn Express at 519 Nick Gust Way, Pacifica, CA

As a member of the public, I raise the following objections to the NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE EXPANSION OF THE HOLIDAY INN EXPRESS, 519 NICK GUST WAY, PACIFICA, CA.

Environmental Factors Potentially Affected--12. Noise. The Environmental Review states that there would be no significant impact of increased Noise or any Vibration from the proposed expansion of the Holiday Inn Express and proposed Demolition of the building at 290 Rockaway Beach Avenue. This assertion is false.

12 b. There would be a SIGNIFICANT IMPACT of Persons and Land/Soil by the generation of excessive ground borne Vibration and ground borne Noise levels.

The Intense Vibration of the ground caused by the movement of Multi Ton Heavy Machinery, including Excavators and Bulldozers, involved in the proposed Demolition of the building at 290 Rockaway Beach Avenue and related construction activities could destabilize the existing land/soil and buildings in the vicinity, potentially placing the existing Holiday Inn Building, the nearby buildings and the unstable poorly compacted soil in Jeopardy of movement, subsidence and collapse of the soil. The existing Holiday Inn Express Building and the building at 290 Rockaway Beach Avenue are situated on Soft Fill Soil (Poorly Compacted Fill Soil) just a few hundred feet from the cliff above the ocean potentially placing the cliff above the ocean in Jeopardy of Subsidence and Collapse as well. The Significant Vibration caused by the movement of the Heavy Machinery could cause an Earthquake Like Shaking Effect of the very precarious poorly compacted soil and all buildings situated on this unstable soil.

The existence of Numerous Multi Ton Heavy Machinery, including Excavators and Bulldozers, making Very Loud Noise and Shaking/Vibrating the Soft Soil 10 hours a day while the proposed demolition of the building at 290 Rockaway Beach Avenue and related activities occurs will have a Significant Impact on the thousands of vehicles traveling on Highway 1 through the Rockaway Beach Avenue Intersection Everyday. The High Noise Levels emitted from the Heavy Machinery from the construction activity and the Distraction that this Noise Creates, Will surely create a Dangerous Driving Environment for the thousands of vehicles driving through the Rockaway Beach Avenue Intersection on Highway 1 Everyday. Many people driving these vehicles will turn their attention to the Loud Noise and construction going on a few hundred feet away from them and away from



their driving environment immediately in front of them. This Dangerous Situation Will Surely Cause Highway Accidents to Innocent Motorists traveling through the Rockaway Beach Avenue Intersection on Highway 1.

Environmental Factors potentially affected--16. Transportation/Traffic. The Environmental Review states that there would be no significant impact on Transportation/Traffic from the proposed expansion of the Holiday Inn Express and proposed demolition of the building at 290 Rockaway Beach Avenue. This assertion is false.

16 d. There would be a Significant Increase in Traffic and Driving Hazards due to a design feature--Dangerous Intersections, Deficient Roads.

Currently, it is very difficult to enter Rockaway Beach Avenue from Old County Road to gain access to Highway 1. With substantially more vehicles coming from a proposed expanded Holiday Inn Express on Old County Road, these vehicles will be attempting to turn on Rockaway Beach Avenue. This Narrow and Very Dangerous Intersection will definitely cause a Driving Hazard and Traffic Nightmare with accidents occurring. I have found that Vehicles on Rockaway Beach Avenue are Not Prone to YIELD to cars on Old County Road turning onto Rockaway Beach Avenue. There is very little roadway on Rockaway Beach Avenue at the Old County Road Intersection leading to Highway 1 (possibly a few car lengths) Also, there will be more vehicles entering Rockaway Beach Avenue from the east to gain access to Highway 1 furthering the Traffic Nightmare.

Old County Road and Rockaway Beach Avenue are very Short and Narrow roads unable to accomodate substantially more vehicles going to and coming from a proposed expanded Holiday Inn Express. There is no additional land to expand either Rockaway Beach Avenue or Old County Road to assist in increased vehicle usage. The increased number of vehicles coming to and from the proposed Holiday Inn Express will only cause a Traffic Catastrophe and vehicle accidents.

The Deficiencies of Old County Road and Rockaway Beach Avenue as stated above CANNOT BE CORRECTED.

For the Foregoing Reasons, the proposed expansion of the Holiday Inn Express and proposed demolition of the building at 290 Rockaway Beach Avenue, DOES SUBSTANTIALLY NEGATIVELY IMPACT THE ENVIRONMENT, SURROUNDINGS, PEOPLE IN THE VICINITY AND THE THOUSANDS OF VEHICLES OCCUPIED BY THOUSANDS OF PEOPLE DRIVING THROUGH THE ROCKAWAY BEACH AND HIGHWAY 1 INTERSECTION DAILY.

As the ENVIRONMENT IS SUBSTANTIALLY NEGATIVELY IMPACTED, the proposed expansion of Holiday Inn Express SHOULD NOT BE PERMITTED TO PROCEED.

Ken Aronovsky  
Steve Aronovsky  
#650-266-8200

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PACIFICA ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE EXPANSION OF THE HOLIDAY INN EXPRESS AT 519 NICK GUST WAY (APN 022-024-250 & -270 & -280)**

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Initiated: N.D. Patel

**WHEREAS**, an application has been submitted to expand an existing 38-room Holiday Inn Express with 44 guest rooms, 2,010 square feet of retail space and additional parking on a 32,704 square foot parcel on property classified C-1, Neighborhood Commercial; and

**WHEREAS**, a Mitigated Negative Declaration has been prepared, publicized, and reviewed in accordance with applicable law and, together with the Planning Commission Staff Report of August 19, 2013, including Findings and Conditions of Approval contained within the latter, constitutes an adequate, accurate, objective, and complete Mitigated Negative Declaration in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State CEQA guidelines;

**WHEREAS**, on August 19, 2013 the Planning Commission did hold a duly noticed public hearing to consider the Mitigated Negative Declaration and the proposed development; and

**WHEREAS**, the Mitigated Negative Declaration for the subject project consists of the Initial Study dated April 3, 2012, and the Mitigation Monitoring and Reporting Program attached as Exhibit "A", and the Planning Commission staff report and minutes of August 19, 2013; and

**WHEREAS**, detailed plans, the Mitigated Negative Declaration, additional information and record of the proceedings regarding action on the subject project are available for public review in the Planning and Economic Development Department, 1800 Francisco Boulevard, Pacifica; and

**WHEREAS**, the Planning Commission has independently reviewed and analyzed the Mitigated Negative Declaration and considered the information contained therein prior to adopting the Mitigated Negative Declaration; and

**WHEREAS**, the information and analysis contained in the Mitigated Negative Declaration reflect the City's independent judgment as to the environmental consequences of the proposed project;

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Pacifica does hereby adopt the Mitigated Negative Declaration for the expansion of the Holiday Inn Express, adopt the Mitigation Monitoring and Reporting Plan, attached hereto as Exhibit "A".

\* \* \* \* \*

**PASSED AND ADOPTED** at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 19<sup>th</sup> day of August 2013.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

\_\_\_\_\_  
Chuck Evans, Chair

ATTEST:

\_\_\_\_\_  
George White, Planning Director

APPROVED AS TO FORM:

\_\_\_\_\_  
Michelle Kenyon, City Attorney



## IV. MITIGATION MONITORING PROGRAM

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### MITIGATION MONITORING PROGRAM PROCEDURES

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). The City of Pacifica (the "City") is the Lead Agency for the proposed expansion of the Holiday Inn Express and is therefore responsible for enforcing and monitoring the mitigation measures in this Mitigation Monitoring Program (MMP).

A Mitigated Negative Declaration has been prepared to address the potential environmental impacts of the project. Where appropriate, this environmental document identified project design features or recommended mitigation measures to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur. This MMP is designed to monitor implementation of the required mitigation measures and conditions set forth for project approval for the proposed project as identified in the Mitigated Negative Declaration. The mitigation measures as well as the conditions set forth for project approval are listed and categorized by either Section and/or impact area, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored:
  - Pre-Construction, including the design phase
  - Construction
  - Operation (post-construction)
- Implementing Party, the party responsible for implementing the mitigation measure.
- The Enforcement Agency, the agency with the power to enforce the mitigation measure.
- The Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

The MMP for the proposed project will be in place throughout all phases of the project. The project applicant shall be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide certification, as identified below to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City will be used as the basic

foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

Generally, each certification report will be submitted to the City in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The City shall assure that project construction occurs in accordance with the MMP. Departments listed below are all departments of the City unless otherwise noted.

## **BIOLOGICAL RESOURCES**

### ***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).

<b>Monitoring Phase</b>	Pre-Construction/Construction
<b>Implementing Party</b>	Applicant/Bat Specialist CDFG <sup>1</sup>
<b>Enforcement Agency</b>	Planning and Economic Development Department
<b>Monitoring Agency</b>	Planning and Economic Development Department

## CULTURAL RESOURCES

### *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.

<sup>1</sup> California Department of Fish and Game.



- 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.

<b>Monitoring Phase</b>	Applicant/Native American Monitor/Archaeologist
<b>Implementing Party</b>	Applicant/Contractor
<b>Enforcement Agency</b>	Planning and Economic Development Department
<b>Monitoring Agency</b>	Planning and Economic Development Department

**HYDROLOGY & WATER QUALITY**

***Mitigation Measures***

- 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.
- Fiber rolls shall be placed along the down slope 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.

<b>Monitoring Phase</b>	Pre-Construction/Construction
<b>Implementing Party</b>	Applicant/Contractor/RWQCB
<b>Enforcement Agency</b>	Planning and Economic Development Department
<b>Monitoring Agency</b>	Planning and Economic Development Department

**NOISE**

***Mitigation Measures***

- 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.

**Monitoring Phase**

**Implementing Party**

**Enforcement Agency**

**Monitoring Agency**

Construction

Applicant/Contractor

Planning and Economic Development Department

Planning and Economic Development Department

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
PACIFICA APPROVING SITE DEVELOPMENT PERMIT (PSD-784-13), FOR  
THE EXPANSION OF THE HOLIDAY INN EXPRESS AT 519 NICK GUST  
WAY, SUBJECT TO CONDITIONS**

---

Initiated by: N.D. Patel

**WHEREAS**, an application has been submitted to expand an existing 38-room Holiday Inn Express with 44 rooms, 2,010 square feet of commercial space and additional parking on a 32,704 square foot parcel on property classified C-1/CZ, Neighborhood Commercial within the Coastal Zone Combining District; and

**WHEREAS**, the Planning Commission has adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the expansion of the Holiday Inn Express; and

**WHEREAS**, the Planning Commission has approved a Specific Plan waiver for parking and floor area ratio; and

**WHEREAS**, the proposal will not create inconvenient traffic patterns or parking accessibility problems; and

**WHEREAS**, the proposal will provide adequate landscaping; and

**WHEREAS**, the proposed expansion of the hotel will not restrict light or air on the property or other properties in the area, or discourage additional development in the area; and

**WHEREAS**, the Planning Commission finds that the proposal will enhance the design variety and will not affect the surrounding natural environment; and

**WHEREAS**, the Planning Commission finds that the proposed expansion of the Holiday Inn Express would be consistent with the City's Design Guidelines, Local Coastal Land Use Plan, Zoning Code and uses permitted under the Specific Plan;

**WHEREAS**, the proposed site is physically suitable for the type and density of development, the proposed project will cause no substantial environmental damage, and no public health problems will result from development of the subject parcels; and

**WHEREAS**, the proposed site is surrounded by other pre-existing commercial and multi-family residential development, and the development will be compatible with the surrounding neighborhood, which consists of hotels to the west, highway right-of-way to the east, and a combination of commercial and residential uses to the north; and



**WHEREAS**, the proposed development will not be detrimental to the present or potential surrounding land uses; and

**WHEREAS**, the existing streets in the area of the proposed Project are adequate to carry anticipated traffic related to the Project, and the estimated traffic generation from the expansion of the hotel will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Pacifica does hereby approve the Site Development Permit, subject to conditions of approval incorporated into the August 19, 2013 Planning Commission Staff Report.

\* \* \* \* \*

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 19th day of August 2013.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

\_\_\_\_\_  
Chuck Evans, Chair

ATTEST:

\_\_\_\_\_  
George White, Planning Director

APPROVED AS TO FORM:

\_\_\_\_\_  
Michelle Kenyon, City Attorney

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
PACIFICA APPROVING USE PERMIT (UP-028-13), FOR THE EXPANSION OF  
THE HOLIDAY INN EXPRESS AT 519 NICK GUST WAY, SUBJECT TO  
CONDITIONS**

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Initiated by: N.D. Patel

**WHEREAS**, an application has been submitted to expand an existing 38-room Holiday Inn Express with 44 rooms, 2,010 square feet of commercial space and additional parking on a 32,704 square foot parcel on property classified C-1/CZ, Neighborhood Commercial within the Coastal Zone Combining District; and

**WHEREAS**, the Planning Commission has adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the expansion of the Holiday Inn Express; and

**WHEREAS**, the Planning Commission has approved a Specific Plan waiver for parking and floor area ratio; and

**WHEREAS**, the proposed hotel expansion will not, under the circumstances of the particular case, be detrimental to the health, safety and welfare of the persons residing or working in the neighborhood or to the general welfare of the City.

**WHEREAS**, the proposed hotel expansion is consistent with the applicable provisions of the General Plan and other applicable laws of the City and, where applicable, the Local Coastal Plan.

**WHEREAS**, the proposed hotel expansion is consistent with the City's adopted Design Guidelines.

**WHEREAS**, the proposed site is physically suitable for the type and density of development, the proposed project will cause no substantial environmental damage, and no public health problems will result from development of the subject parcels; and

**WHEREAS**, the proposed site is surrounded by other pre-existing commercial and multi-family residential development, and the development will be compatible with the surrounding neighborhood, which consists of hotels to the west, highway right-of-way to the east, and a combination of commercial and residential uses to the north; and

**WHEREAS**, the proposed development will not be detrimental to the present or potential surrounding land uses; and

**WHEREAS**, the existing streets in the area of the proposed Project are adequate to carry anticipated traffic related to the Project, and the estimated traffic generation from

the expansion of the hotel will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Pacifica does hereby approve the Use Permit, subject to conditions of approval incorporated into the August 19, 2013 Planning Commission Staff Report.

\* \* \* \* \*

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 19th day of August 2013.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

\_\_\_\_\_  
Chuck Evans, Chair

ATTEST:

\_\_\_\_\_  
George White, Planning Director

APPROVED AS TO FORM:

\_\_\_\_\_  
Michelle Kenyon, City Attorney



**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
PACIFICA APPROVING COASTAL DEVELOPMENT PERMIT (CDP-338-13),  
FOR THE EXPANSION OF THE HOLIDAY INN EXPRESS AT 519 NICK GUST  
WAY, SUBJECT TO CONDITIONS**

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Initiated by: N.D. Patel

**WHEREAS**, an application has been submitted to expand an existing 38-room Holiday Inn Express with 44 rooms, 2,010 square feet of commercial space and additional parking on a 32,704 square foot parcel on property classified C-1/CZ, Neighborhood Commercial within the Coastal Zone Combining District; and

**WHEREAS**, the Planning Commission has adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the expansion of the Holiday Inn Express; and

**WHEREAS**, the Planning Commission has approved a Specific Plan waiver for parking and floor area ratio; and

**WHEREAS**, the proposed hotel expansion is in conformity with the City's certified Local Coastal Program; and

**WHEREAS**, the proposed hotel expansion is in conformity with the public recreation policies of Chapter 3 of the California Coastal Act; and

**WHEREAS**, the proposed site is physically suitable for the type and density of development, the proposed project will cause no substantial environmental damage, and no public health problems will result from development of the subject parcels; and

**WHEREAS**, the proposed site is surrounded by other pre-existing commercial and multi-family residential development, and the development will be compatible with the surrounding neighborhood, which consists of hotels to the west, highway right-of-way to the east, and a combination of commercial and residential uses to the north; and

**WHEREAS**, the proposed development will not be detrimental to the present or potential surrounding land uses; and

**WHEREAS**, the existing streets in the area of the proposed Project are adequate to carry anticipated traffic related to the Project, and the estimated traffic generation from the expansion of the hotel will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Pacifica does hereby approve the Coastal Development Permit, subject to

conditions of approval incorporated into the August 19, 2013 Planning Commission Staff Report.

\* \* \* \* \*

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 19th day of August 2013.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

\_\_\_\_\_  
Chuck Evans, Chair

ATTEST:

\_\_\_\_\_  
George White, Planning Director

APPROVED AS TO FORM:

\_\_\_\_\_  
Michelle Kenyon, City Attorney

**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
PACIFICA APPROVING VARIANCE (PV-509-13), FOR THE EXPANSION OF  
THE HOLIDAY INN EXPRESS AT 519 NICK GUST WAY, SUBJECT TO  
CONDITIONS**

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Initiated by: N.D. Patel

**WHEREAS**, an application has been submitted to expand an existing 38-room Holiday Inn Express with 44 rooms, 2,010 square feet of commercial space and additional parking on a 32,704 square foot parcel on property classified C-1/CZ, Neighborhood Commercial within the Coastal Zone Combining District; and

**WHEREAS**, the Planning Commission has adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the expansion of the Holiday Inn Express; and

**WHEREAS**, the Planning Commission has approved a Specific Plan waiver for parking and floor area ratio; and

**WHEREAS**, because of special circumstances applicable to the property, including size, shape, topography, location, or surroundings, the strict application of the provisions of the Zoning Code deprives such property of privileges enjoyed by other property in the vicinity and under an identical zoning classification;

**WHEREAS**, the granting of the variance will not, under the circumstances of the particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the subject property and will not, under the circumstances of the particular improvements in the area; and

**WHEREAS**, the expansion of the hotel application is consistent with the City's adopted Design Guidelines; and

**WHEREAS**, the proposed hotel expansion is consistent with the applicable provisions of the Local Coastal Plan; and

**WHEREAS**, the proposed site is physically suitable for the type and density of development, the proposed project will cause no substantial environmental damage, and no public health problems will result from development of the subject parcels; and

**WHEREAS**, the proposed site is surrounded by other pre-existing commercial and multi-family residential development, and the development will be compatible with the surrounding neighborhood, which consists of hotels to the west, highway right-of-way to the east, and a combination of commercial and residential uses to the north; and



**WHEREAS**, the proposed development will not be detrimental to the present or potential surrounding land uses; and

**WHEREAS**, the existing streets in the area of the proposed Project are adequate to carry anticipated traffic related to the Project, and the estimated traffic generation from the expansion of the hotel will not create a hazardous or inconvenient vehicular or pedestrian traffic pattern.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Pacifica does hereby approve the Variance, subject to conditions of approval incorporated into the August 19, 2013 Planning Commission Staff Report.

\* \* \* \* \*

Passed and adopted at a regular meeting of the Planning Commission of the City of Pacifica, California, held on the 19th day of August 2013.

AYES, Commissioners:

NOES, Commissioners:

ABSENT, Commissioners:

ABSTAIN, Commissioners:

\_\_\_\_\_  
Chuck Evans, Chair

ATTEST:

\_\_\_\_\_  
George White, Planning Director

APPROVED AS TO FORM:

\_\_\_\_\_  
Michelle Kenyon, City Attorney

**MINUTES**

**CITY OF PACIFICA  
PLANNING COMMISSION  
COUNCIL CHAMBERS  
2212 BEACH BOULEVARD**

August 19, 2013

7:00 p.m.

Chair Evans called the meeting to order at 7:00 p.m.

**ROLL CALL:** Present: Commissioners Brown, Cooper, Gordon, Campbell,  
Nibbelin, Vaterlaus and Chair Evans  
Absent: None

**SALUTE TO FLAG:** Led by Commissioner Cooper

**STAFF PRESENT:** Planning Director White  
Associate Planner Diaz

**APPROVAL OF ORDER  
OF AGENDA** Commissioner Gordon moved approval of the Order  
of Agenda; Commissioner Cooper seconded the motion.

The motion carried 7-0.

Ayes: Commissioners Brown, Cooper, Gordon, Campbell,  
Nibbelin, Vaterlaus and Chair Evans  
Noes: None

**APPROVAL OF  
MINUTES:  
JULY 15, 2013** Commissioner Nibbelin moved approval of the  
minutes of July 15, 2013; Commissioner Vaterlaus  
seconded the motion.

The motion carried 7-0.

Ayes: Commissioners Brown, Cooper, Gordon, Campbell,  
Nibellin, Vaterlaus and Chair Evans  
Noes: None

**DESIGNATION OF LIAISON TO CITY COUNCIL MEETING OF AUGUST 26, 2013:**

Planning Director White wasn't sure whether the Council was even having that second meeting in August since they normally cancel that meeting every year. They had reinstated that meeting, and he wasn't sure if it was actually being held. However, he didn't believe there were any Planning Commission items on the agenda even if it does occur.

**CONSENT ITEMS:**

None.

**PUBLIC HEARINGS:**

PSD-784-13  
UP-028-13  
CDP-338-13  
PV-509-13

**ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND ADOPTION OF MITIGATION MONITORING PROGRAM, AND APPROVAL OF A SITE DEVELOPMENT PERMIT, PSD-784-13, USE PERMIT, UP-028-13, COASTAL DEVELOPMENT PERMIT, CDP-338-13, VARIANCE, PV-509-13 AND A WAIVER OF SPECIFIC PLAN DEVELOPMENT PROVISIONS REGARDING PARKING AND FLOOR AREA RATIO (FAR),** filed by N. D. Patel, property owner, to expand an existing 38-room Holiday Inn Express located at 519 Nick Gust Way (APN: 022-024-250 & -270 & -280). 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, nine bicycle parking spaces and four motorcycle parking spaces. Other improvements/additions include a meeting room, greet room, fitness area, storage facilities and new bathrooms. The overall height of the proposed addition would be approximately 44 feet, 7 inches. For aesthetic purposes, a tower on the corner of Rockaway Beach and Old County Road with an overall height of 50 feet, 3 inches is also featured. The project is located in the Coastal Zone. Recommended CEQA status: Mitigated Negative Declaration has been prepared for adoption.

Commissioner Vaterlaus stated that, because of the proximity of her office to this project, she was recusing herself.

Assoc. Planner Diaz presented the staff report.

Commissioner Gordon asked whether the Coastal Commission would have a say in anything regarding the project once the Planning Commission and Council have approved the project.

Planning Director White clarified that, in this case, the Planning Commission was the City's decision making authority although it could be appealed to the City Council by an interested citizen or the Coastal Commission itself could appeal it to the Coastal Commission. He reiterated that there were two possible appeals at two different times and they occasionally find themselves in this situation.

Commissioner Gordon then assumed that, if the Coastal Commission appealed it to themselves, they would have a say over what happens with the project.

Planning Director White explained that there would be a public process to determine what their concerns were, and they would be doing this but in front of the Coastal Commission.

Commissioner Gordon stated that he was just trying to get a sense of the pecking order.



Planning Director White stated that it would get interesting if there was an appeal to both bodies, as it would happen during the same appeal period and they weren't sure how they would sort it out, but they would have to figure it out.

Commissioner Cooper referred to the previous project approved, which was an office development with 26 parking spaces that were approved. Now, they were asking for 34 on this application, which he concluded was part of the 26.

Planning Director White agreed that was what was approved but it was never built. They received a waiver for the 26 parking spaces and would have been required to pay an in lieu fee for them but it was never paid.

Commissioner Cooper acknowledged that the fee would have to be paid for those parking spaces. He asked where the fee went and how it was determined to spend the money.

Planning Director White explained that the fee would go into an in lieu parking fee fund and that money was intended to pay for or supplement efforts to increase public parking in the area.

Commissioner Cooper asked for confirmation that it specifically goes for parking in that specific area.

Planning Director White responded affirmatively.

Commissioner Cooper asked if there were funds in that current account.

Planning Director White did not know what the exact balance was at this time, but there were other projects that have paid in lieu fees.

Commissioner Nibbelin stated that, while this might be more appropriately directed to the applicant, he referred to the specific plan for Rockaway Beach which includes a preference for development that provides public recreational opportunities and that this proposed hotel would provide visitor serving commercial uses. He asked what the current vacancy rates were for present facilities in the area.

Planning Director White agreed that the applicant would have better information.

Chair Evans referred to the staff report mentioning that the clock tower was at 54-foot height. He asked the height of the Lighthouse Hotel tower and Pacifica Motor Inn tower.

Assoc. Planner Diaz stated that the Pacifica Motor Inn tower was approximately 48 feet and, for the Lighthouse Hotel tower, he stated that the building at the top of the parapet was 45 feet and the tower was probably another 10-12 feet.

Commissioner Nibbelin mentioned that he had the opportunity to meet with Mr. Patel the previous Thursday and they spoke about the project.

Commissioner Cooper stated that he also had a conversation with N.D. Patel earlier in the afternoon regarding the project.

Jim Rato, RYS Architects, on behalf of N.D. Natubhai, more specifically Mr. N. D. Patel, owner. He briefly explained the history of Mr. Patel's dream to expand the hotel, giving some of the evolving considerations in regard to the creek and the community. It was communicated to Mr. Patel that it would be nice to do something about the property at the corner of Rockaway and Old County Road, as well as the wish of the hotel group that owns Holiday Inn Express to expand to more than normal size. He believed that the project will add to the beautification of the area and have the effect of improvement to the community. He explained their efforts in expanding parking, as well as the importance of retail being in the corner of the property to provide a recreational venue, mentioning businesses in the area that expressed excitement about leasing space. He mentioned that they intended to continue the same design that was there before, such as the gable roof and similar materials. He mentioned that the color could be adjusted. He concluded by stating that he was available for any questions.

Commissioner Brown referred to the issue raised of occupational rates, as well as the 24 parking spaces for 44 guest rooms in relationship to the ratio typically being 1 to 1. He asked for his thoughts on how the parking needs of the hotel will mesh with the rest of the community at Rockaway Beach.

Mr. Rato stated that the traffic engineer had requested a history of occupancy in the last three years, which averaged 60-70% throughout the year, with rare times of full occupancy. He stated that, historically, a successful hotel has to have an average of 60-80% occupancy and it takes time to get up to that level and harder following an economic downturn which we have had for the last few years. He added that Mr. Patel has been lucky that he has a premium spot, with the beach and the park attractive to loyal customers. They believe it will continue to generally be about 60-70% occupancy. They realized that they were providing a portion of a 1 to 1 requirement and should have as much parking as the 82 rooms. He stated that, at this point, Mr. Patel was requesting some in lieu fees. They have observed that the parking along the Old County Road remains mostly empty, especially in the evening since most of the businesses close at 5:00 or 6:00 p.m. when most customers are coming to the hotel. He also mentioned that many customers travel between the hotel and airport via shuttle or taxi, especially disabled customers. He also stated that this addition will upgrade the accessibility for disabled customers. He mentioned other possibilities, such as reciprocal agreements with neighbors with parking amenities or valet parking. He reminded them that there was a ramp up stage to new businesses which can range from six months to two years.

Commissioner Cooper asked if Mr. Patel was present.

Mr. Rato stated that he was present.

Commissioner Cooper stated that he spoke to him on the phone. He asked for an explanation of discussions they had with the retail portions of the project regarding what they will put there and the approximate square feet.

Mr. Rato stated that the retail space was approximately 2,000 sq. feet inside the walls. They have allotted six spaces per the Planning Code. He stated that Mr. Patel talked to a lot of the neighbors in the community. They also spoke with the Chamber of Commerce and other existing businesses. He thought the opportunity to grab the corner spot was strong because it was the gateway to the Rockaway community, mentioning some of the positive aspects. He mentioned proposed public signage with the hotel, a secondary signage, as well as a large video screen,

although it was deemed a possible distraction to fast moving traffic. He added that some of the business owners were present.

Commissioner Cooper asked, with this including retail, whether bike parking was included in the interior or exterior of the development.

Mr. Rato stated that they have provided parking spots in two areas of the entrances of new parking toward the northerly side and would accommodate 6-8 bicycles, which did not exclude adding more in other areas.

Commissioner Cooper referred to speaking to Mr. Patel on photovoltaic or green type construction, and he asked for an explanation of what was involved.

Mr. Rato stated that they were aware of Pacifica's green building code dictating the use of LEED rating at gold level. He felt it was a tough order, but Mr. Patel was committed to getting there. He mentioned that it required a much higher efficiency of energy usage, as well as generation of power within the property. He stated that the photovoltaic was possible on the roof, adding that there were other technologies that can be used to achieve the efficiency that the gold rating requires. He agreed that photovoltaic was possible, although they will probably run into not having enough roof space to take care of a good portion of the energy required to run such a business. He added that they have the natural enemy of the fog as an obstruction to the panel which would degrade the ability to produce power to a sufficient level.

Commissioner Cooper thought it sounded as though they have explored it and he wanted to be sure they had looked at that.

Mr. Rato responded affirmatively, adding that between LEED and Cal Green, they had explored everything they could put in the building.

Commissioner Cooper stated that he had a couple of concerns, although he acknowledged that they were in the early stages of the project. He referred to the runoff into the basins, and he was concerned that it was sufficient due to the increased building size to accommodate all the water coming off the roof.

Mr. Rato thought he could bring the civil engineer of the project, Javier Chavarria, to help answer that.

Javier Chavarria of JC Engineering, stated that the drainage solutions proposed have been thought through very carefully. He explained that the extensive amount of roof involved the creation of flow through planters, bioswells and holding tanks, and now San Mateo County required complying with a program called Bay Area Hydrology Model, which states that you need to put out as much water on the street post development as pre development, then mentioned some of the specific processes which minimizes the outflow.

Commissioner Cooper stated that, in the garage area, there was usually a lot of oil coming off the cars, and he asked if there was an oil/water separator.

Mr. Chavarria stated that, in the covered parking area, drainage will be minimum but any water generated would be separated.



Commissioner Cooper referred to the off street parking and use of the parking in the front of the building, and he asked if they were considering putting lighting to assist with pedestrian traffic during night time hours, or were they concentrated on only their project.

Mr. Rato stated that the Public Works staff commented that they should be providing a light pole near the corner of Rockaway and Old County Road. He thought it might make the corner so bright to have one on the Rockaway side. They thought there would be two light poles flanking the corner. He stated that they weren't required to do a photometric sight plan telling the light level. It was something they could do, but they thought at this point it would be adequate to add a light fixture to match.

Commissioner Cooper commented that they had proposed a bunch of bollard lighting along the sidewalk area to keep the pedestrian aware, as well as animals that are in the area.

Mr. Rato mentioned the northerly addition and thought that would be an opportunity to put sidewalk bollards.

Commissioner Campbell thought the project works in the space. He asked if they were familiar with the Calera Parkway proposed project.

Mr. Rato stated that he was not.

Commissioner Campbell stated that there was a potential for a 25-foot expansion of Highway 1 into the Rockaway business area, and he wondered what would happen to the potential parking spaces.

Planning Director White stated, for clarification, that they looked at the plans, which were conceptual drawings at this point, and the scale wasn't that useful relative to the project, but they looked at the area adjacent to and between the highway and the Old County Road where there were parking spaces. According to those plans, the improvements stopped short of those spaces and those spaces would presumably remain intact.

Chair Evans referred to 400 Old County Road where, in 1998, there were 29 spaces approved as a waiver, and he asked what building that was.

Assoc. Planner Diaz stated that it was a commercial building at the northern end of Old County Road that was constructed with no parking. He stated that it was the building where the Grape in the Fog was.

Chair Evans concluded that they were waived for the 29 spaces.

Assoc. Planner Diaz responded affirmatively.

Chair Evans opened the Public Hearing.

Jim Heldberg, 1335 Aspen, stated that he was the owner of the Segway store in Rockaway Beach. He stated that he had the pleasure of working with Mr. Patel for a couple of years. He didn't know about the building codes, but he felt that the work Mr. Patel has done with the hotel was nothing short of excellent, and they have a history of excellence for his work and they can judge

the future of his operation based on the excellence in the past. He was present to enthusiastically recommend that they approve this project. He also felt it matched the recommendations coming through the Economic Development Committee to turn Rockaway Beach into a center of activity for Pacifica. This project fits nicely there which was another good reason for approving it. He did object to the colors. He thought they might be able to find other, softer colors that might blend in nicer with the existing building.

Tom Clifford, 1122 Sheila Lane, stated that he was present to recommend that they go ahead with this project. He stated that he spent a great deal of time with Mr. Patel on his plans. He felt it was a good project. While there were some concerns about the tower and its height, he felt there were other towers in the area that added to the area so they don't wind up with a bunch of square boxes. He felt it was an architectural feature that should be kept with the project. Regarding the in lieu parking, he agreed that it was hard to understand but his clients were not going to be there at the same time that the other businesses were operating and felt the parking could be shared. He recommended that they approve the project.

Chuck Gust, 100 Rockaway Beach, of Nick's Restaurant, stated that they were in favor of the projects, adding that the aesthetics and color were what the Commission would have to deal with. He mentioned that they know Mr. Patel as a neighbor and they would like to see something happen on that corner. He referred to the past when the concept in Rockaway Beach was the tail wagging the dog as the quarry was going to be developed, and every project coming before the Commission and Council included in lieu fees. He thought that, over the past ten years, almost 50 parking spaces have been given up. He felt it was at a point where Rockaway was getting squeezed with Nick's winding up being the easiest target. He didn't want to see Rockaway turn into a gated lot, since we were the coast and people came here to get away from those situations. He stated that previously they had tried to put in second deck parking, but it went away. He stated that, with the Highway 1 widening, he would like to see this project be the last of the projects before the Highway 1 widening and someone proposes to add more parking on Old County Road. He stated that both of the parking lots in the north and south should take some of the TOT or in lieu fees and they should be lit up to allow people to walk across the bridge and stroll around the area. He stated that other coastal communities do it and there was no reason Pacifica can't do it, adding that on a gorgeous September/October night, we were as nice a place to be as any of the places down south.

Courtney Conlon, Chamber of Commerce, stated that, over the past few years, the Chamber has done everything to promote Pacifica as a tourist destination. They were proud of their efforts and felt it would be even more exciting. At this point Pacifica only has 290 hotel rooms for tourists and, with the proposed project, she felt it was exciting. The design was nice and it was equivalent to a beach community just as any other beach community, and we can definitely see a lot of things done right if we take a step back and look at what we want to do in promoting Pacifica. She stated that the consultants came back with an excellent report for the Economic Development Plan, with one recommendation being to promote Rockaway as a tourist destination. She added that it was our tourist hub and it goes in line with making the proposed retail space as a great use and the design will complement the area. She stated that, regarding the parking, in the big plan and looking at Rockaway Beach as a tourist destination, if adopted, both the north and south lots of Rockaway should be well lit, more accessible with better security so people will know when coming to Pacifica that Rockaway is the destination with a lot of parking. She was looking forward to being one of the first to take a sledgehammer to the old building.

Marty Cerles, 105 Rockaway Beach, stated that he was the General Manager of the Best Western Lighthouse Hotel. He mentioned that you would think he was there to vote against it, but he wasn't. He felt that Rockaway Beach and Pacifica need more hotel rooms. He mentioned that they have 97 rooms on the coast and do well, but they turn away people constantly on weekends and during the summer in general. He assumed everyone knows what the TOT tax does for the city, and it will increase dramatically with an extra 40 rooms. He also liked the idea of having retail with more reasons for people to come to Rockaway to shop. He agreed with most people about parking, adding that it will be an issue. He mentioned that his hotel has plenty of parking, but they do see people coming into their parking area. He hoped they would look at the parking for the future and increase it to make it more accessible.

Beth Lemke, Pacifica, stated that she did not prepare anything and was not as eloquent as Mr. Cerles but, as owner of Grape in the Fog, she was in support of the project. She also believes that the retail space was unparalleled for the location, and it was the perfect spot to attract tourists. She stated that about 50% of her customer base was visitors to Pacifica, adding that she gets many people discovering Pacifica for the first time. She stated that a number of people see that, being so close to SFO, it was a great place to stay overnight with all the amenities. She supports the project and agreed we needed more hotel rooms and we certainly need more of a tax base. She was also looking forward to the retail space being open.

Frank Vella, 263 Marvilla Circle, stated that he was a resident as well as a real estate broker. He stated that he has seen Mr. Patel's operation and thought he ran a great business. He was involved with the community in a positive way. He was the listing realtor for the property, mentioning that there was a lot of interest in the property with varying ideas, but no one was as qualified, experienced, or had as much ability or drive as Mr. Patel. He felt the project fits the property perfectly, was a great project and he encouraged them to move it forward.

Javier Chavarria, Pacifica, stated that, while he was the engineer on the project, he was not speaking as part of the development team but as a long-time resident of Pacifica. He thought Pacifica's most important asset was its beauty. He thought we should think of ourselves as a tourist destination to make our budget better. He asked what would be better than a project of this nature to help Pacifica achieve that goal. He felt more quality hotels located in an area such as Rockaway would be a tremendous improvement for our community and our economy and make us all proud. It has his support and hopes it has the Commission's as well.

Chair Evans closed the Public Hearing.

Commissioner Cooper thanked everyone for their comments, adding that it was wonderful to see neighboring businesses supporting a fellow business even though they were in competition. He also reiterated the importance of the parking situation. He acknowledged that there was parking available now, but he agreed with the speaker that mentioned that, with future development, there might not be so much free parking. He thought people would feel more comfortable using the other parking if they developed them from a safety standpoint.

Commissioner Gordon also thanked everyone for their comments. He stated that it was a big project with a lot of issues. He mentioned the Coastal Commission's concerns about the buffer zone between a riparian corridor such as the creek and new construction. He mentioned that with this, they had about a three-foot buffer. He mentioned the assisted living center project on



Oddstad which was an analogous situation with a creek next to a proposed construction with a lot of debate about the buffer zone. He didn't recall if they agreed on 50 feet.

Planning Director White stated that he thought it varied but, on average, it was less than 50 feet.

Commissioner Gordon commented that on this project, they have three feet, but it was a different project. He felt it was different because of the footprint that was already there with the Holiday Inn already abutting the creek with very little space. He mentioned that the yellow house that will be demolished was also up against the creek. He reiterated that this was a very different situation with preexisting structures. He mentioned that the negative declaration addressed mitigation, stating that they will take care of the creek. He thought, if the Coastal Commission felt strongly about it, they were the experts and can take it up themselves. He stated that he would not use that as a basis to object to the project. He was comfortable with the buffer zone even though it was only three feet. He agreed with everyone that the commercial space on the corner was a great idea, adding that he personally liked the colors of the project. He felt the biggest issue was the parking. He would have liked to have more parking provided and less rooms, but the issue for him was that the in lieu fees were so low. He felt the going rate was something like \$15,000 to \$20,000 in neighboring communities, adding that the reason we don't have it updated was because originally we didn't tie it to any inflation adjuster which he thought was a big mistake. He acknowledged that it was a City Council issue, but he felt they were missing out in at least \$300,000 of in lieu fees they would have had with an updated cost factor. He stated the applicant was getting a great deal. He was also troubled about the issue of the highway widening raised by Commissioner Campbell. He understood that it comes close but most likely will not affect the parking spaces but he felt the parking plan depended on those 17 spaces being available. He felt a concern for the businesses in Rockaway, if they approved the plan on the assumption of those spaces being available and then they are not. He was also concerned that the architect had not heard about the Calera Creek widening plan which he thought should be a contingency in the back of their minds. He then acknowledged that it was an area that sorely needed development, mentioning that they have been through this before with this parcel but the plans never went anywhere. He thought this was likely to get built and he was excited about it. He was strongly in favor of it even though it raises ancillary issues. He felt the City Council needed to look at the in lieu parking issue. He concluded that the project has his strong support.

Commissioner Brown agreed that the parking was an issue for the City. He would definitely see room for an analysis of the in lieu fees totalling 50 spots to date in Rockaway. He thought this was a great development, because this Holiday Inn Express has won awards for being well run and it was a local business investing more in Pacifica. He thought there might be room with the in lieu fees for a public/private partnership to address one of the concerns around addressing creating and enhancing public access, including what the property developer was doing with benches, etc. He thought there might be an opportunity for the City to enhance public access, such as with increased lighting. He mentioned the parking spots at risk because of Calera Creek, and he would like to see the City have a plan to ensure that, as they build out Rockaway as a focal point, there is parking to support that. Then, referring to the riparian setback, he recalled the Oddstad facility. If they followed the letter of the law, it wouldn't have been only that facility that almost couldn't be built because of the setback, but neighboring homeowners would have had to take action. He felt this was an impaired creek and he would like to see more effort going toward restoring the creek where possible and the main plan should be a 100 foot setback where possible. He acknowledged that there was already development that set a precedent. He didn't think this project was making it worse but had the potential to make it better where feasible.

Commissioner Campbell stated that he liked the project and will support it unless he hears something radically different. He mentioned that he was a commissioner when they had a study session and appreciated the efforts made toward creek protection. He thought the design was boxy at first but was now a more nuanced project, especially with the addition of the tower. He appreciated that and felt the study session really paid off. He thanked the applicant for taking some of the comments to heart during that study session. He noted that they have looked at this and thought it would not affect the parking spaces. He asked if they could take another look at it.

Planning Director White said that they could look at it further but reiterated that he actually looked at the plans today following their conversation. He agreed that they could and should look into it further because he agreed that it was in the City's interest to keep those spaces.

Commissioner Campbell didn't want to impede or cause more delay for this project, and he felt it was incumbent on the City to take a look at it. He mentioned that, looking at the plan and the Calera Parkway expansion, he thought that would go 20-25 feet. He mentioned the final EIR referring to other alternatives and they didn't know what alternative would get picked, but all go through the area and most will definitely go 20-25 feet into the frontage area in front of the hotel and could impact the parking spaces. He was also concerned about going further than the 20-25 feet and bumping in the parking spaces as well as Old County Road. He referred to the potential of 80 feet of concrete off the parkway and he didn't think that was where the City wanted to make its stand. They needed to look at vegetation and screening at the very least if this expansion happens, especially on the southern end because moving the highway closer to the rooms would not be a draw for tourists. He acknowledged that it wasn't the applicant's concern and he would be voting in favor of it, but he felt the City needed to mention these things to the applicant.

Commissioner Nibbelin stated that he wouldn't reiterate all the comments already addressed. He was in support of the project, which he felt was a good project. He thought the staff report and negative declaration were put together well, and he appreciated the care in preparing the documents.

Chair Evans also thanked staff for an excellent report. He thought it was very detailed and was very helpful on a project with a lot of details. He was in favor of the project. He also met with Mr. Patel for a short meeting. He mentioned that the Planning Commission had approved a retail office complex a few years previously with waivers for parking. He felt this project meets the plan much better than the previous plan that was approved, so he didn't have any problem. He mentioned the TOT fees, and the fact that they were adding 100% more rooms which was a plus for the City as well as the hotel. He agreed that parking was an issue, but in the plan, they put as much parking as possible. He felt the applicant was stuck with what he has, and he agreed that the parking needs to be looked at later, but not with this project. He acknowledged that they were continually waiving parking spaces and Mr. Gust has a good point. He didn't want to see him being a cop so they needed to look at that. He also agreed that, if the parkway goes through, they will definitely need to look at it. He asked if they had answered the Coastal Commission's concerns.

Planning Director White felt they had made more than a good faith effort to respond, adding that whether the Coastal Commission felt they had adequately responded was the question. He mentioned that the comment period on the mitigated declaration was some time ago, and the time was spent responding to the concerns stated in the Coastal Commission's letter. He felt the true

test was going to be when the action was taken and they will see how adequately they felt their responses were.

Chair Evans commented that we had to make sure all our t's were crossed and i's dotted. He stated that their other concern was the height of blocking views from the highway. He didn't think it would change the height now, as there were already height issues and they cannot see the hotel next to it now. He didn't see that as an issue, and the tower was lower than the other two so that wasn't an issue. He wasn't going to repeat other Commissioner comments, and he was also in favor of the project.

Planning Director White stated that, before a motion was made, he called attention to the variance resolution where one line was omitted and he asked that Assoc. Planner Diaz read that finding so they have that in the record when the resolution is hopefully adopted.

Assoc. Planner Diaz proceeded to read the correct finding in the variance resolution.

Planning Director White clarified that it was the 5<sup>th</sup> whereas.

Commissioner Gordon moved that the Planning Commission **ADOPT** the attached resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan for the expansion of the Holiday Inn Express attached as an exhibit and move that the Planning Commission **APPROVE** PSD-784-13, UP-028-13, CDP-338-13, PV-509-13, and waiver of Specific Plan development provisions regarding parking and Floor Area Ratio (FAR), subject to condition one (1) through thirty-seven (37) and **ADOPT** the findings contained in the August 19, 2013 staff report and incorporate all maps and testimony into the record by reference, and **ADOPT** the following resolutions: P.C. Resolution for Site Development Permit, P.C. Resolution for Use Permit, P.C. Resolution for Coastal Development Permit, P.C. Resolution for Variance, incorporating the amendment mentioned; Commissioner Campbell seconded the motion.

The motion carried 6-0.

Ayes:	Commissioners Brown, Cooper, Gordon, Campbell, Nibbelin and Chair Evans
Noes:	None
Abstains:	Commissioner Vaterlaus

Chair Evans declared that anyone aggrieved by the action of the Planning Commission has ten (10) calendar days to appeal the decision in writing to the City Council.

Commissioner Vaterlaus returned to the dais.



**CONSIDERATION:**

None.

**COMMISSION COMMUNICATIONS:**

Commissioner Gordon asked if looking at the in lieu parking fees could be a study session.

Planning Director White stated that they have had the conversation before, adding that he was startled when he came to Pacifica and learned that the parking in lieu fees were exactly the same as they were when he was an intern in Pacifica in the 80s. He agreed that, if they had attached a multiplier to the fees, they would be in much better shape. He also mentioned that fees hold a special status in the law and it wasn't a matter of saying that the parking space costs \$15,000 and make that the fee. He explained that they have to go through a nexus process to associate the fee with some nexus for cost relative to something such as infrastructural projects in the Rockaway area. He felt it was not a small undertaking, but it was something that he had been suggesting for a while and he hoped that it would get on the to do list for the Council and filter down to staff. He wouldn't forget about it because he felt the need to deal with it. He also felt it serves another purpose because it also requires the City to come up with a plan for parking as you have to be pointing to some infrastructural plan to have the nexus. It deals with both issues if done correctly.

Commissioner Gordon asked for his recommendation for a good next step.

Planning Director White thought perhaps to raise the issue when the Council does their goal setting discussion which they have every six months or every year. He felt it should have been on the list already, but they will keep asking for it to be on the list.

Commissioner Gordon asked if it would prompt things to have a non-binding resolution from the Planning Commission recommending that they do that.

Planning Director White thought it would be enough to have a letter from the Chair representing the wishes of the Commission and directed to the Council, but they could do one or both of those.

Commissioner Campbell thanked Commissioner Gordon for pursuing that and he urged the Chair to send something. He noted that the environmental impact report and environmental assessment for the state Route 1 Calera Creek Parkway Highway 1 widening project was out and he urged all Pacifica residents to look at it. He stated that it was on the Caltrans website, [www.dot.ca.gov/district4](http://www.dot.ca.gov/district4). He asked staff if they had any agenda hearing with regard to the Highway 1 widening project for the Planning Commission.

Planning Director White stated not that he knows of. He added that they had hard copies of the document, approximately 1000 pages, at various places in the City, including the Planning Department as well as a link to the final EIR on the City's website.

Commissioner Campbell asked if there was any movement for the Council to have the Planning Commission hear anything on this.

Planning Director White stated that he has personally not heard anything.

Commissioner Campbell asked if he had heard anything about the Council having any hearing on this.

Planning Director White stated that he has not heard about any agendized meetings at this point, adding that it was not necessarily that they were not in discussion, but he has not heard of them.

Commissioner Campbell stated that it was his hope that the Council would task the Commission to take a look at this important planning issue, if not the Council. He didn't want to tell them how to do their business, and he would leave it at that.

Chair Evans asked how they go about creating a letter.

Planning Director White stated that it was merely a matter of getting the consensus of the Commission with the nodding of four or more heads and then staff and the chair could work on it together.

Commissioner Nibbelin asked, if it was related to things that they have already discussed, whether it needs to be agendized per the Brown Act.

Planning Director White reiterated that they can do it anyway they like, such as agendizing an item to discuss the contents of a letter or resolution if they would like, but he didn't think it was needed that at this point. He added that, given the concerns and discussions, there was probably enough to warrant drafting a letter. He stated that he worked at their pleasure and in whatever they felt was appropriate and comfortable to the Commission.

Chair Evans stated that he was fine with working staff on a letter.

Commissioner Cooper referred to working with Caltrans in the past on other projects, such as Devil's Slide and other projects, they have been really good to the communities to mitigate any impacts that they might have on some widening projects, but only if you get it in prior to the funding for the projects. He felt that, if they were going to impact the parking spaces, they could ask for some mitigation measures from them to get other parking spaces and provide infrastructure for that. He added that it needs to get in very quickly as they were far along in the process of the environmental impact report and they need some formal resolution saying what they want from them. He felt they tend to be fairly responsive.

Planning Director White stated that he has had the same experience.

#### STAFF COMMUNICATIONS:

None.

#### ORAL COMMUNICATIONS:

Tom Clifford, Pacifica, welcomed to all the new Commissioners. He had a question on the vote of the minutes. He stated that he wasn't sure Commissioner Brown was present at the last meeting. He asked if he had missed that meeting.

Commissioner Brown stated that he missed the meeting but he did not vote.

Mr. Clifford stated that it came up on the monitor as him voting.

Commissioner Brown stated that, if he had inadvertently voted, he hadn't meant to because he definitely had not been in attendance at that meeting.

Mr. Clifford then stated that, in terms of parking, he can talk but the Commissioners cannot or they will get into a Brown Act violation. He stated that former Commissioner Leon and he have talked about this for years, with former Planning Director Crabtree, Planning Director White, the City Manager, and they were hopeful that something will happen. He understood that the central parking lot was closed at night, and he suggested placards distributed to the businesses to hang on windshields like a handicapped placard allowing them to park in that parking lot. He thought it would help with their in lieu parking problems with additionally spaces centrally located.

**ADJOURNMENT:**

There being no further business for discussion, Commissioner Gordon moved to adjourn the meeting at 8:20 p.m.; Commissioner Brown seconded the motion.

The motion carried 7-0.

Ayes: Commissioners Brown, Cooper, Gordon, Campbell,  
Nibbelin, Vaterlaus and Chair Evans  
Noes: None

Respectfully submitted,

Barbara Medina  
Public Meeting Stenographer

APPROVED:

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Planning Director White