

To: Board Members
From: Henrietta Stern, Project Manager; 831/658-621 or henri@mpwmd.dst.ca.us
Date: Friday, April 9, 2010

Henri

**SUBJ: ENVIROMENTAL INFORMATION FOR APRIL 19, 2010 AGENDA ITEM—
OCEAN VIEW CSD**

On your April 19, 2010 agenda, one public hearing item will be “Consider Application to Approve Ocean View CSD Water Distribution System (WDS).” To give you a more time for reading, I have attached excerpts from the Draft and Final Environmental Impact Report for the Ocean View Plaza Project that relate to water issues. The MPWMD serves as a Responsible Agency for the WDS permit, and will rely on the Final EIR previously certified by the City of Monterey. Your staff notes to be received late next week will provide extensive background information. The full EIR and supporting technical reports are here at the District if you wish to review them (a box full!). District Engineer, Andy Bell, is the technical contact if you have questions about desalination. He can be reached at 831/658-5620 or andy@mpwmd.dst.ca.us.

Here is a brief project description from our hearing notice:

Approval of the application would enable use of an on-site desalination project to provide drinking water and landscape irrigation for the proposed 3.5-acre Ocean View Plaza Project (OVPP), previously approved by the City of Monterey. The OVPP envisions approximately 126,000 square feet of commercial buildings, 38 market condominiums, 13 inclusionary housing units, 377 parking spaces, rehabilitation/reconstruction of historical fish processing buildings, a new community park, and landscaping along the City’s recreation trail. The proposed water production limit is 27.89 acre-feet per year and up to 155 Connections would be served. The water purveyor would be the Ocean View Community Services District (OVCS), created in 2005. Notably, the OVCS will be dissolved and the desalination plant will be dismantled when California American Water (CAW) provides notice that CAW is able to provide long-term water service to the OVPP.

Cc: Darby Fuerst
Andy Bell
Arlene Tavani ✓

SUMMARY

A. INTRODUCTION

This Environmental Impact Report (EIR) has been prepared by the City of Monterey pursuant to applicable provisions of the California Environmental Quality Act (CEQA) and its implementing guidelines (*CEQA Guidelines*). The EIR has been prepared for a mixed-use development project proposed to be located in the Cannery Row area of Monterey.

The EIR is intended to serve as a Project EIR (*CEQA Guidelines*, Section 15161) and is intended to provide the information and environmental analysis necessary to assist public agency decision-makers in considering all of the discretionary permits and approvals that would be required of the proposed project.

B. PROJECT DESCRIPTION

The project applicant is Cannery Row Marketplace, LLC, hereinafter referred to as project sponsor or applicant. The project applicant has applied to the City of Monterey to develop a mixed-use project on a 3.5-acre (152,547 sq. ft.) site fronting on Monterey Bay and consisting of two portions, one on each side of Cannery Row. The 2.2-acre (95,745 sq. ft.) portion of the site that is located east of Cannery Row (and fronting Monterey Bay) is currently occupied by the Stohan's building and various structural remnants of former buildings of the Cannery Row era. The 1.3-acre (56,802 sq. ft.) portion of the site that is west of Cannery Row Street is currently occupied by a paved surface parking lot, the foundation of the now deconstructed San Xavier Warehouse, and other structural remnants of the Cannery Row era, including storage tanks and a partially buried railroad tank car.

The proposed project would include five new buildings (Buildings A, B, C, D and E) that would each contain one level of retail commercial at the street level of Cannery Row, and a total of 30 residential condominium units (26 of which would be market-rate units and four of which would be moderate-income housing). The two bayside buildings (A and B) would contain two levels of market-rate residential condominiums above the retail level, with underground parking below. The San Xavier Warehouse would be reconstructed as Building C on the inland side, and would contain street-level retail with one level of residential above (including all four of the moderate-income or inclusionary units) and underground parking below. Building D, in the central portion of the inland parcel, would include street-level retail with two levels of residential above and underground parking below. Building E, at the north end of the inland parcel would include street-level retail with underground parking, plus two levels of parking above as well as rooftop parking. A sixth building would be the rehabilitated Stohan's building, which is proposed to serve as a local historical museum. The Stohan's building is proposed to be reconstructed in its current location, where it would be surrounded by a two-level plaza.

In total, the project would contain 101,366 gross square feet (gsf) of commercial retail and restaurant uses (30,000 gsf eating and drinking establishments and 71,366 gsf other retail and support), 377 parking spaces, 26 on-site market-rate residential condominiums, four moderate-income residential units for ownership. The on-site residential uses and support floor area would total 109,392 gsf.

Domestic water supply to the project would be provided by an on-site desalination plant to be located on the lower levels of Building B adjacent to the bay.

The City of Monterey has prepared an Initial Study (see Appendix A) that identifies a number of significant and potentially significant environmental impacts of the project. Based on this Initial Study, the City has determined that an EIR is required.

C. ENVIRONMENTAL IMPACTS, MITIGATIONS, AND IMPACT SIGNIFICANCE

Although mitigation measures have been identified for almost all of the significant impacts of the proposed project, the project would result in some impacts that are significant and unavoidable even after implementation of available, feasible mitigation measures. These impacts are identified in Summary Table S-1, and are discussed in Section 3. B. *Traffic, Transportation, Circulation, and Parking*, and Section 3. F. *Historic Resources*.

The significant and unavoidable impacts of the project would include the following:

Impact B.6: The intersection of Cannery Row/Prescott Avenue would operate at LOS D during the Saturday peak hour under background conditions and the addition of project traffic would cause the intersection operations to degrade to LOS F. (Significant)

Mitigation is available for this impact in the form a traffic control officer, as identified in Section 3.B. However, as an alternative to that mitigation, the City may choose to provide no mitigation, essentially letting the intersection fail with the specific intent of gaining safety benefits from slower speeds and intersection saturation. If the City requires no mitigation, the impact would be considered Significant and Unavoidable, and would require adoption of a Statement of Overriding Considerations prior to project approval.

Impact F.1: The proposed removal and non-replacement of the Pacific Fish Company foundation, which is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)

Impact F.3: The proposed removal and non-replacement of the San Xavier Cannery foundation and multiple-walled fish holding tank, which are contributors to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)

Impact F.4: The proposed removal and non-replacement of the cylindrical steel tank adjacent to the Stohan's building, which tank is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)

Impact F.6: The proposed removal and partial replacement of the Tevis-Murray Estate Wall, which is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)

There are mitigation strategies available to address all significant impacts related to historic resources, as outlined in Section 3.F. However, some measures rely upon preservation in place, complete refurbishment or replacement for each resource, which may or may not be feasible on a resource-by-

resource basis depending upon the structural integrity of the resource or design constraints.

Areas of controversy related to the project include its potential effects on traffic, circulation, and parking; historic resources; visual quality and urban design; and water supply. Each of these areas of controversy is addressed in its corresponding section in Chapter 3.

Issues to be resolved include: which mitigation measures will be implemented to reduce or eliminate the significant impacts of the project; and, whether to approve a project and, if so, subject to what conditions.

Alternatives to the project, which are identified under D., after Table S-1, could reduce the severity of impacts identified in this EIR, but would not reduce the potentially significant and unavoidable traffic and historic impacts, listed above, to less-than-significant levels.

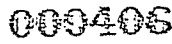
000404

TABLE S.1
SUMMARY OF PROJECT IMPACTS, MITIGATION MEASURES, AND IMPACT LEVELS AFTER MITIGATION

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>A. Land Use and Applicable Land Use Plans and Policies A.1: The project could conflict with the Cannery Row LUP provision that requires street-level visitor-serving commercial uses. (Significant)</p>	<p>A.1: The project proponent shall ensure that the uses at the street level are visitor-serving commercial uses. (Proposed as Part of the Project)</p>	<p>Less than significant.</p>
<p>A.2: The project would increase residential density at the project site. (Less than Significant)</p>	<p>None required.</p>	
<p>A.3: The project could potentially conflict with the Cannery Row LUP objective that residential uses be subordinate to other uses permitted in the land use plan. (Less than Significant)</p>	<p>None required.</p>	
<p>A.4: Public access to the rocky shoreline at the site presents a potential public safety hazard. (Significant)</p>	<p>A.4: Post warning signs at shoreline access points, and physically restrict shoreline access during storm warnings, storm events, high surf, and other hazardous conditions. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>B. Traffic, Transportation, Circulation and Parking</p>		
<p>B.1a: During the Saturday peak hour, the intersection v/c ratio at Lighthouse/Reeside would increase from 0.911 under background conditions to 0.962 under project conditions</p>		
<p>B.1b: During the weekday PM peak hour, the intersection of Lighthouse/Reeside would operate at LOS D under background conditions and the project is expected to add 90 trips during the same period.</p>	<p>B.1: Restripe the eastbound left-turn lane as a shared left/right-turn lane and control the eastbound right-turn movement with a signal. (Identified in this Report)</p>	<p>Less than Significant.</p>
<p>B.2: The intersection of Washington Street and Del Monte Avenue would operate at LOS E during both the weekday and Saturday peak hours under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 1.8 seconds (weekdays) and 31.4 seconds (Saturdays). (Significant)</p>	<p>B.2a. The project sponsor shall implement trip reduction measures identified within the Employee Transportation Management Program (TMP) prepared and submitted by the applicant. The specific measures of the TMP should be required by the City as conditions of project approval. (Proposed by Applicant)</p>	

000405

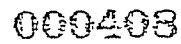
ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>B.2b: The applicant shall contribute fair share funding toward additional parking-related Travel Demand Management measures identified by the City to reduce project-generated critical-movement trips at the Washington/Del Monte intersection. These measures include installing a changeable message sign on Highway 1, providing additional subsidies for the expansion and operation of The WAVE shuttle service, and providing additional parking (or contributing toward the expansion of public parking facilities) south of the Lighthouse tunnel. (Identified by this Report)</p>	<p>B.2b: The applicant shall contribute fair share funding toward additional parking-related Travel Demand Management measures identified by the City to reduce project-generated critical-movement trips at the Washington/Del Monte intersection. These measures include installing a changeable message sign on Highway 1, providing additional subsidies for the expansion and operation of The WAVE shuttle service, and providing additional parking (or contributing toward the expansion of public parking facilities) south of the Lighthouse tunnel. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>B.3: The Olmstead Road/Highway 68 intersection would operate at LOS F during the weekday PM peak hour under background conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 3.3 seconds. (Significant)</p>	<p>B.3: Add a southbound right-turn lane at this location (or striping, if feasible). Because the improvement is not part of the programmed Highway 68 improvement project, the project would be responsible for full funding of the proposed mitigation. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>B.4: The intersection of Central/Eardley meets Caltrans signal warrant #11, based the peak-hour volume: The project would add 21 trips during the weekday PM peak hour and 31 trips during the Saturday peak hour; further contributing to the need for a signal. (Significant)</p>	<p>B.4: Install a traffic signal at this location. The proposed improvement is in the City of Pacific Grove Capitol Improvement Program (CIP), but construction is currently unfunded. Because the proposed project would add incremental traffic to an intersection that warrants signalization under background conditions, the project would be responsible for a fair-share contribution towards this improvement. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>B.5: The intersection Foam Street/Drake Avenue meets Caltrans signal warrant #6, based on accident experience. The project would add 23 trips during the weekday PM peak hour and 35 trips during the Saturday peak hour; further contributing to the need for a signal. (Significant)</p>	<p>B.5: Install a traffic signal at this location. The proposed improvement is in the City of Monterey CIP, but it is not fully funded. Because the intersection warrants signalization under existing conditions, and the project merely contributes to the need for signalization, the project would be responsible for a fair-share contribution towards this improvement. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>B.6: The intersection of Cannery Row/Prescott Avenue would operate at LOS D during the Saturday peak hour under background conditions and the addition of project traffic would cause the intersection operations to degrade to LOS F. (Significant)</p>	<p>B.6: In lieu of installing a traffic signal, provide a traffic control officer during peak weekends to separate pedestrian and vehicular traffic flows. The project would be responsible for full funding of the proposed mitigation. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>B.7: With the project, all of the freeway segments analyzed would operate at an acceptable level (LOS E or better) during the peak hour. (Less-than-Significant)</p>	<p>No mitigation required.</p>	<p>Less than significant.</p>
<p>B.8: Based on the maximum number of restaurant seats, the proposed project would generate a demand for parking that exceeds the proposed on-site parking supply by 50 spaces during Saturday afternoons when public parking facilities in the area operate at practical capacity. (Significant)</p>	<p>B.8: Expand public parking facilities east of the Lighthouse tunnel by 50 spaces. While this mitigation measure would effectively mitigate the project impact related to project-generated parking demand, further improvements are also necessary to address the loss of the existing public parking on the project site. (Identified by this</p>	<p>Less than significant.</p>



ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>B.9: The proposed project would result in a loss of parking for the general public and for recreational vehicles in an area where the public parking facilities are already at practical capacity. (Significant)</p>	<p>Report)</p> <p>B.9a: The project shall contribute on an annual basis to the funding of The Wave shuttle, consistent with measures within the applicant's TMP and Mitigation B.2a and B.2b. This service provides an effective means of reducing both vehicle trips and parking demand in the Cannery Row area. (Identified by this Report)</p> <p>B.9b: The applicant shall coordinate with the City to provide designated RV parking at the Coast Guard lot and install appropriate directional signs to guide RVs to the designated RV parking. Costs incurred to secure this parking and signage are the responsibility of the applicant. (Identified by this Report)</p> <p>B.9c: Expand public parking facilities east of the Lighthouse tunnel by an amount equivalent to existing parking on site (71 spaces). Implementation of the TDM measures recommended to mitigate the project impact at the Washington/Del Monte intersection, which include the provision of at least 112 off-site public parking spaces, would effectively mitigate the project's parking impact. (Identified by this Report)</p>	<p>Less-than-Significant.</p>
<p>B.10: The proposed project would increase the incidence of double parking by trucks on Cannery Row. (Significant)</p>	<p>B.10: Prohibit truck loading activity during midday hours (between 11:00 am and 5:00 pm) and weekends. Prepare a Curb Management Plan acceptable to the City. (Identified by this Report)</p>	<p>Less-than-Significant.</p>
<p>B.11: The project will result in additional traffic to and from the project site, additional driveway volumes and a new on-site circulation pattern. (Less-than-Significant)</p>	<p>No Mitigation Required.</p>	
<p>B.12: The project will generate additional, but minimal, bicycle and pedestrian trips in the vicinity of the project and Recreational Trail. (Less-than-Significant)</p>	<p>No Mitigation Required.</p>	
<p>B.13: The project will place increased demands upon public transit systems through additional ridership. (Less-than-Significant)</p>	<p>No mitigation required.</p>	
<p>B.14: Construction of the proposed project would cause intermittent impacts to local traffic operations and pedestrian movements. Construction worker parking demand would adversely affect the local public parking supply in an area where the public parking facilities are already at practical capacity. (Significant but temporary)</p>	<p>B.14: Prepare a comprehensive construction operations management plan acceptable to the City. The plan would detail hours of construction operations and specifically limit truck movements to off-peak hours. The plan should include the use of flaggers to direct truck movements, remote parking with shuttle services for construction workers. (Identified by this Report)</p>	<p>Less-than-Significant.</p>

000407

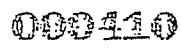
ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>B.15: The intersection of Washington/Del Monte would operate at LOS F during both the weekday and Saturday peak hours under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 40.3 seconds (weekdays) and 53.9 seconds (Saturdays). (Cumulatively Significant)</p>	<p>B.15: Implement the mitigation measures (Mitigation B.1) previously identified under project conditions. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.16: During the peak hour, the intersection of Camino El Estero/Del Monte would operate at LOS F (weekday) and LOS E (Saturday) under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 19.8 seconds (weekday) and 13.5 seconds (Saturday). This constitutes a significant impact. (Cumulatively Significant)</p>	<p>B.16: Add a third eastbound through lane by converting the right-turn lane to a shared through/right-turn lane. The proposed intersection improvement is part of a larger Del Monte Avenue improvement project listed in the City Capitol Improvement Program (CIP). Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.17: During the peak hour, the intersection of Camino Aguajito/Del Monte would operate at LOS F (weekday) and LOS E (Saturday) under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 22.0 seconds (weekday) and 13.2 seconds (Saturday). (Cumulatively Significant)</p>	<p>B.17: Add an eastbound right-turn lane. The proposed intersection improvement is part of a larger Del Monte Avenue improvement project in the City CIP. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.18: The intersection would operate at LOS F during the weekday and Saturday, peak hours under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 14.1 seconds (weekdays) and 29.3 seconds (Saturdays). (Cumulatively Significant)</p>	<p>B.18: Add a third eastbound through lane. The proposed intersection improvement is part of a larger Del Monte Avenue improvement project in the City CIP. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.19: The intersection would operate at LOS F during the weekday PM peak hour under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 7.6 seconds. (Cumulatively Significant)</p>	<p>B.19: Implement mitigation measure B.2a previously identified under project conditions. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.20: The intersection of Camino Aguajito/Fremont would operate at LOS E during the weekday PM peak hour under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 3.0 seconds. (Cumulatively Significant)</p>	<p>B.20: Add a second southbound left-turn lane and convert the shared through/left-turn lane to a through lane. In order to maintain the proper lane alignment, the northbound approach should be widened and restriped with the same lane configuration as the southbound approach. The proposed improvement is in the City CIP. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified in this Report)</p>	<p>Less-than-significant.</p>



ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>B.21: The intersection would operate at LOS E during the weekday PM peak hour under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 2.0 seconds. (Cumulatively Significant)</p>	<p>B.21: Add a second westbound through lane. The proposed intersection improvement is part of a larger Highway 68 improvement project. The design and right-of-way costs of this project are funded, while the construction costs are currently unfunded. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.22: The intersection meets Caltrans signal warrant #11, based the peak-hour volume. The project would add 21 trips during the weekday PM peak hour and 31 trips during the Saturday peak hour, further contributing to the need for a signal. (Cumulatively Significant)</p>	<p>B.22: Implement the mitigation measure previously identified under project conditions for this location. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.23a: The intersection of Foam/Drake meets Caltrans signal warrant #6, based on accident experience. The project would add 23 trips during the weekday PM peak hour and 35 trips during the Saturday peak hour, further contributing to the need for a signal. (Cumulatively Significant)</p>		
<p>B.23b: The intersection of Foam/Drake would operate at LOS D during the weekday PM peak hour under cumulative no project conditions and the addition of project traffic would cause the intersection operations to degrade to LOS E. (Cumulatively Significant)</p>	<p>B.23: Implement the mitigation measure previously identified under project conditions for this location. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.24: The intersection would operate at LOS D during the Saturday peak hour under cumulative no project conditions and the addition of project traffic would cause the intersection operations to degrade to LOS F. (Cumulatively Significant)</p>	<p>B.24: Implement the mitigation measure previously identified under project conditions for this location. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.25: The intersection is expected to satisfy Caltrans signal warrant #11, based the peak-hour volume under cumulative no project and cumulative project conditions. The project would add 25 trips during the weekday PM peak hour and 38 trips during the Saturday peak hour, further contributing to the need for a signal. (Cumulatively Significant)</p>	<p>B.25: Install a traffic signal. Because the proposed project would contribute to the need for a traffic signal under cumulative conditions, the project would be responsible for a fair-share contribution towards this improvement. (Identified in this Report)</p>	<p>Less-than-significant.</p>
<p>B.26a: During the Saturday peak hour, the intersection of Lighthouse/Prescott would operate at LOS E under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 24.1 seconds. (Cumulatively Significant)</p>		

000409

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>B.26b: During the weekday PM peak hour, the intersection of Lighthouse/Prescott would operate at LOS D under cumulative no project conditions and the project is expected to add 53 trips during the same period. (Cumulatively Significant)</p>	<p>B.26: Add a left-turn lane on the westbound approach (Prescott Avenue). In order to maintain the proper lane alignment, the eastbound approach should also be widened to add a left-turn lane. This improvement would involve narrowing the sidewalk(s) and eliminating up to 8 on-street parking spaces along Prescott Avenue. Any lost parking spaces resulting from this improvement would be replaced south of the Lighthouse tunnel and served by The WAVE shuttle. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified by this Report)</p>	<p>Less-than-significant.</p>
<p>B.27: The intersection of Lighthouse/Drake would operate at LOS E during the weekday PM peak hour under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 4.4 seconds. (Cumulatively Significant)</p>	<p>B.27: Add a left-turn lane on the westbound approach (Drake Avenue). In order to maintain the proper lane alignment, the eastbound approach should also be widened to add a left-turn lane. This improvement would involve eliminating up to 12 on-street parking spaces along Drake Avenue. Any lost parking spaces resulting from this improvement would be replaced south of the Lighthouse tunnel and served by The WAVE shuttle. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified by this Report)</p>	<p>Less-than-significant.</p>
<p>B.28a: During the Saturday peak hour, the intersection of Lighthouse/Reeside would operate at LOS D under cumulative no project conditions and the addition of project traffic would cause the intersection operations to degrade to LOS E. (Cumulatively Significant)</p>	<p>B.28: Restripe the eastbound left-turn lane as a shared left/right-turn lane and control the eastbound right-turn movement with a signal. Because the proposed project would contribute to a cumulative level of service deficiency at this intersection, the project would be responsible for a fair-share contribution towards this improvement. (Identified by this Report)</p>	<p>Less-than-significant.</p>
<p>B.28b: During the weekday PM peak hour, the intersection of Lighthouse/Reeside would operate at LOS E under cumulative no project conditions and the addition of project traffic would cause the critical-movement delay at the intersection during the peak hour to increase by 17.0 seconds. (Cumulatively Significant)</p>	<p>B.29: Widen the freeway from four to six lanes. This proposed improvement is part of a larger Highway 16-lane widening project that extends from Highway 218 to the Fort Ord Main Gate. A Project Study Report is being prepared. Local traffic impact fees from Sand City are available to partially fund the improvement. Because the proposed project would contribute to a cumulative level of service deficiency on this freeway segment, the project would be</p>	<p>Less-than-significant.</p>
<p>B.29: The mixed-flow lanes would operate at LOS F during the PM peak hour under cumulative project conditions and the number of Saturday peak-hour project trips on this segment (71) would constitute 1.1 percent of the existing peak-hour volume (6,300). (Cumulatively Significant)</p>	<p>B.29: Widen the freeway from four to six lanes. This proposed improvement is part of a larger Highway 16-lane widening project that extends from Highway 218 to the Fort Ord Main Gate. A Project Study Report is being prepared. Local traffic impact fees from Sand City are available to partially fund the improvement. Because the proposed project would contribute to a cumulative level of service deficiency on this freeway segment, the project would be</p>	<p>Less-than-significant.</p>



ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>C. Air Quality C.1: Fugitive dust generated by construction and grading activities would contribute to intermittent ambient respirable particulate matter concentrations that could violate state respirable particulate matter standards. (Significant)</p>	<p>responsible for a fair-share contribution towards the improvement. (Identified in this Report)</p>	
<p>C.2: Mobile emissions generated by project traffic could increase carbon monoxide concentrations at intersections in the project vicinity. (Less than Significant)</p>	<p>C.1: Implement a construction dust abatement program. (Identified in this Report)</p>	<p>Less than significant.</p>
<p>C.3: Project-generated traffic would result in increased emissions of regional pollutants of concern. (Less than Significant)</p>	<p>None required.</p>	
<p>C.4: The restaurant uses in the project could release cooking exhausts which could result in noticeable odors beyond project boundaries. (Significant)</p>	<p>C.4: All restaurant uses within the project shall locate kitchen exhaust vents in accordance with accepted engineering practice and shall install filtration systems or other accepted methods of odor reduction. (Identified in this Report)</p>	<p>Less than significant.</p>
<p>C.5: The proposed project would be consistent with the 1997 AQMP, as determined by AMBAG and MBUAPCD. (Less than Significant)</p>	<p>None required.</p>	
<p>C.6: Cumulative growth in addition to the proposed project will generate mobile emissions that would increase CO concentrations at intersections in the project vicinity. (Less than Significant)</p>	<p>None required.</p>	
<p>D. Noise D.1: The project will generate increased traffic on the existing roadway network. The project-generated traffic is expected to result in traffic noise level increases over existing/baseline levels ranging from 0.0 to 1.5 dB Leq/Ldn for weekday periods, and from 0.0 to 2.3 dB Leq/Ldn on weekend periods. (Less-than-Significant)</p>	<p>None Required.</p>	
<p>D.2: The residences constructed as part of this project will be exposed to noise from future traffic on Cannery Row of approximately 64 dB Ldn. (Significant)</p>	<p>D.2: In addition to adhering to all applicable local building code requirements, mechanical ventilation shall be provided for the residential uses proposed within this development to allow occupants to close doors and windows as desired to achieve additional acoustic isolation. (Identified in this Report)</p>	<p>Less than significant.</p>
<p>D.3: The project would generate noise from operations of stationary sources including heating, ventilating, and air conditioning (HVAC) equipment and the desalination plant as well as from visitors to the</p>	<p>None Required.</p>	

000411

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>proposed parking lots and commercial areas. (Less than Significant)</p>	<p>D.4.a: To reduce the effects of construction noise, the applicant shall require construction contractors to limit noisy construction activities to the least noise-sensitive times of day and week (e.g., 7:00 a.m. to 6:00 p.m., Monday through Friday). (Identified in this Report)</p>	
<p>D.4: Construction activities would intermittently generate noise levels above existing ambient levels in the project vicinity. (Significant)</p>	<p>D.4.b: The applicant shall require contractors to muffle all equipment used on the project and to maintain it in good operating condition. All internal combustion engine-driven equipment shall be fitted with intake and exhaust mufflers that are in good condition. This measure should result in all non-impact tools generating a maximum noise level of no more than 85 dB when measured at a distance of 50 feet. (Identified in this Report)</p>	
	<p>D.4.c: The applicant shall require contractors to turn off powered construction equipment when not in use. (Identified in this Report)</p>	
	<p>D.4.d: The applicant shall require contractors to use "quiet" models of any conventionally noisy construction equipment such as air compressors, jack hammers and other impact tools. (Identified in this Report)</p>	
	<p>D.4.e: The applicant shall require contractors to place stationary construction equipment as far from neighboring residential and sensitive commercial uses as feasible and to use acoustical shielding where feasible. (Identified in this Report)</p>	<p>Less than significant.</p>
	<p>D.4.f: The City shall designate a contact person to respond to community complaints concerning construction noise and to ensure compliance with applicable project noise conditions and controls. (Identified in this Report)</p>	
<p>D.5: Construction activities could temporarily result in vibration impacts which could affect adjacent structures and create human annoyance. (Significant)</p>	<p>D.5.a: During the project design phase of the project, the project sponsor or its contractor shall retain a licensed geotechnical engineer(s) to prepare design-level geotechnical evaluations. The evaluations shall include verification that performance standards for vibration impacts can be attained. All necessary measures to attain these performance standards shall be incorporated into the project design.</p>	

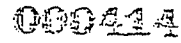
000412

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>D.5.b: The project sponsor or its contractor shall incorporate into contract specifications excavation and wall support systems designed to protect potentially affected properties from settlement and vibration impacts where Structures and other utilities are in close proximity to the proposed excavation. A temporary shoring system shall be provided to support the excavation while maintaining the integrity of potentially affected structures. Such systems should be used to protect structures on the subject site, including the Stohan's building, the partially buried railroad car and the storage tanks.</p>	
	<p>D.5.c: The project sponsor or its contractor shall conduct limited surveys of structures adjacent to excavations, as permitted by the property owners. The surveys shall document the existing conditions of structures and establish a baseline for evaluating any possible subsequent damage claims associated with construction. The survey program may include the placement of survey monuments near surface structures that may be affected by the excavation. Surveys of the monuments may be made before and after construction to measure horizontal and vertical movement resulting from deformation of the shoring system. Should significant movement be detected, remedial action shall be taken to avoid damage.</p>	
	<p>D.5.d: If sheetpile driving for the subsurface excavation is required, implement vibration-damping measures. Such measures may include the following:</p> <ol style="list-style-type: none"> 1. Push the sheetpile in as far as possible with the excavator before using the vibrator. 2. Use a small, hand-operated vibratory hammer, or one with a different operational frequency to further reduce the vibration potential. 3. Vibration generated during soil compaction may be minimized by using a small compactor. The goal for both sheetpile driving and soil compaction would be to put less vibratory energy into the surrounding ground. 	Less than significant.
<p>D.6: The project will contribute to cumulative traffic and traffic noise on the roadway network. The project-generated traffic is expected to result in traffic noise level increases over cumulative no-project levels ranging from 0.0 to 1.4 dB Leq/Ldn for weekday periods, and from 0.0 to 2.2 dB Leq/Ldn on weekend periods. (Less-than-Significant)</p>	<p>No Mitigation Required.</p>	

Summary

000413

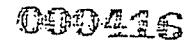
ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>E. Visual Quality and Urban Design E.1: The proposed project would alter the intrinsic visual character of the site. (Less than Significant);</p>	<p>None required.</p>	
<p>E.2: The proposed project would result in obstruction of views of Monterey Bay as seen from Cannery Row and the Monterey Peninsula Recreation Trail. (Significant)</p>	<p>E.2: Adjust the footprint of Building A at the northern edge of the plaza as may be necessary to comply with LCP view cone guidelines. (Identified in this Report)</p>	<p>Less than significant</p>
<p>E.3: The proposed project would alter the character of views as seen from some locations west of the site. (Less than Significant)</p>	<p>No additional mitigation measures required beyond those described under Mitigation E.2.</p>	
<p>E.4: The proposed project would alter the views of Cannery Row as seen from Monterey Bay and Coast Guard Pier. (Less than Significant)</p>	<p>None required.</p>	
<p>E.5: Project-related construction activities would be visible from surrounding areas during the construction period. (Less than Significant)</p>	<p>None required.</p>	
<p>Cumulative E.6: The proposed project, taken together with other reasonably foreseeable development in the project area, would have an effect on visual quality. (Less than Significant)</p>	<p>None required.</p>	
<p>F. Historic Resources F.1: The proposed removal and non-replacement of the Pacific Fish Company foundation, which is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)</p>	<p>F.1.a: All of the following measures should be implemented: 1) preserve, stabilize, and maintain the foundation in its present ruinous state; 2) record the foundation to HABS standards; 3) install an interpretive marker explaining its former use; and 4) develop an exhibit on the former cannery for the interpretive center. (Identified by this Report).</p>	<p>Less than significant.</p>
	<p>F.1.b: If retention of the entire foundation is not feasible, all of the following measures should be implemented: 1) retain a substantial portion of the foundation located within the proposed history plaza; 2) record the foundation to HABS standards; 3) install an interpretive marker explaining its former use; and 4) develop an exhibit on the former cannery for the interpretive center. (Identified by this Report).</p>	<p>Significant unavoidable.</p>
	<p>F.1.c: If it is not feasible to retain any portion of the foundation, all of the following measures should be implemented: 1) record the foundation to HABS standards; 2) install an interpretive marker explaining its former use; and 3) develop an exhibit on the former</p>	<p>Significant unavoidable.</p>



ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>F.2: The proposed modifications to the former Pacific Fish Company fish holding tank complex, which is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource.</p>	<p>cannery for the interpretive center. (Identified by this Report). F.2.: The following measures should be implemented: 1) clean-up, preserve, stabilize, and maintain the fish holding tanks in their present ruinous state; 2) cap the holding tanks with metal grates to allow viewing of the tank interiors; 3) record the holding tanks to HABS standards; 4) install an interpretive marker explaining their former use; and 5) develop an exhibit on the former cannery for the interpretive center. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>F.3: The proposed removal and non-replacement of the San Xavier Cannery foundation and multiple-walled fish holding tank, which are contributors to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)</p>	<p>F.3.a: The proposed removal and non-replacement of the San Xavier Cannery foundation and multiple-walled fish holding tank, which are contributors to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)</p>	<p>Less than significant.</p>
<p>F.4: The proposed removal and non-replacement of the cylindrical steel tank adjacent to the Stohan's building, which tank is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)</p>	<p>F.3.b: If retention of the foundation and fish holding tank is not feasible, the following measures should be implemented: 1) record the foundation and fish holding tank to HABS standards; 2) install an interpretive marker explaining their former use; and 3) develop an exhibit on the former cannery for the interpretive center. (Identified by this Report)</p>	<p>Significant Unavoidable.</p>
<p>F.5: The proposed removal and non-replacement of the cylindrical steel tank adjacent to the San Xavier Warehouse site, which tank is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)</p>	<p>F.4.a: The following measures should be implemented: 1) refurbish and restore the tank to its condition as it was during the district's period of significance; 2) record the tank to HABS standards; and 3) install an interpretive marker explaining its former use. If refurbishment is not feasible, a new tank similar to the old should be installed. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>F.6: The proposed removal and partial replacement of the Tevis-</p>	<p>F.4.b: If neither refurbishment nor replacement of the tank is feasible, the following measures should be implemented: 1) record the tank to HABS standards; and 2) install an interpretive marker explaining its former use. (Identified by this Report).</p>	<p>Significant Unavoidable.</p>
<p>F.6: The proposed removal and partial replacement of the Tevis-</p>	<p>F.5: The following measures should be implemented: 1) refurbish and restore the tank to its condition as it was during the district's period of significance; 2) record the tank to HABS standards; and 3) install an interpretive marker facing the Recreation Trail explaining its former use. If refurbishment is not feasible, a new tank similar to the old should be installed at the existing tank location on either the old foundation or a new one. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>F.6.a: The following measures should be implemented:</p>	<p>F.6.a: The following measures should be implemented:</p>	<p>Less-than-Significant.</p>

000415

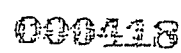
ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Murray Estate Wall, which is a contributor to the potential "Cannery Row Industrial and Residential Historic District," would constitute a substantial adverse change to that resource. (Significant)</p>	<p>1) preserve and reinstall as much of the wall as possible without impairing the vehicular or pedestrian access to adjacent Building B, but in no case shall less than a 15-foot long section of wall be preserved and reinstalled; 2) reconstruct the non-salvaged portion of the wall with similar but new materials; and 3) record the existing wall to HABS standards prior to removal. (Identified by this Report)</p>	<p>Significant Unavoidable</p>
<p>F.7: The undersea pipelines for seawater intake and brine discharge for the on-site desalination plant could adversely affect any shipwrecks or other marine artifacts that may be located within the pipeline alignments. (Significant)</p>	<p>F.6.b: If reconstruction of the non-salvaged portion of wall is not feasible, at least a 15-foot long section of the wall should be salvaged and reinstalled, and the non-salvaged sections of the existing wall should be recorded to HABS standards. (Identified by this Report)</p>	<p>Less than significant.</p>
<p>F.8: The combined impact of the project, as proposed, on the historic resources of the site would diminish the historic character of the Cannery Row area and could reduce the ability of the City to establish the proposed Cannery Row Industrial and Residential Historic District under the California Register of Historical Resources, or as a local historic district. (Significant)</p>	<p>F.7: In the event that cultural material is encountered during the course of undersea pipeline construction, all work shall be halted within 50 feet of the find until it can be evaluated by a qualified marine archaeologist, and until appropriate mitigation measures are formulated and implemented. (Identified in this Report)</p> <p>F.8: Implement Mitigation Measures F.1.a, F.2.a, F.3.a, F.4.a, F.5.a, and F.6.a, above. (Identified in this Report)</p>	<p>Less than Cumulatively Significant.</p>
<p>G. Prehistoric Resources G.1: The project would completely excavate the soil cap, where it exists, throughout the project site, thus destroying any buried prehistoric and historic cultural resources that may be present. (Significant)</p>	<p>G.1.a: A professionally qualified archaeological monitor experienced in prehistoric and historic archaeology shall be present during all foundation removal, demolition, and soil disturbance activities on the project site except at the paved parking lot on the inland side. If human remains or prehistoric or historic cultural features are discovered during these activities, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by the monitoring archaeologist, and appropriate measures formulated and implemented, as described in Mitigation G.1.b. (Identified in this Report)</p>	<p>Less than significant.</p>
	<p>G.1.b: If intact prehistoric and historic archaeological materials are discovered at the site, secondary archaeological testing shall be conducted to determine the nature, extent, and significance of the cultural deposit under the provisions of Section 2.1083.2(j) of the Public Resources Code and CEQA Guidelines Section 15064.5.</p>	<p>Less than significant.</p>



ENVIRONMENTAL IMPACT	MITIGATION MEASURES (Identified in this Report)	LEVEL OF SIGNIFICANCE AFTER MITIGATION
		Less than significant.
	<p>G.1.c: Following the test excavation, if required, a Preliminary Archaeological Report and Archaeological Mitigation Plan shall be prepared. (Identified in this Report)</p>	Less than significant.
<p>G.2: The proposed project, taken together with other reasonably foreseeable development in the project area, would have a combined effect on prehistoric resources in the vicinity. (Less than Significant)</p>	<p>G.1.d: Following preparation of the Preliminary Archaeological Report, if required, a Final Technical Report shall be completed within one year of completion of the archaeological fieldwork. This report shall be submitted to the City of Monterey and to the Regional Information Center at Sonoma State University. (Identified in this Report)</p>	
<p>H. Water Supply</p>	<p>Mitigation: None required.</p>	
<p>H.1: The seawater intake and brine discharge structures would present obstructions on the seafloor upon which fishing nets could become snagged or which could present a safety hazard to sports divers. Boats anchoring in the vicinity could damage the intake and discharge structures. (Significant)</p>	<p>H.1: The locations of the intake riser and discharge port would be marked by buoys, as required, and indicated on nautical charts. (Proposed by project applicant)</p>	Less than significant.
<p>H.2: The undersea intake and discharge pipelines and structures could have a negative aesthetic effect to sports divers in the Ed Ricketts Underwater Park. (Not Significant)</p>	<p>None required.</p>	
<p>I. Water Quality</p>	<p>None required.</p>	
<p>I.1: Discharge of briny reverse osmosis reject could adversely affect the quality of Monterey Bay receiving water. (Less than Significant)</p>	<p>None required.</p>	
<p>I.2: Operation of the project desalination water supply system could produce wastes that could affect water quality if disposed improperly. (Less than Significant)</p>	<p>None required.</p>	
<p>I.3: Stormwater runoff from the project site during construction could introduce pollutants into shoreline waters, impacting marine resources. (Significant)</p>	<p>I.3: A Storm Water Pollution Prevention Plan and a Construction Water Quality Plan shall be prepared by a registered civil engineer. (Proposed as Part of the Project)</p>	Less than significant.
<p>I.4: The potential impact of the proposed desalination system could be increased due to the operation of other desalination systems in Monterey Bay. (Less than Significant)</p>	<p>None required</p>	

000417

ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>J. Marine Ecology</p>		
<p>J.1: Installation of the seawater intake and brine disposal pipelines may result in direct impacts to marine habitats within the pipeline alignment. (Less than Significant)</p>	<p>None required.</p>	
<p>J.2: A loss of marine species, including special status species, may occur as a result of impingement and entrainment at open ocean seawater intake structures. (Less than Significant)</p>	<p>None required.</p>	
<p>J.3: The release of brine discharge into ocean waters may result in adverse impacts to marine resources. (Less than Significant)</p>	<p>None required.</p>	
<p>J.4: The proposed project may result in shading of tidepools and seagrass/surfgrass beds. (Less than Significant)</p>	<p>None required.</p>	
<p>J.5: Stormwater runoff from the project site during construction could introduce pollutants into shoreline waters, impacting marine resources. (Significant)</p>	<p>J.5: A Storm Water Pollution Prevention Plan and a Construction Water Quality Plan shall be prepared by a registered civil engineer. (Proposed as Part of the Project)</p>	<p>Less than significant.</p>
<p>J.6: The potential impact of the proposed desalination system upon marine ecology could be increased due to the operation of other nearby desalination system(s). (Less than Significant)</p>	<p>None required.</p>	
<p>K. Wave Hazard</p>		
<p>K.1: The lower (parking) level of Buildings A and B could be subject to flooding and impact damage by storm waves or a combination of storm waves and tsunami. (Significant)</p>	<p>K.1: The project shall incorporate engineering design and construction materials and methods to withstand wave impacts from a 100-year storm event. (Identified in this Report)</p>	
<p>K.2: Persons using the lower level promenade, the coastal access stairs, or the rocky shoreline at the project site would be at risk during a storm or tsunami. (Significant)</p>	<p>K.2.a: Implement Mitigation Measure A.4, which would provide appropriate warning signs and access restrictions. (Proposed as Part of the Project)</p>	
	<p>K.2.b: The project shall subscribe to a tsunami warning system such as the Emergency Managers Weather Information Network (EMWIN) or comparable system that is available to non-governmental entities, and develop an emergency response plan for warning users of the lower accessway and shoreline as well as residents and other users of the site in the event of a tsunami. The plan would be designed so as not to conflict in any way with (but rather to complement at the project level) the City's Disaster Plan. (Identified in this Report)</p>	
<p>K.3: The project foundation could obstruct run-up areas. (Significant)</p>	<p>K.3: As specified in the Cannery Row LCP, the buildings on the bayside of the site shall be designed to withstand waves of a 100-</p>	<p>Less than significant.</p>



ENVIRONMENTAL IMPACT	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	year storm, to ensure adequate unobstructed run-up areas. (Identified in this Report)	
L. Fire Safety	None required.	
L.1: The project would increase the need for additional fire department services. (Less than Significant)		
M. Hazardous Materials		
M.1: Existing site contamination poses a health and safety hazard to project construction workers and future project residents, employees, visitors, and other users. (Significant)	M.1.a: Prior to site preparation activities, conduct additional soil sampling and testing, as follows: 1) additional evaluation of lead in soil adjacent to former and existing structures, including solubility analyses to determine whether the concentrations of lead previously detected exceed soluble hazardous waste limits; 2) evaluation of oil-impacted soils for the presence of polychlorinated biphenyls (PCBs) and polynuclear aromatic hydrocarbons (PAHs). M.1.b: Prior to site preparation activities, prepare and obtain regulatory approval of a Risk Management Plan (RMP) for the project site which provides a protocol for the appropriate treatment of contaminants and contaminant sources encountered during grading and excavation for the project.	
	M.1.c: Prior to site excavation and grading for the project, implement the cleanup plans prepared for the Stohan's building and the tanks, to the extent that they do not conflict with the historic resource mitigation alternatives selected for these structures. In the event that any cleanup plan conflicts with a selected historic resource mitigation, such cleanup plan is to be amended and implemented in a manner which removes this conflict.	
M.2: Improper use, handling, and storage of hazardous materials utilized in the proposed seawater desalination process may result in health and safety impacts, or could result in a discharge into Monterey Bay. (Significant)	M.1.d: During site grading and excavation for the project, implement the provisions of the approved Risk Management Plan to ensure that all contaminants and contaminant sources are addressed in a manner that removes the health hazards from the site, in accordance with applicable regulations. M.2: The project would be required to obtain and implement the provisions of a Hazardous Materials Storage Permit for the proper use, handling, and storage of chemicals on the project site. (Proposed by Applicant)	Less than significant. Less than significant.

000419

D. ALTERNATIVES

The California Environmental Quality Act requires that a reasonable range of alternatives be discussed in an EIR. This EIR identifies and analyzes such a range of alternatives; discusses the environmental effects of each alternative; compares the environmental effects of each alternative with the environmental setting, with the effects of each other alternative, and with the project; and addresses the relationship of each alternative to the project objectives. The determinations of the City of Monterey concerning the feasibility, acceptance, or rejection of each and all alternatives considered in this EIR will be addressed and resolved in the City's findings, as required by CEQA. The alternatives considered in this EIR consist of the following:

Alternative 1: No Project Alternative. Under CEQA, the 'no project' analysis is to consider existing conditions as well as what could be reasonably expected to occur in the foreseeable future if the project were not approved. Therefore, the discussion of the 'no project' alternative requires consideration of two alternatives: the 'no development' alternative and the 'reasonably foreseeable development' alternative, as briefly described below.

Alternative 1a: No Development Alternative. Under this scenario, the project would not be constructed and site would remain in its existing condition.

Alternative 1b: Reasonably Foreseeable Development Alternative. This alternative assumes that, in the absence of an approved comprehensive plan for the entire property, the various parcels comprising the project site would be sold to individual buyers who would build a series of smaller independent projects over time. Under a conceptual plan prepared for this scenario, the project site would be divided into 10 lots, including the Stohan's lot which would be rehabilitated as a history center with a surrounding plaza. The remaining nine lots would be occupied by individual buildings with two levels of retail, residential on the third level, and underground parking below. This alternative would consist of approximately 149,000 gsf of retail and restaurant uses, 36 residential units (of which five would be moderate-income inclusionary units), and 73 parking spaces.

Alternative 2: Mitigated Alternative. The Mitigated Project Alternative would be essentially the same as the project alternative, except that mitigations for certain significant impacts identified in this EIR would be incorporated into project design. Thus the building and parking configurations, number and location of residential units, coastal access provisions, and other project characteristics under this alternative would be the same as in the proposed project. The additional features or mitigations that would be incorporated into this alternative, which essentially represent modifications to the proposed project, are as follows:

- The number of moderate income inclusionary housing units would be increased by one, for a total of five inclusionary units, in conformance with the City's Moderate Income Inclusionary Housing Ordinance.
- The floor areas of the market-rate and inclusionary housing units would be modified such that the inclusionary units would be made more similar in size to the market-rate units, as required in the City's Moderate Income Inclusionary Housing Ordinance.
- The building footprint of Building A at the northern end of the plaza would be modified such that the project would meet the LCP's viewcone dimension requirements for the site.

- The present structural configuration of the Pacific Fish Company fish holding tanks would be maintained and capped with metal grates to allow viewing of the tank interiors.
- The existing cylindrical steel tank adjacent to the Stohan's building would be refurbished and maintained, or would be replaced by a new tank similar to the old one, in proximity to the Stohan's building.
- The existing cylindrical steel tank adjacent to the San Xavier Warehouse foundation would be refurbished and maintained, or would be replaced by a new tank similar to the old one, in its current location.
- The non-salvaged portion of the Tevis-Murray Estate wall would be reconstructed with similar but new materials.

It is assumed that the above modifications could be incorporated into the project without altering the overall square footage devoted to each land use, or the height, bulk or basic footprints of the proposed buildings, or to the number of parking spaces provided on-site. The above modifications do not include major mitigations identified in the EIR such as preservation in place of the bayside cannery foundations, since such changes would render the bayside portion of the project virtually undevelopable, which may be fatal to the feasibility of the project. Such an alternative would, therefore, be unlikely to meet the CEQA requirement that alternatives meet the basic objectives of the project.

The above project modifications also do not include routine or relatively minor mitigations such as photo-documentation and placement of interpretive markers for historic resources to be removed, or cleanup of contaminated soil. It is assumed that such mitigations would be implemented under all but the no development alternative.

A summary comparison of on-site uses included in the proposed project and Alternatives 1a, 1b, and 2 is presented in Table S-2.

TABLE S-2
 SUMMARY OF SITE UTILIZATION FOR THE
 PROPOSED PROJECT AND ALTERNATIVES

Use	Proposed Project	I. 'No Project' Alternatives		2. Mitigated Project Alternative
		1A. No Development	1B. Reasonably Foreseeable Development	
Retail/Restaurant (gsf)	101,366	-0-	148,554	101,366
Residential Dwelling Units	30	-0-	36	30
Floor Area (gsf)	109,395	-0-	127,208	109,395
Parking Spaces	377	74	193	377
Total Gross Floor Area	210,761	-0-	275,762	210,761

1.0 INTRODUCTION

000423

2.0 PROJECT DESCRIPTION

CHAPTER 2

PROJECT DESCRIPTION

A. PROJECT OVERVIEW

Cannery Row Marketplace, LLC, a private development company, has applied to the City of Monterey to develop a mixed-use commercial and residential project on a 3.5-acre site fronting on Monterey Bay in the Cannery Row area (see Figures 1 and 2). The project would consist of five new buildings containing commercial retail, visitor-serving uses, 30 residential condominiums, a history museum, and structured parking (see Figure 3). The project design intends to reflect the historic industrial character of the Cannery Row area and would incorporate a number of historic features into the project design (see 'Historic Features' below).

The project consists of two main parcels, one on the east or bay side of Cannery Row, and one on the west or inland side of Cannery Row, which is bounded on the west by the Monterey Peninsula Recreation Trail. On the bay side, the project would include two 4-story buildings (Buildings A and B) separated by a broad public plaza which provides an open view corridor eastward toward to the bay. The historic Stohan's building would be retained in the center of the plaza and would be rehabilitated for use as a local history center. On the inland side, the project would consist of one 2-story building (Building C, which would replicate the exterior of the former San Xavier Warehouse), and two 3-story buildings (Buildings D and E).

Each of the five new buildings (not including the Stohan's building) would contain one level of retail commercial at the street level of Cannery Row. The two new bayside buildings (A and B) would also include two levels of residential condominiums above the retail level and one parking level below street grade. The three inland buildings (C, D and E) would contain a common parking level below street grade, and retail commercial at street level. Building C would also contain one level of residential above retail (consisting of four inclusionary housing units, one market-rate condominium, and the project management office). Building D would also contain three 2-story townhouse condominium units above street level retail. Building E would contain two levels of covered parking above the street level retail, plus rooftop parking.

The two-tiered plaza proposed for the central area of the bayside parcel would provide a public view corridor from Cannery Row and shoreline access. The upper tier would be at street level and would consist of a retail plaza adjacent to the street level retail and restaurant uses. The lower tier or history plaza would include the history center (Stohan's) and would be accessed from Cannery Row by stairs which would descend to the plaza at roughly existing ground level. The project also includes two pedestrian-only accessways from the Monterey Peninsula Recreation Trail to Cannery Row, a dedicated public access easement from Cannery Row through the bayside plaza to the waterfront, and a dedicated pedestrian coastal access easement along the entire project shoreline (see 'Pedestrian and Coastal Access' below).

In total, the project would contain approximately 101,366 gross square feet (gsf) of retail commercial including 30,000 gsf for eating and drinking establishments (no more than 700 fixed seats in four restaurants), 377 parking spaces, and 30 residential condominium units (including 26 market-rate and four moderate income 'inclusionary' units). The on-site residential units would occupy approximately 87,306 gsf (see 'Project Characteristics' below).

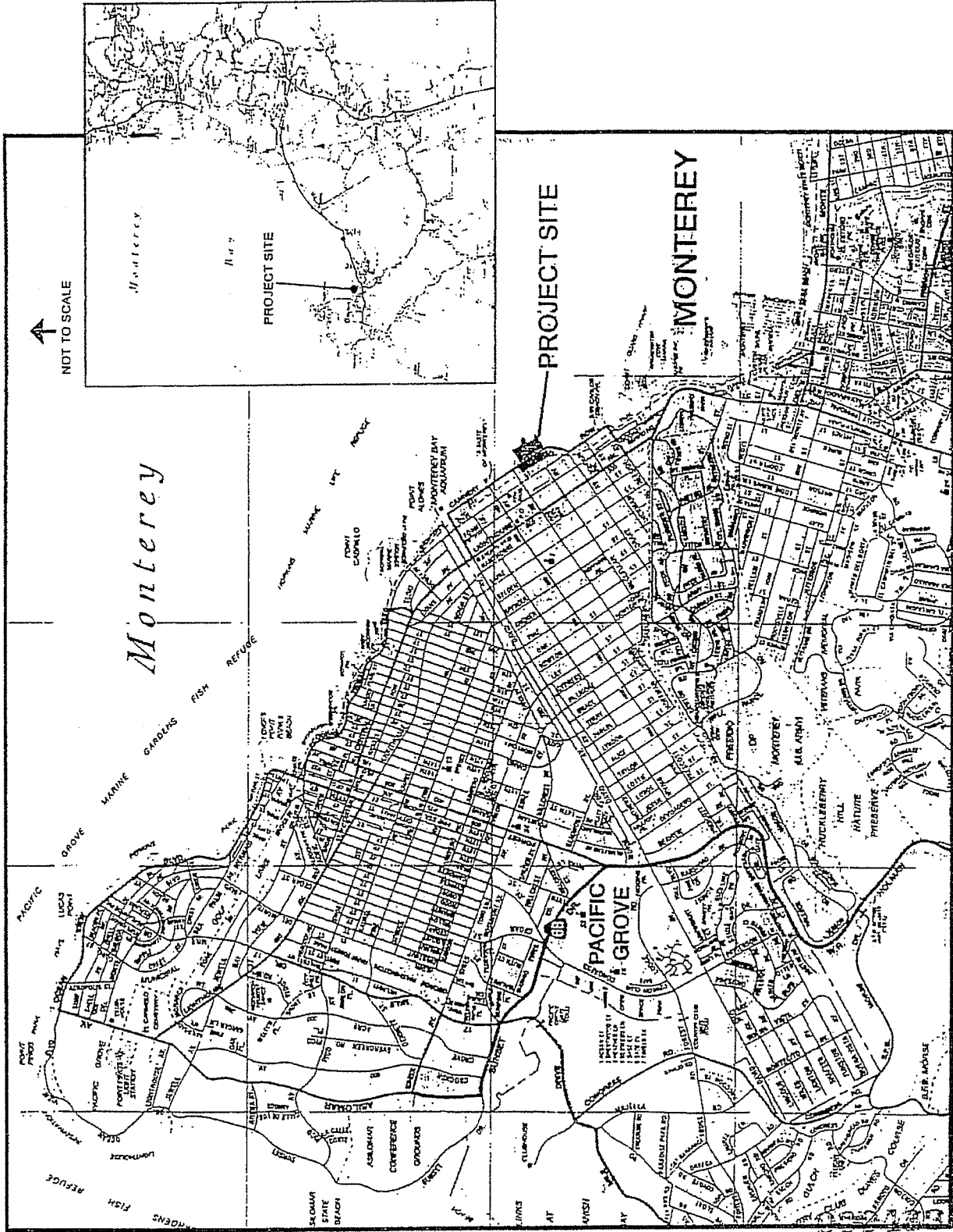


FIGURE 1
SITE VICINITY

000434

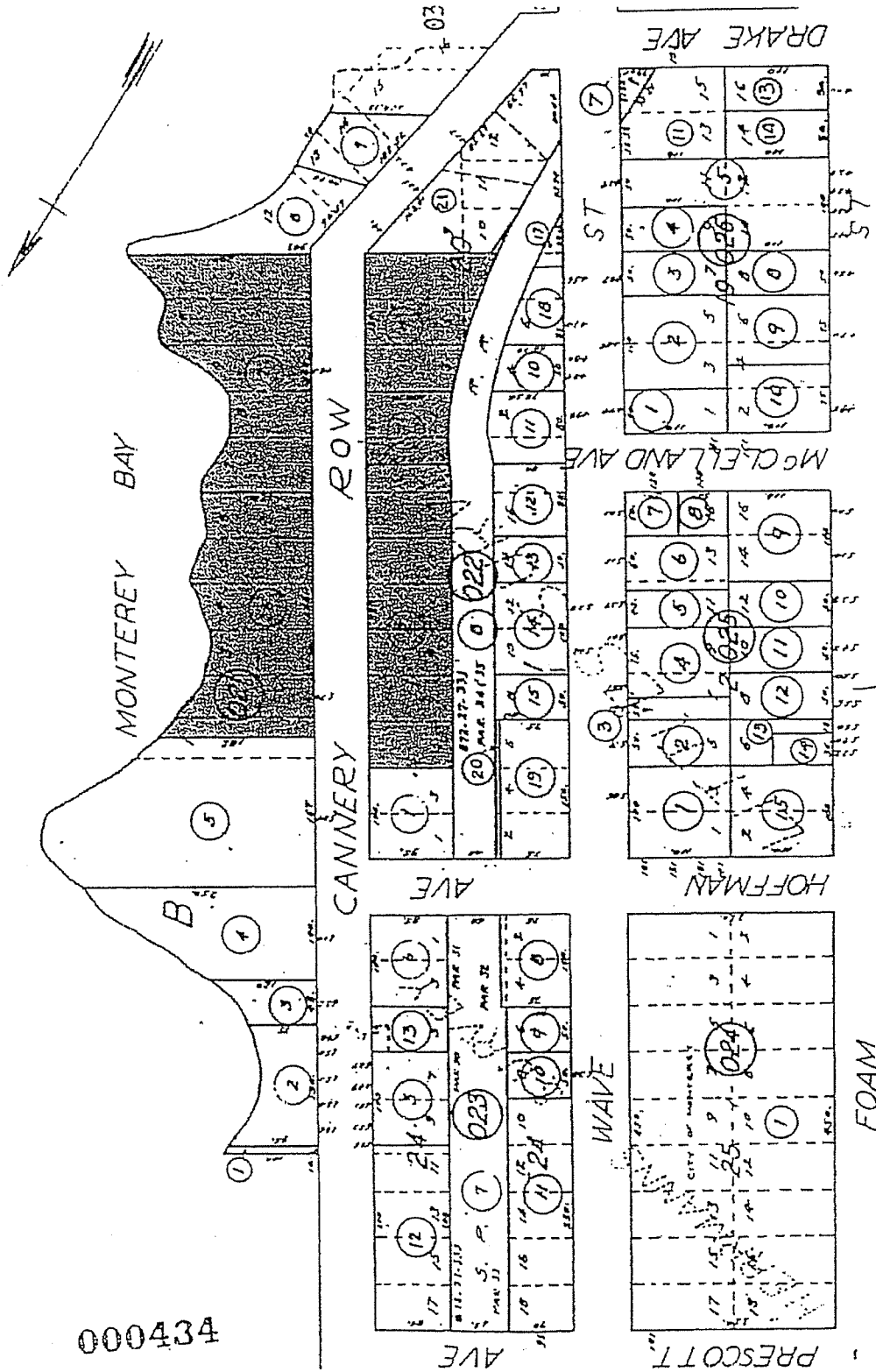
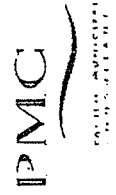


FIGURE 2
PROJECT
PARCEL MAP



000435

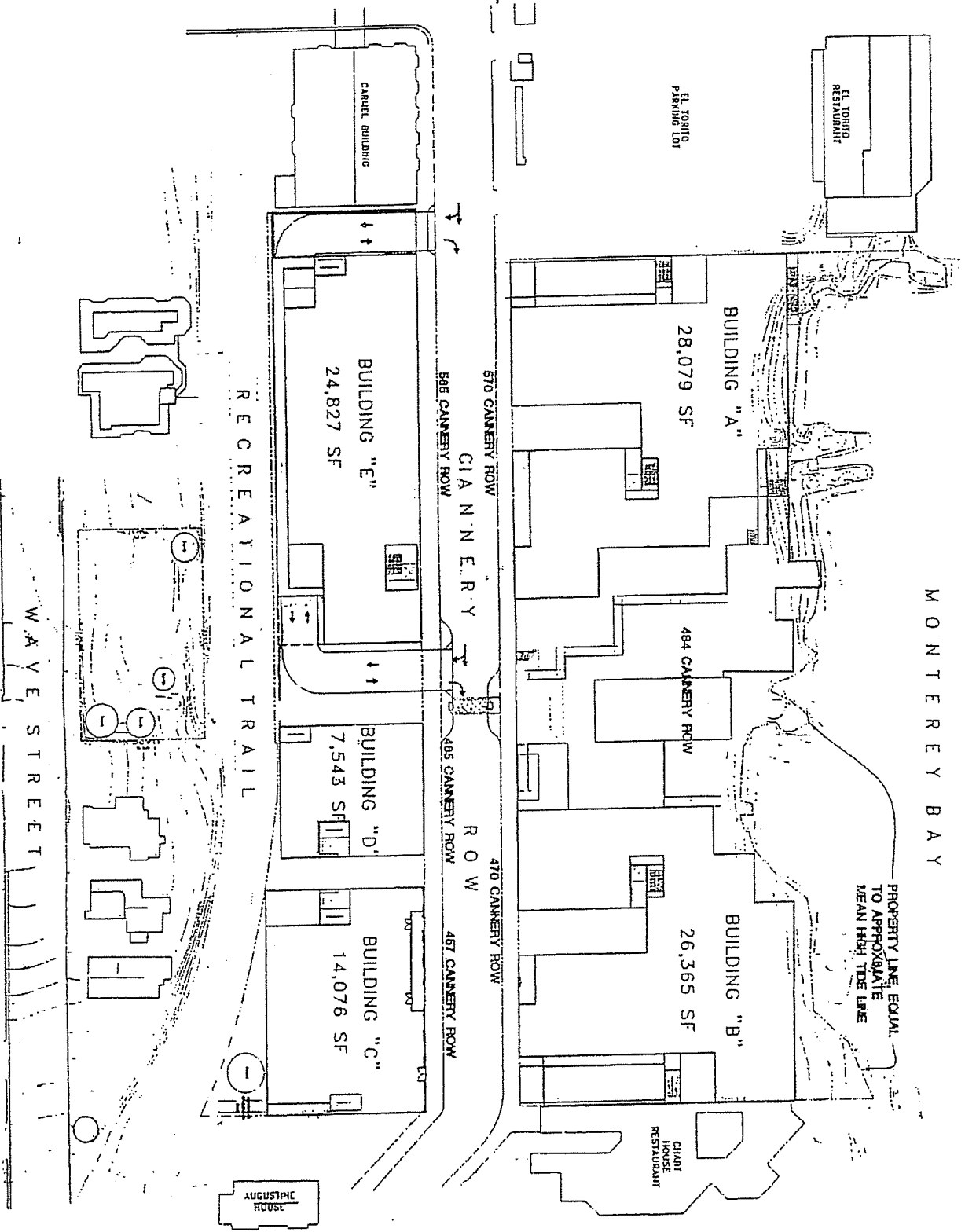
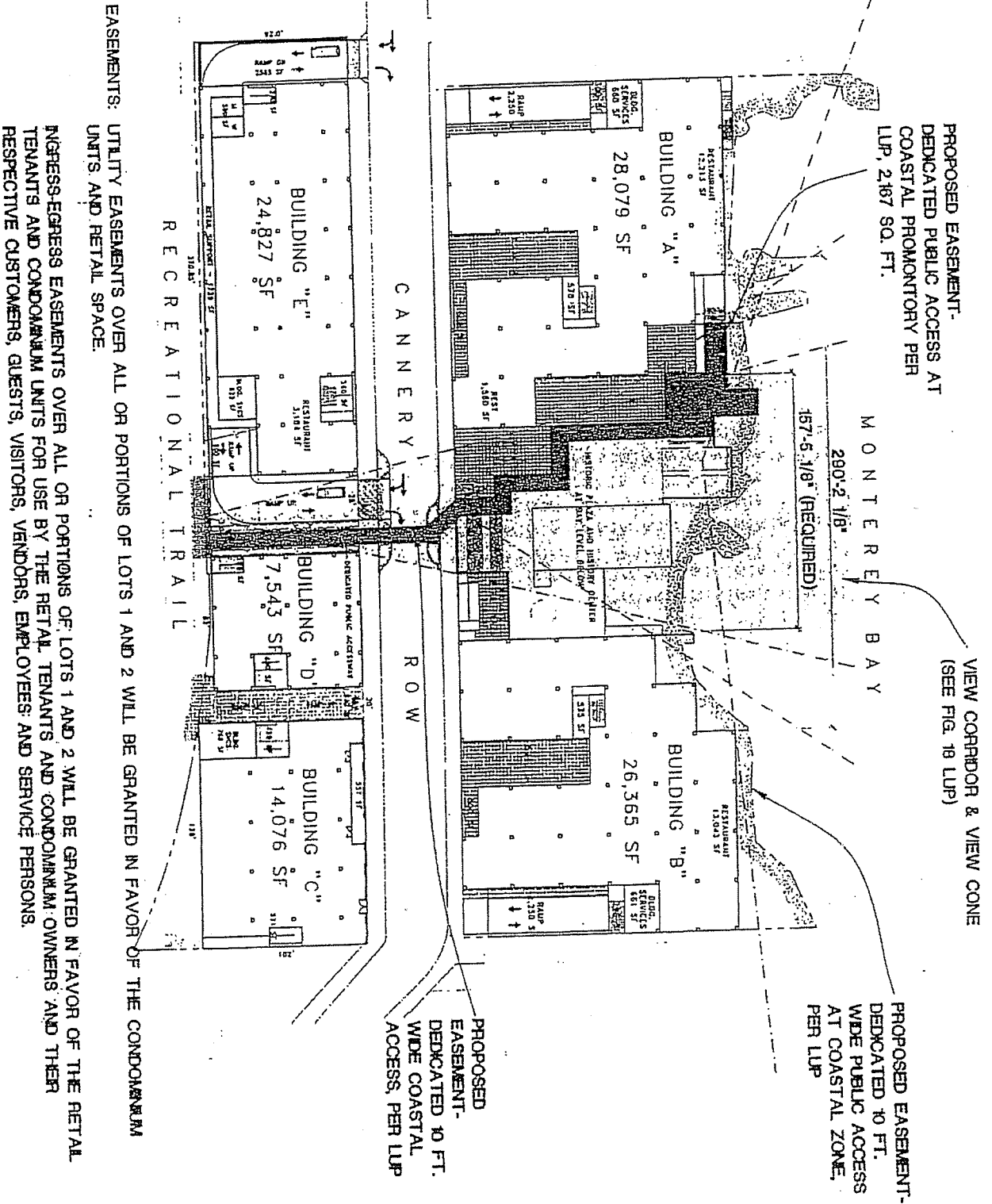


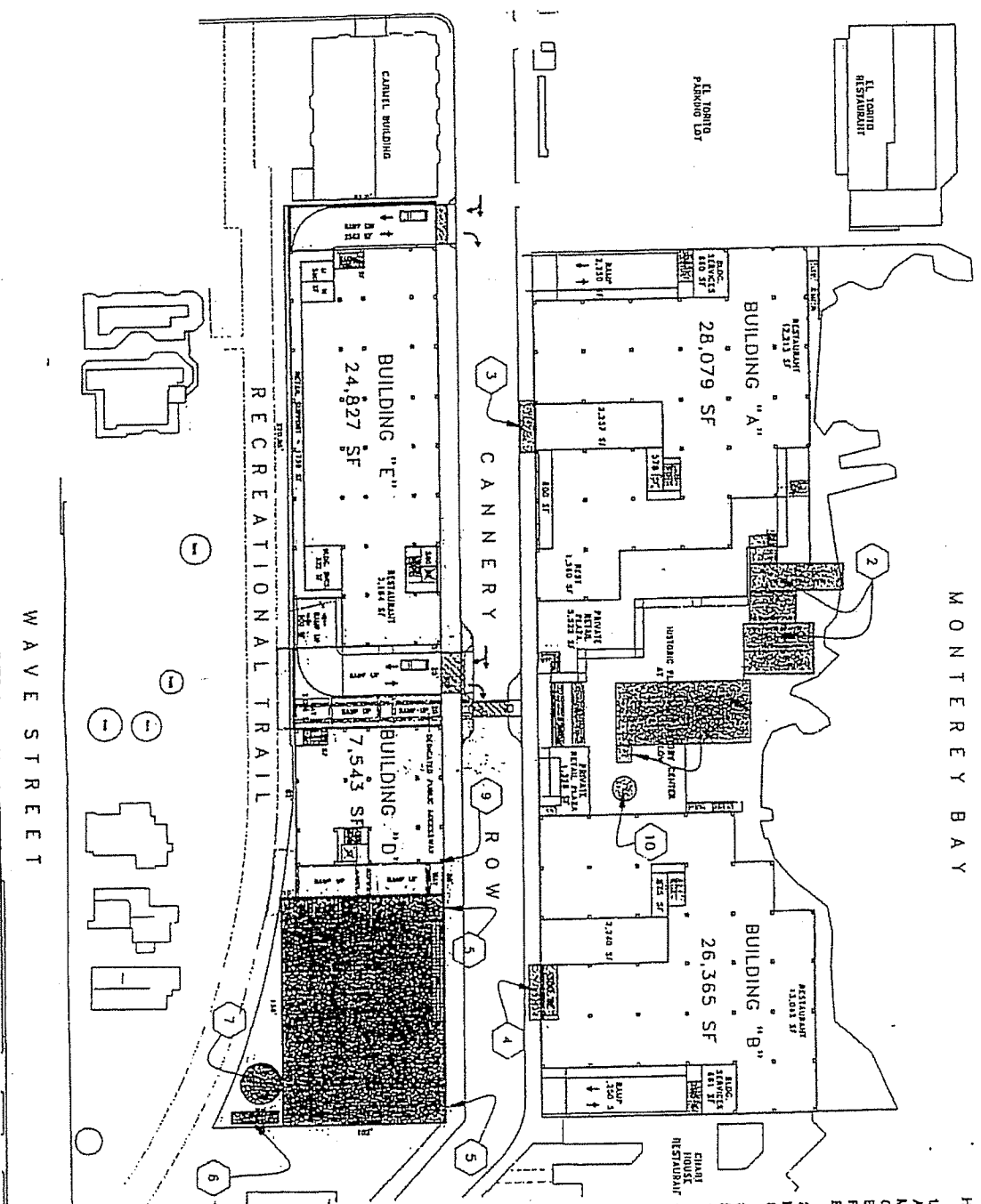
FIGURE 3
PROJECT
SITE PLAN



000436

FIGURE 4
Public Access Pla
& View Corridor

00000000



HISTORIC INTERPRETATION ITEMS

1. SAN XAVIER FISH REDUCTION PLANT. ADAPTIVE USE AS HISTORY CENTER & MUSEUM NOTING REMOVAL OF CONNECTION TO OTHER CANNERY BUILDINGS BY LEAVES OF SPECIAL PAVING AND DEMARCATION IN EXTERIOR CLADDING.
2. SPECIAL PAVING ABOVE FOUR FISH HOLDING TANKS TO REEMPHASIZE SALVAGED PIPE GRIDDLES AS BENCHES.
3. SALVAGE AND REINSTALL PACIFIC FISH CO.'S CONCRETE SIGN ALONG CANNERY ROW STREET FRONTAGE.
4. SALVAGE AND REINSTALL A PORTION OF TEVSLARPLAY ESTATE WALL ALONG CANNERY ROW STREET FRONTAGE OF BUILDING B.
5. SALVAGE AND REINSTALL AS VENERE PORTIONS OF RAISED FOUNDATION WALL OF SAN XAVIER WAREHOUSE ALONG CANNERY ROW STREET FRONTAGE. RECONSTRUCT REMAINDER OF FOUNDATION WALL USING NEW MATERIALS.
6. SALVAGE AND REINSTALL EXPOSED PORTION OF BURIED RAIL CAR.
7. INTERPRET CIRCULAR STEEL TANK USING A ROUND CONCRETE SLAB AND CIRCULAR METAL BENCH.
8. RECONSTRUCT BUILDING ENVELOPE OF SAN XAVIER WAREHOUSE WITH MODIFICATIONS FOR ADAPTIVE USE. REINSTALL SALVAGED MATERIALS INSIDE ARCADE ALONG CANNERY ROW STREET FRONTAGE.
9. INSTALL PHOTOGRAPHS DETECTING CHANGES TO PROJECT SITE OVER TIME.
10. INTERPRET CIRCULAR STEEL TANK USING SPECIAL PAVING.

FIGURE 5
HISTORIC RESOURCES
INTERPRETIVE SITE PLAN



PACIFIC MONTEREY CONSULTANTS

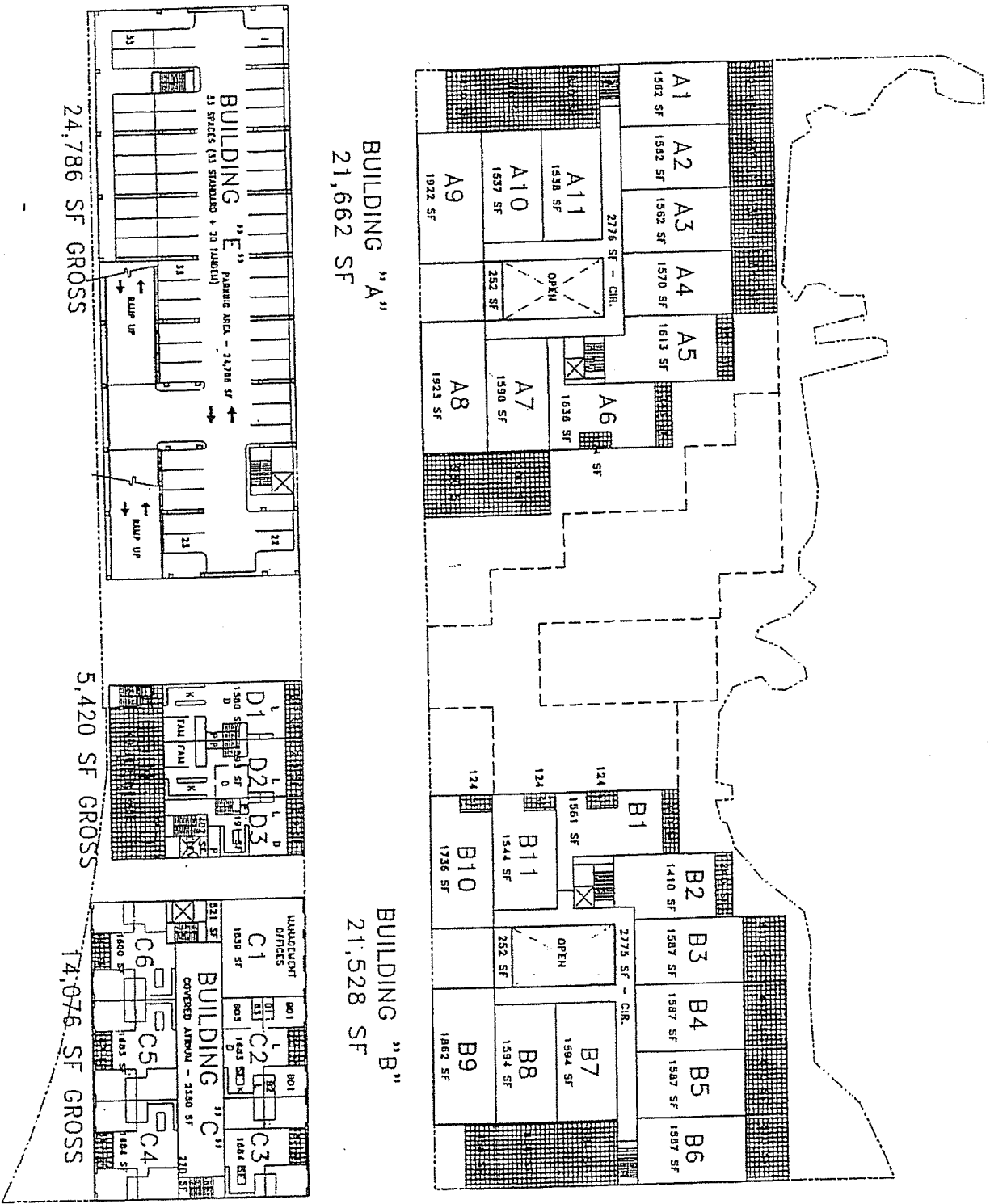
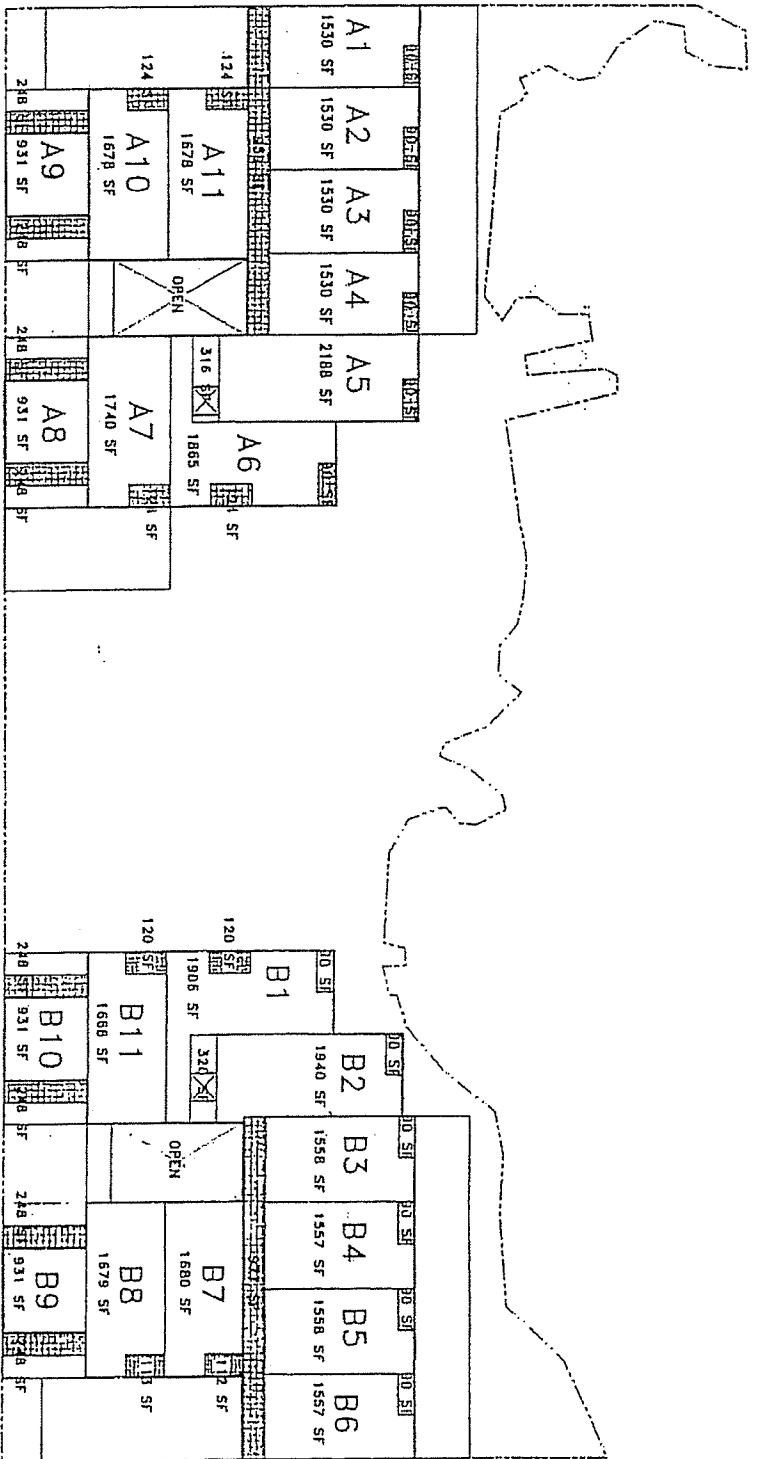


FIGURE 6C
SECOND FLOOR PLAN

000440

104000



BUILDING "A"
19,427 SF

BUILDING "B"
19,266 SF

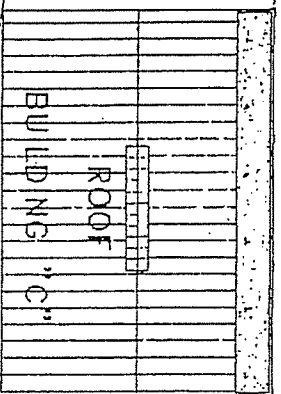
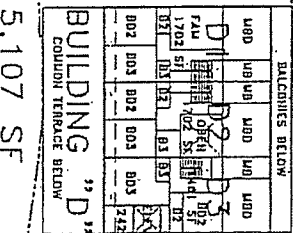
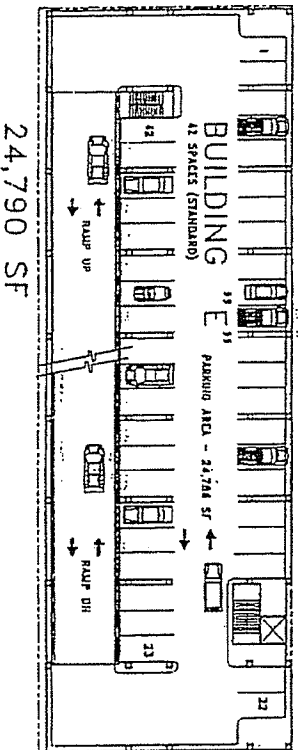
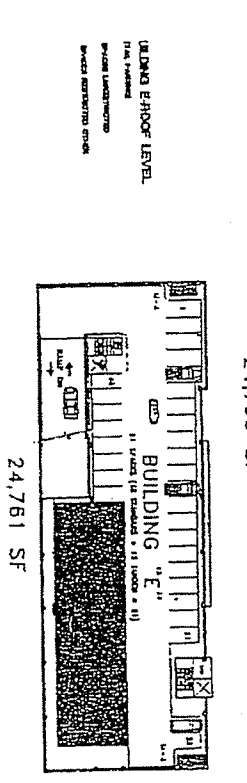
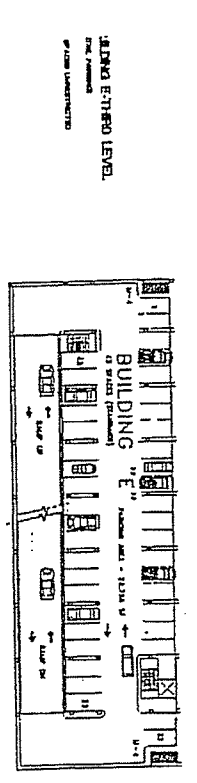
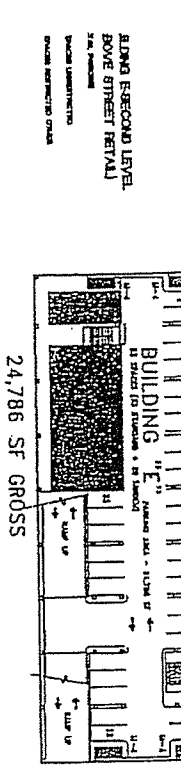
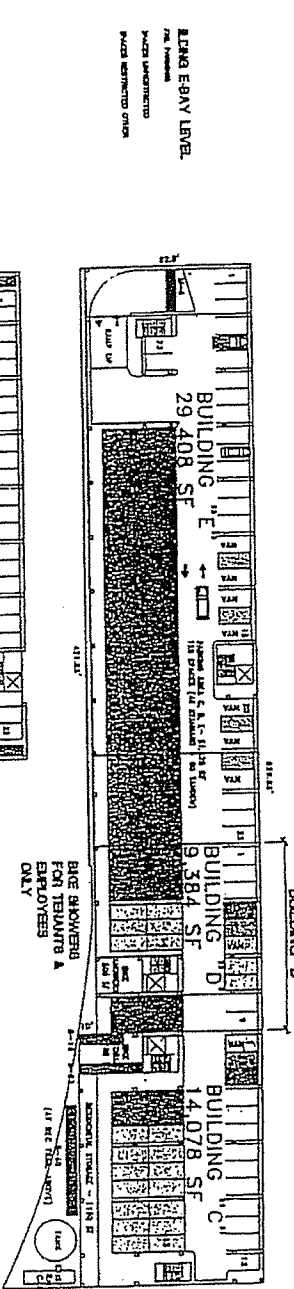
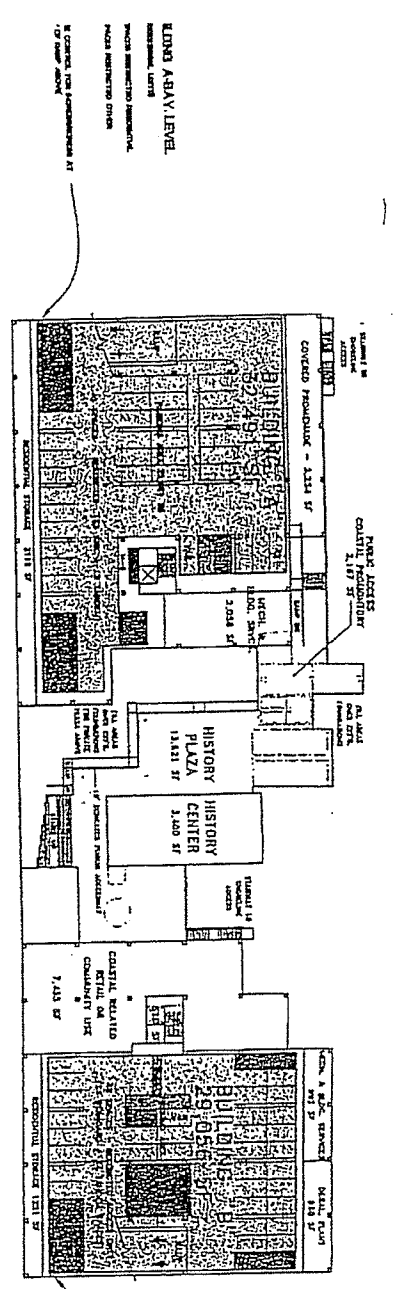


FIGURE 6D
THIRD FLOOR PLAN



SOURCE: THE SIERRA COMPANY, 2000

LEGEND

- RESTRICTED RESIDENTIAL
- RESTRICTED OTHER
- UNRESTRICTED
- VAN ACCESSIBLE SPACES
- BICYCLE (79 TOTAL) & MOTORCYCLE (48 TOTAL)

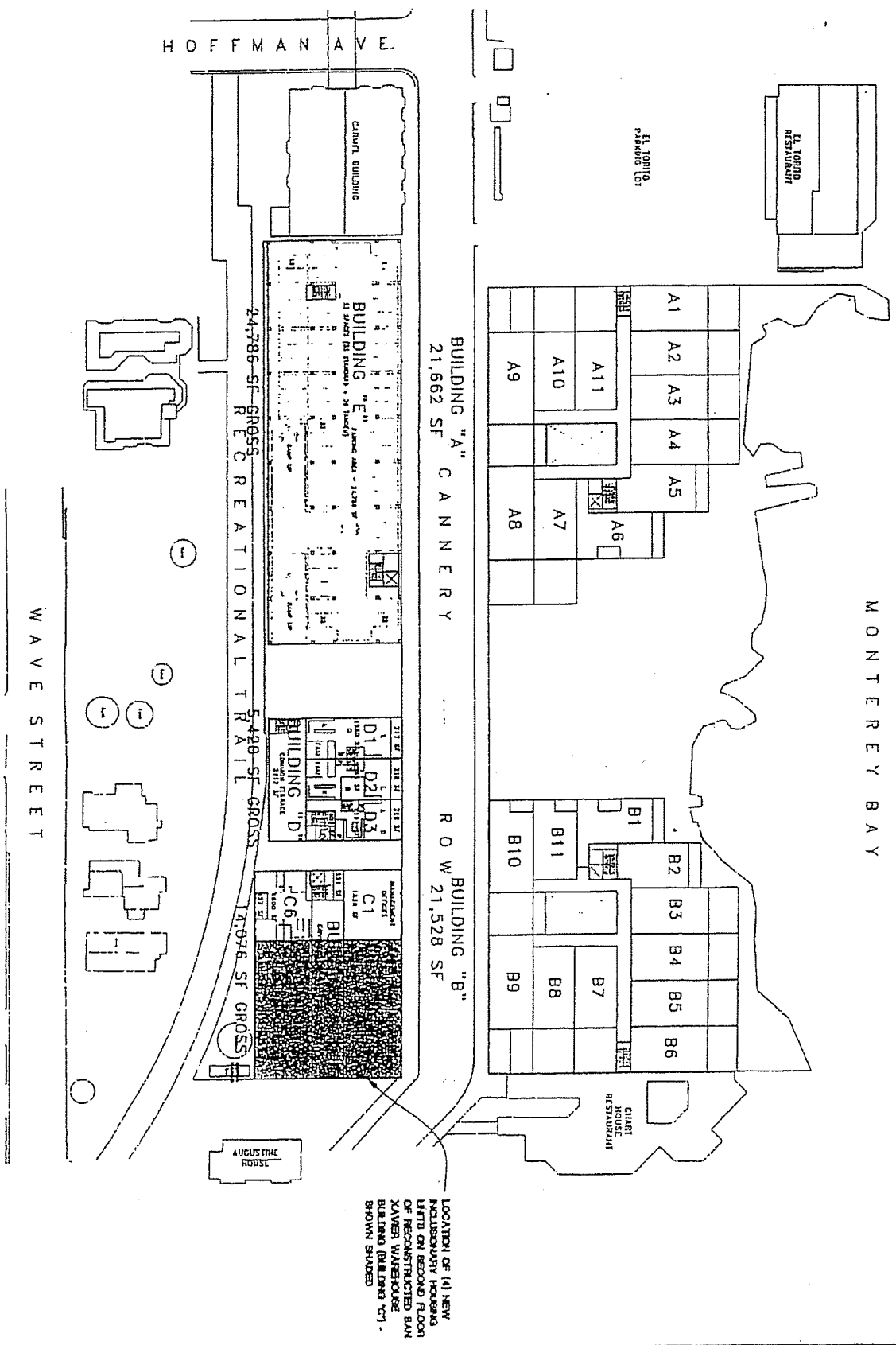
AUTOMOBILE PARKING SUMMARY

BUILDING	FLOOR LEVEL	NUMBER OF PARKING SPACES PROVIDED BY TYPE				RESTRICTED OTHER	VAN ACCESSIBLE	TOTAL
		UNRESTRICTED	RESTRICTED RESIDENTIAL	RESTRICTED OTHER	UNRESTRICTED			
BUILDING A	ENTIRE	2	0	0	0	0	2	
BUILDING B	ENTIRE	11	0	0	0	0	11	
BUILDING C	ENTIRE	11	0	0	0	0	11	
BUILDING D	ENTIRE	1	0	0	0	0	1	
BUILDING E	ENTIRE	11	0	0	0	0	11	
BUILDING F	ENTIRE	11	0	0	0	0	11	
TOTAL BY FLOOR LEVEL		58	0	0	0	0	58	

SEE A01 FOR OVERALL PARKING SUMMARY

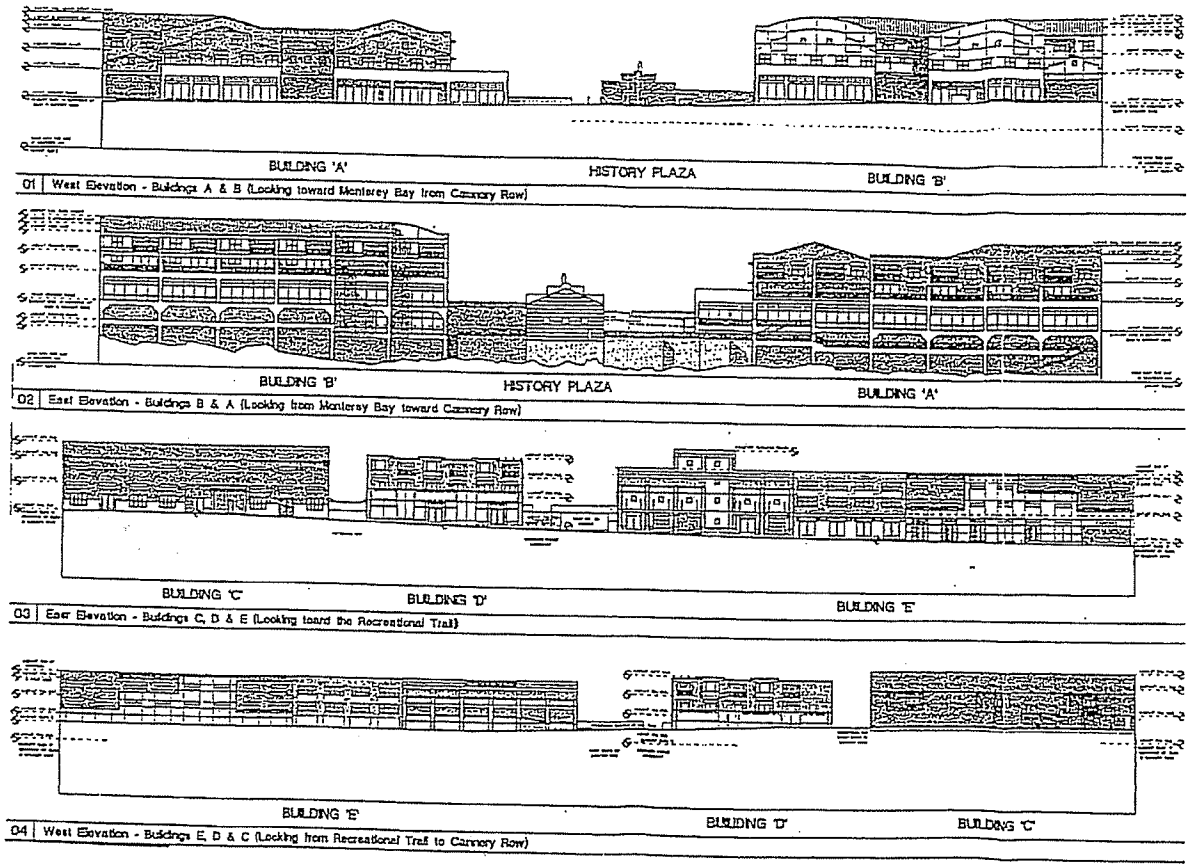
FIGURE 7
PARKING PLAN

000442



000443

FIGURE 8
INCLUSIONARY
HOUSING PLAN

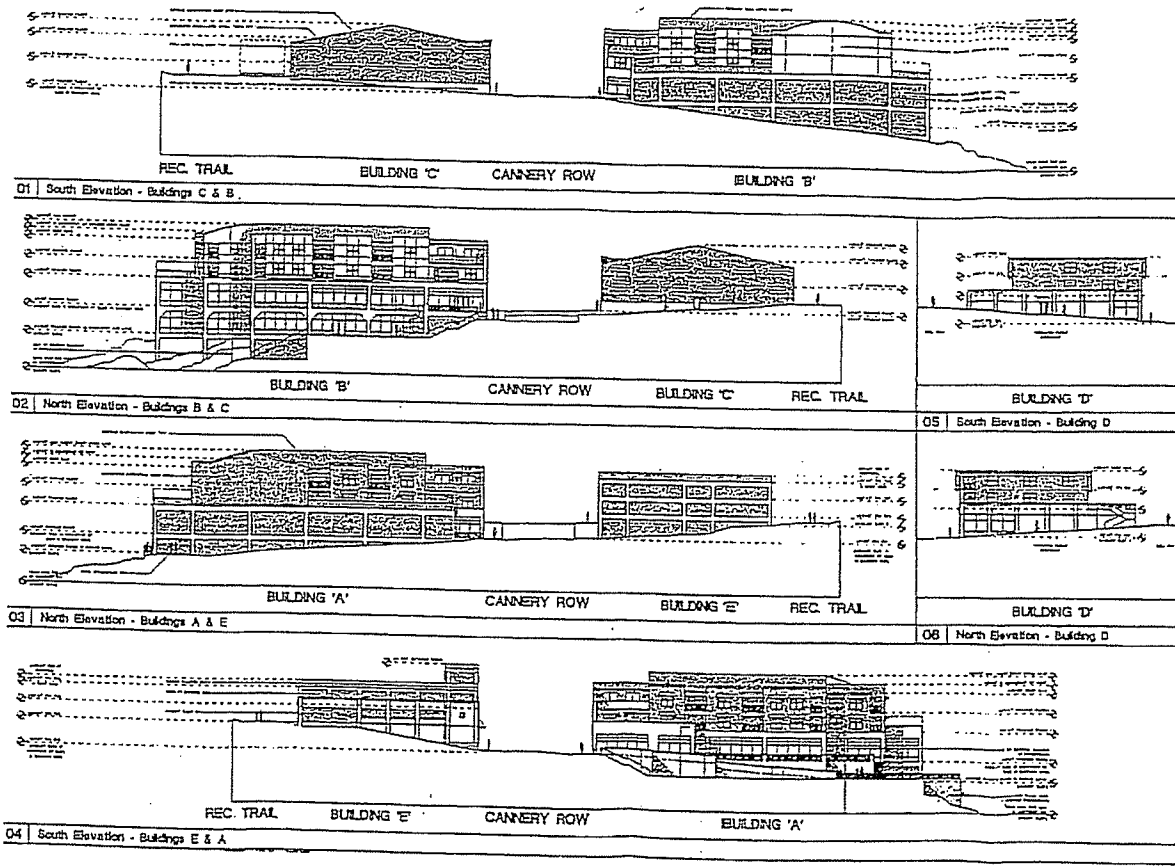


000434

FIGURE 9a
BUILDING
ELEVATIONS



Source: The Sasaki Company, 2000



000445

FIGURE 96
BUILDING
ELEVATIONS



Source: The Green Company, 2002

The tentative map for the project proposes the division of the project site into two lots. The first lot would encompass the commercial, residential and parking components on both sides of Cannery Row and would cover approximately 3.0 acres. The second lot would include the Stohan's building and the surrounding history plaza, and would cover approximately 0.5 acres. The second lot is proposed for ownership by a non-profit foundation for the exclusive use and operation as a history center.

Domestic water supply to the project would be provided by an on-site desalination plant (see 'Water Supply' below).

The proposed project includes an employee transportation management plan, which is intended to reduce automobile traffic and parking impacts in the Cannery Row area by encouraging employees to use alternative means of transportation. (See Section 3. B. *Traffic, Transportation, Circulation, and Parking* for a detailed description of the proposed Employee Transportation Management Plan).

Since the project is a mixed-use project, it will require a Use Permit as provided under City of Monterey LCP Amendment No. 1-97. No amendments to the LCP (Local Coastal Plan), variances from zoning codes, or other discretionary approvals would be required from the City of Monterey for the project as proposed. (See Section 3. A. *Land Use and Applicable Land Use Plans and Policies* for a list of required approvals from other agencies.)

B. PROJECT OBJECTIVES

The following is a statement of project objectives prepared by the applicant (Robinson, 2000). These solely reflect the objectives of the project sponsor and are not necessarily endorsed by the City of Monterey or the EIR preparer.

- *To improve the largest contiguous undeveloped site in the Cannery Row area of Monterey;*
- *To revitalize a currently underutilized and deteriorating section of Cannery Row;*
- *To develop multiple bayside and inland parcels through a comprehensive plan that effectively respects the design heritage of Cannery Row and affords substantial public amenity;*
- *To develop a combination of visitor-serving restaurant and retail uses of sufficient size to support a significant residential component, including inclusionary housing units;*
- *To develop a combination of commercial uses of sufficient size and economic capability to accommodate a Cannery Row history center;*
- *To develop a project that provides economic benefits to the City by providing new business opportunities and employment; extending visitors' stays; and serving existing demand for residential and retail uses;*
- *To provide a project that will afford new public amenities in the form of enhanced coastal access; increased dining, entertainment, and shopping opportunities for visitors to Cannery Row; a Cannery Row history center and public plaza with a large coastal promontory; and increased public visual access to views of the bay;*

000446

- To enhance historic preservation of the Cannery Row area by:
 - Recreating and adapting Cannery Row era architecture in new development in a neglected and deteriorating section of Cannery Row;
 - Retaining features of historic interest at their original locations, to the extent feasible;
 - Replicating and incorporating the San Xavier Warehouse into the new project, to the extent feasible;
 - Retention of the San Xavier Cannery Reduction Facility (Stohan's) on the project site for use as a Cannery Row history center;
- To develop a mixed-use project in a location and manner that will not require amendments or variances to City ordinances, policies, or the Cannery Row Land Use Plan.
- To develop a "Landmark" project within the City of Monterey.

C. SITE LOCATION AND DESCRIPTION

The project is located along Cannery Row between Hoffman Street to the north, Monterey Bay to the east, Drake Street to the south, and the Monterey Peninsula Recreation Trail to the west. The project consists of two main parcels,¹ one on the east or bay side of Cannery Row, and one on the west or inland side of Cannery Row. The 2.2-acre bayside parcel is currently occupied by the Stohan's building, a storage tank, and various structural remnants of former buildings of the Cannery Row era. This parcel is bordered by the Chart House restaurant on the south, Cannery Row on the west, the El Torito restaurant and surface parking area to the north, and Monterey Bay to the east. The 1.3-acre inland parcel is currently occupied by a paved parking lot, the foundation of the former San Xavier Warehouse, and other structural remnants of the Cannery Row era, including a storage tank and a partially buried railroad tank car. This parcel is bordered by the House of Augustine on the south, the Monterey Peninsula Recreation Trail on the west, the Carmel Building on the north, and Cannery Row on the east. The Monterey Bay Aquarium is located approximately 1,500 feet to the north, and downtown Monterey is located about one mile south of the project site.

¹ Although the project site actually consists of multiple lots, in this document these are referred to as the bayside and inland parcels in order to simplify the discussion.

D. PROJECT CHARACTERISTICS

A summary of proposed project uses, floor areas, and parking spaces is presented in Table 1, on the next page. The project Site Plan is shown in Figure 3; the Public Access Plan and View Corridor is shown in Figure 4; and the Historic Resources Interpretive Site Plan is shown in Figure 5. The project floor plans are shown in Figures 6A through 6D; the Parking Plan is shown in Figure 7; the Inclusionary Housing Plan is shown in Figure 8; and the project building elevations are shown in Figures 9A and 9B.

RETAIL AND RESTAURANT COMMERCIAL USES

The project would include 101,366 gsf of primarily visitor-serving retail and restaurant uses at street level, including 30,000 gsf for eating and drinking establishments, and 71,366 gsf of retail.² This includes 7,435 square feet of 'coastal-related retail or community use' on the history plaza level adjacent to Building B. It is anticipated that most of the restaurant uses would be located on the bayside portion of the site to take advantage of views to the bay. Project operation is projected to employ a total of approximately 220 workers, primarily in retail and restaurant service jobs. It is estimated that a maximum of 143 employees would be present on-site at any given time (Duffy Company, 2000).

RESIDENTIAL USES

The project would include 30 on-site condominium units, including 26 market-rate units and four moderate-income ('inclusionary') condominium units (see Figures 6C, 6D, and 8). The dwelling units would occupy the second and third levels of Buildings A, B, and D, and the second level of Building C. Twenty-two of the market-rate units would be located on the bayside parcel, and four of the market-rate units would be located on the inland parcel. The four inclusionary housing units would be located on the inland parcel on the second floor of Building C. All residential units would have three bedrooms.

PEDESTRIAN AND COASTAL ACCESS

Public pedestrian access to the project would be provided from the Cannery Row frontages and from the Monterey Peninsula Recreation Trail. On the bayside parcel, the central area of the site would open up to a large plaza on two levels. The lower or bay level would be accessed from a set of stairs descending from Cannery Row and would include the history center/museum (Stohan's) surrounded by a history plaza. Dedicated public access to the waterfront would be provided from Cannery Row down the stairs and through the history plaza (see Figure 4). At the waterfront, stairs would lead from the history plaza down to the shoreline and a dedicated 10-foot wide public access easement that would provide lateral access along the project's coastal frontage. The second or upper plaza level would be at street level and would comprise a retail plaza providing access to shops and restaurants. Dedicated public access at this level would follow the retail plaza eastward to a dedicated public access promontory overlooking the bay at the waterfront. (The two dedicated public accessways would actually be part of the same 10-foot wide easement, but would be split between the two plaza levels [see Figure 4]. A wheelchair ramp would run down the center of the easement between the two levels.)

² This figure includes the 3,400 square foot history center in the Stohan's building, which is analyzed as retail for purposes of transportation and parking calculations.

**TABLE I
SUMMARY OF PROPOSED PROJECT USES, FLOOR AREAS,^a AND PARKING**

	Bayside Lot (2.2 acres)		Inland Lot (1.3 acres)			PROJECT TOTALS
	Building A	Building B	History Center (Stohan's)	Building C	Building D	
Commercial						
Retail, Restaurant, History Center ^b	23,691	29,716	3,400	13,630	6,940	17,703
Retail Support Floor Area ^c	930	630	--	1,101	--	3,661
Total Commercial Area						101,366
Residential						
Dwelling Units	11	11	--	5 ^f	3	--
Residential Floor Area	35,131	34,613	--	8,332	9,230	--
Residential Support Floor Area ^d	7,166	7,895	--	5,089	1,936	--
Total Residential Floor Area						109,392
Parking						
Parking Spaces	45	48	--	30	25	229
Parking Area	25,081	17,938	--	12,150	8,884	103,761
Parking Support Area ^e	2,250	2,250	--	--	--	3,463
Total Parking Area						175,777
Miscellaneous						
Desalination Plant	--	960	--	--	--	960
Bike Storage/Shower Room	--	--	--	768	500	1,268
Mechanical and Bldg. Services	2,058	992	--	--	--	3,050
Total Miscellaneous Area						5,278
TOTAL PROJECT AREA						391,797

^a All area figures are in square feet.
^b Gross leasable floor area.
^c Retail support includes area for mechanical and building services, toilets, pedestrian circulation, and covered arcade.
^d Residential support includes mechanical and building services, pedestrian circulation and bridges, and covered atriums and balconies.
^e Parking support consists of covered ramps.
^f Includes 4 moderate income "inclusionary" housing units.
 SOURCE: Sienna Company

000449

The promontory area would connect to a covered promenade (beneath the restaurant terrace at street level) running northward and overlooking the shoreline. The covered promenade would be open to the public but would not be a dedicated public access area. A set of stairs would lead from the promenade to the shoreline access easement below. No access improvements or other alterations are proposed within the rocky shoreline area along the project site. Due to the rocky nature of the shoreline area, high tides and surf can create hazardous conditions for the public. Thus access to the water's edge through the property may be restricted during dangerous surf periods and after dark by means of locked gates at the stairways leading down to the shoreline. Appropriate warning signs would also be prominently posted.

On the inland parcel, two 20-foot wide public accessways would be provided between the three buildings. Between Buildings D and E, the public accessway and parking access ramp would provide a 45-foot wide view corridor to the east which would visually connect with the broad plaza on the bayside to provide coastal views from the Recreation Trail. This accessway would be part of 10-foot wide dedicated public access easement extending to the waterfront, described above. The second accessway would run between Buildings C and D to provide additional pedestrian access between the Recreation Trail and Cannery Row.

VEHICULAR ACCESS AND CIRCULATION

Vehicular access to the project would be provided entirely from Cannery Row (see Figure 6B). Access to project parking would be provided via two vehicular entrances on the bayside and two vehicular entrances on the inland side of the project. Vehicular access to the subgrade parking levels on the bayside would be provided by two 2-way ramps located at the north end of Building A and south end of Building B, respectively. Access to the inland subgrade parking level would be provided by a two-way ramp at the north end of Building E. Access to the upper parking levels in Building E would be provided by a two way ramp on the south side of Building E. Circulation between the three upper parking levels in Buildings E would be via internal ramps.

Truck loading and unloading and trash service would be at curbside on Cannery Row. Hours for truck service and trash pickup would be limited to before 11:00 a.m. and after 6:00 p.m.

PARKING

On-site project parking would be provided for automobiles, bicycles and motorcycles as follows:

Automobiles - 377 spaces, of which 90 would be reserved for residential use, 138 would be restricted for commercial use, and 149 would be for unrestricted use by visitors and the public. (The total number of parking spaces proposed exceeds the City's parking requirement for the project by four spaces.)

Bicycles - 79 spaces, of which 39 would be located in a secured storage area in the Building C subgrade parking area (with adjacent shower rooms provided for residents and employees), and 40 would be provided in an outdoor rack outside the west facade of Building C adjacent to the Recreation Trail;

Motorcycles - 43 spaces, which would be dispersed in groups throughout the parking areas of Building A and Building E.

The project parking configuration is shown in Figure 7, which also includes a breakdown of automobile parking by type (e.g., standard, tandem, van accessible). Parking on the bayside parcel would be

restricted to residents and specific employees of the commercial uses. Unrestricted visitor and public parking would be available only in Buildings C, D, and E on the inland parcel.

BUILDING DESIGN

The project has been designed to reflect the historic character of Cannery Row and is intended to be compatible with existing structures. Existing historical elements present on the site have been incorporated into the project design to the extent feasible, as described under 'Historic Features' below. The project would continue the prevailing pedestrian scale of the area by breaking up building masses, by limiting streetscape elevations along Cannery Row to one or two story facades, and stepping back the upper floors from the street and waterfront.

Exterior architectural treatment for the project buildings would incorporate a combination of materials commonly used in the Cannery Row area, including painted plaster, painted wood siding, and corrugated metal siding. Buildings A and B would include shed and gabled roof elements and would generally incorporate a variety of forms and details characteristic of cannery-type buildings. The somewhat simpler forms of Buildings C, D and E would reflect the characteristics of warehouse-style buildings found in the Cannery Row area (see Figures 9A through 9C).

Exterior materials used on the east and west facades of Buildings A and B would be primarily painted plaster and window elements at street level with smaller areas of painted wood siding. Materials used on the upper stories would be a combination of painted plaster, wood siding, and ribbed metal siding. Structural concrete frames filled with decorative concrete block would enclose the subgrade parking on the east sides of these buildings. Rooflines of the two buildings would incorporate varied forms and materials (see Figures 9A through 9C).

The east facade of Building C would consist of corrugated metal siding with metal window sashes and would incorporate materials salvaged from the former San Xavier Warehouse. The east facades of Buildings D and E would consist primarily of a concrete base and window elements at street level with the upper stories consisting of varied materials such as corrugated metal, painted plaster and painted wood siding. The west facade of Building C, which would face the Recreation Trail, would be similar to the east facade. The west facades of buildings D and E would be a combination of corrugated metal, painted plaster, painted wood siding, and structural concrete frame filled with decorative concrete block. Approximately 20-foot-tall metal light fixtures would be installed on the parking roofdeck on Building E.

The project would include minimal landscape and hardscape elements to reflect the urban industrial character of Cannery Row. Within the central plaza area, low-growing landscaping would be provided in container plantings. A painted metal rail with integral lighting would be installed along the waterfront edge of the plaza and the multi-level accessway connecting Cannery Row with the shoreline.

The project structural system would consist of steel-reinforced concrete on spread footings.

HISTORIC FEATURES

There are a number of structures or structural remnants associated with the Cannery Row industrial era that are present on the site. Several of these features are proposed to be incorporated into the project design as discussed below (see Figure 5 for locations). These and other remaining historic features on the site are described in detail in Section 3. F. *Historic Resources*.

San Xavier Fish Reduction Plant (Stohan's): Located in the center of the bayside parcel, this building would be rehabilitated in place for reuse as a local history center and museum.

Cylindrical Steel Tank (Stohan's): This large steel tank, located just north of Stohan's, is badly deteriorated and would be removed. The tank location would be indicated ("interpreted") by means of special paving.

Fish Holding Tanks: These consist of several large rectangular concrete basins, historically used as fish holding tanks, located along the waterfront just north of Stohan's. These basins would be filled and incorporated into the history plaza, with special paving to indicate their location. This area would comprise the public coastal promontory overlooking the bay.

"Pacific Fish Co." Sign: This is a concrete sign with the words "Pacific Fish Co." imbedded in the sidewalk on the east side of Cannery Row north of Stohan's. This sign would be salvaged and reinstalled in conjunction with project construction.

Tevis-Murray Estate Wall: Located along the east side of Cannery Row, south of Stohan's, this is a portion of the garden wall from the old Tevis-Murray Estate, which predates the cannery era. This portion of wall would be salvaged and reinstalled as part of Building B.

San Xavier Warehouse: Located at the north end of the inland parcel, this building was demolished in 1997 by City order due to safety hazards. Some remaining veneer portions of the raised foundation wall along Cannery Row would be incorporated into a new building that would replicate the exterior of the former warehouse with modifications for adaptive reuse. Certain materials salvaged during demolition would also be incorporated.

Cylindrical Steel Tank (San Xavier Warehouse): This large steel tank, located just west of the former San Xavier Warehouse site, is badly deteriorated and would be removed. The tank location would be indicated ("interpreted") by means of a round concrete slab and a circular metal bench.

Railroad Tank Car: This old half-buried rail tank car, located just northwest of the San Xavier Warehouse site, would need to be removed in order to remove contaminated soil from under the tank car. After site remediation, the currently exposed upper portion of the tank car would be reinstalled in place.

The features which are proposed for removal would be photodocumented in accordance with professional standards and regulatory requirements prior to demolition. (See Section 3. F. *Historic Resources* for detailed discussion of impacts and mitigations.)

WATER SUPPLY

The project water supply would be provided by a small on-site desalination plant which would process seawater with a reverse osmosis (RO) system to produce potable water. The estimated project water demand would be approximately 28 acre-feet per year (25,000 gallons per day on average). The system would be sized to meet the average daily demand during the maximum demand month with an availability factor of 85 percent. This would result in a plant design flow rate of 34 gallons per minute, or 40,000 gallons per day.

000452

2. Project Description

The water supply system would have on-site potable water storage to meet peak demands. An on-site reservoir, located beneath the parking level in Building B, would be sized to store six days' average flow (150,000 gallons). Water would be pumped from the reservoir to a 1,000-gallon hydropneumatic tank, located within the RO plant area, which would deliver pressurized water to the project's potable water system. The storage reservoir would be sized to meet peak flow rates, to provide for downtime for routine maintenance of the RO unit, and to provide an emergency supply in the event that the RO system were to become nonoperational for several days.

The potable water system would be connected to the local California American Company's (Cal-Am) water system to provide emergency backup supply in the event that the RO system were to become inoperable for more than six days. A backflow preventer would be installed to prevent the flow of the desalted water into Cal-Am's local potable water distribution system. Water for the project's interior fire suppression system (sprinklers) would be supplied by the Cal-Am water system. Firefighting flows would be provided by existing hydrants along Cannery Row through a "fire-service only" connection.

The RO plant, hydropneumatic tank, and related equipment would occupy 960 square feet on the subgrade parking level on the bayside parcel (see Figure 6A). The storage reservoir for potable water would be located nearby beneath the parking level in Building B. Additional information about the proposed RO system is provided in Sections 3. H. *Water Supply*, and Section 3. I. *Water Quality*.

REFERENCES/BIBLIOGRAPHY - Project Description

de Wit, L.A., *Project Description for a Proposed Desalination Facility at the Cannery Row Marketplace, Monterey California*, February 25, 1999..

Duffy Company, *Ocean View Plaza Employee Transportation Management Program*, April 2000.

Robinson, Alan (project architect), *Memorandum to Bert Verrips (Pacific Municipal Consultants) Regarding Project Objectives*, August 15, 2000.

Sienna Company, *Ocean View Plaza Zoning Permit Submittal*, revised August 15, 2000.

000453

000647

SECTION 3H
WATER SUPPLY

H. WATER SUPPLY

SETTING

Public drinking water for the project area is managed by Monterey Peninsula Water Management District (MPWMD) and is provided by the California-American Water Company (Cal-Am), the retail water purveyor for the Cannery Row area. However, the City of Monterey currently is using most of its full allotment of water from the MPWMD and additional domestic water from the District is not available to serve the potable water demand of the project. A number of alternative water supply sources were considered, but only seawater desalination was determined to be feasible. The other water supply alternatives are briefly described below, along with the reasons they were found infeasible.

Proposed Reverse Osmosis Desalination System

The desalination system proposed for the project would utilize the reverse osmosis (RO) process. The desalination plant would be located on-site and would provide potable water to the proposed project only. It would operate completely independently of the local water supply system. The use of seawater as a water source is attractive because of its unlimited supply and consistent water quality. To date, three successful seawater desalination facilities have been established in the Monterey Bay area, including plants operated by the Monterey Bay Aquarium, Marina Coast Water District, and Duke Energy's Moss Landing Power Plant. Other operational desalination plants along the central coast include facilities located at the Diablo Canyon and Morro Bay power plants, Chevron's Gaviota Oil and Gas processing facility in Santa Barbara County, and a number of off-shore oil platforms. Temporary emergency desalination plants have also been constructed by the cities of Santa Barbara and Morro Bay, but these are not currently in operation due to availability of less expensive water from other sources. A number of other communities and water districts considered installation of desalination plants in the early 1990s during the latest prolonged drought period (Pantell, 1993). Currently, desalination plants are being actively considered by several Monterey Bay area communities and water agencies, including the cities of Sand City and Santa Cruz, the Monterey Peninsula Water Management District, Pajaro Valley Water Management District, and Soquel Creek Water District.

Technical information presented in this section has been summarized from several technical reports, including the conceptual design of the proposed RO water supply system by Mark Brown & Associates (2000). The technical reports and the peer review report are contained in Appendix F of this EIR.

The technical material prepared for the applicant on the desalination facility was peer reviewed by Creegan + D'Angelo, Consulting Engineers, in conjunction with the preparation of this EIR. The peer review report, which is contained in Appendix F, found the preliminary facility design was appropriate and that the primary technical aspects of the system have been sufficiently addressed (Creegan + D'Angelo, 2000).

Properly designed and operated RO systems are considered an acceptable and reliable treatment technology by the state. The potable water produced by the RO desalination system is projected to meet all drinking requirements of the California Department of Health Services which would issue an operating permit for the facility. Permits for the facility would also be required from the Regional Water Quality Control Board (Central Coast), Monterey County Environmental Health Department, National Oceanographic and Atmospheric Administration, Monterey Bay National Marine Sanctuary, U.S. Army Corps of Engineers, California Coastal Commission, and City of Monterey. The U.S. Coast Guard would

be notified prior to and following construction of the intake and discharge pipelines (Notice to Mariners) and would approve any markers (buoys) on the sea surface.

Water Supply Alternatives

Several potential alternative means of providing potable water supply to the project were investigated by the applicant. These include: 1) Drilling a freshwater well on-site. This alternative was deemed infeasible given the site's coastline location and the potential for seawater intrusion. No other wells are known to exist in the immediate project vicinity. 2) Fixture retrofit program. Under this alternative the applicant would cover the cost of installing water-saving fixtures elsewhere in Monterey, and transfer the resulting water savings to the project. This alternative is unworkable because current City and Water Management District policy stipulates that no water produced by fixture retrofit may be used for private commercial purposes. 3) Mobile water supply. This alternative would involve the daily transport of water produced at wells outside the area via tanker trucks. This alternative was found by the applicant to be infeasible for regulatory reasons.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

For purposes of this EIR, an excess demand on the local water supply resulting from the project would be considered a significant impact. Delivery of inadequate water supply or water of substandard quality to project occupants also would be considered a significant impact.

Water Requirements

Potable Water

The average potable water consumption of the project is estimated to be 23,038 gallons per day (gpd), as shown in Table 37. These estimates are based on demand factors established by the Monterey Peninsula Water Management District for average annual water use for the various uses proposed.

**TABLE 37
PROJECT WATER DEMAND^a**

Use	Demand Factor ^b	Units	Project Demand	
			Acre-Feet/Yr.	Gal./day ^c
Residential	0.01 af/fixture unit/yr	705.5 fixture units	7.055000	6,298.3
General Commercial	0.00007 af/sf/yr ^d	71,366 sf	4.186350	3,737.3
Retail Support	Varies ^e	Varies ^e	0.398388	355.7
Restaurant	0.02 af/seat/yr	700 seats	14.000000	12,498.4
Project Water Demand			25.639738	22,889.7

^a Based on the detailed water demand breakdown contained in Appendix F.

^b Per Monterey Peninsula Water Management District.

^c 1 acre-foot = 325,851 gallons.

^d Acre-feet/square foot/year.

^e See Appendix F for details.

SOURCE: The Sienna Company

With the exception of water used for fire suppression, construction, or an extreme emergency, all water required for the project would be supplied by the project's desalination plant, described below. The desalination plant would be designed to meet an average daily demand of 25,000 gpd (which includes approximately 2,000 gpd surplus as a safety factor). Based on a peaking factor of 2.0 for maximum day demand, the desalination plant would be designed to produce potable water at the rate of approximately 34 gallons per minute (gpm) or almost 50,000 gpd. Based on a peaking factor of 4.5 for peak hour demand, the potable water distribution system would be designed to accommodate 77 gpm (Brown, 2000).

Emergency Supply

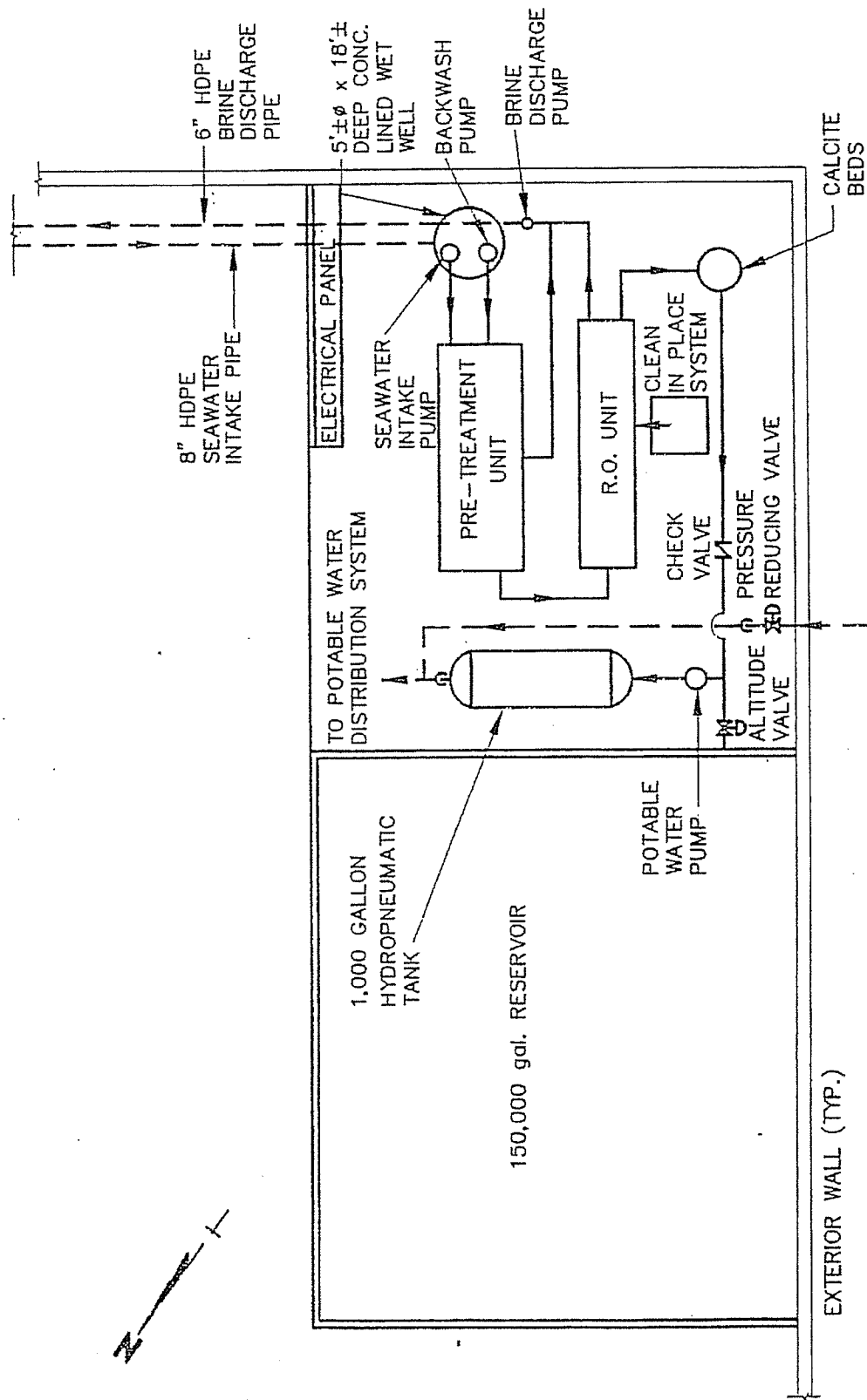
The potable water system would be connected to the Cal-Am water system to provide an emergency backup supply in the event that the desalination system becomes inoperable for more than six days (the limit of on-site storage capacity, assuming average daily water demand). A backflow preventer would be installed to prevent any possible flow of water from the project system into Cal-Am's local potable water distribution system. The California Public Utility Commission (CPUC) requires Cal-Am to provide water to potential customers in emergencies for as long as the emergency lasts. Water for the project's interior fire suppression system (sprinklers) would be supplied by the Cal-Am system. Cal-Am has a 16-inch water main in Cannery Row at an approximately pressure of 120 pounds per square inch (psi). The existing on-site connection to this main (which formerly served the Stohan's building) would provide fireflow protection and emergency backup supply for the project. (This connection would also provide water to the site during construction.) The connection would include a check valve that would prevent water from being provided to the development during normal operations. Firefighting flows would also be provided by existing hydrants along Cannery Row.

Any Cal-Am water used by the project during emergency periods would later be expeditiously returned to the Cal-Am system from the project desalination plant. The return of Cal-Am water would commence within seven days of the project desalination plant being fully functional. At the time of any shutdown of the desalination facility, all project tenants would be required to implement water conservation. The specific water conservation measures, which could cut normal daily use by as much as 50 percent, would be included in the Conditions, Covenants, and Restrictions (CC&Rs) applicable to all condominium owners and commercial lessees in the project.

Facility Design

In general, a reverse osmosis desalination unit produces potable water by using a high-pressure pumping system to force ocean feedwater through a semi-permeable membrane that filters out organic and inorganic constituents. The filtrate, known as brine, is then discharged back into the ocean.

The desalination facility would comprise onshore pumps, desalination equipment, and water storage reservoirs, and offshore seawater intake and brine disposal pipelines and structures. A schematic plan of the onshore components of the desalination plant is shown in Figure 40, and a process flow diagram of the system is shown in Figure 41. All components of the project desalination facility, except the seawater intake and brine disposal structures, would be located on the project site in the lower level of Building B (southeast corner of the site). The RO facility would be manufactured as a complete, skid-mounted unit equipped with all necessary piping, instruments, housings, and pumps. Sufficient potable water produced by the desalination plant would be stored on site to meet peak demands of the project. The potable water would be pumped into two 75,000-gallon reservoirs, located on-site adjacent to the desalination plant,



**REVERSE OSMOSIS
PLANT - PLAN**

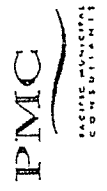
CONNECTED TO
CAL-AM WATER
CO. PIPING

**REVERSE OSMOSIS
PLANT - PLAN**

SCALE:

000651

FIGURE 40
DESALINATION PLAN



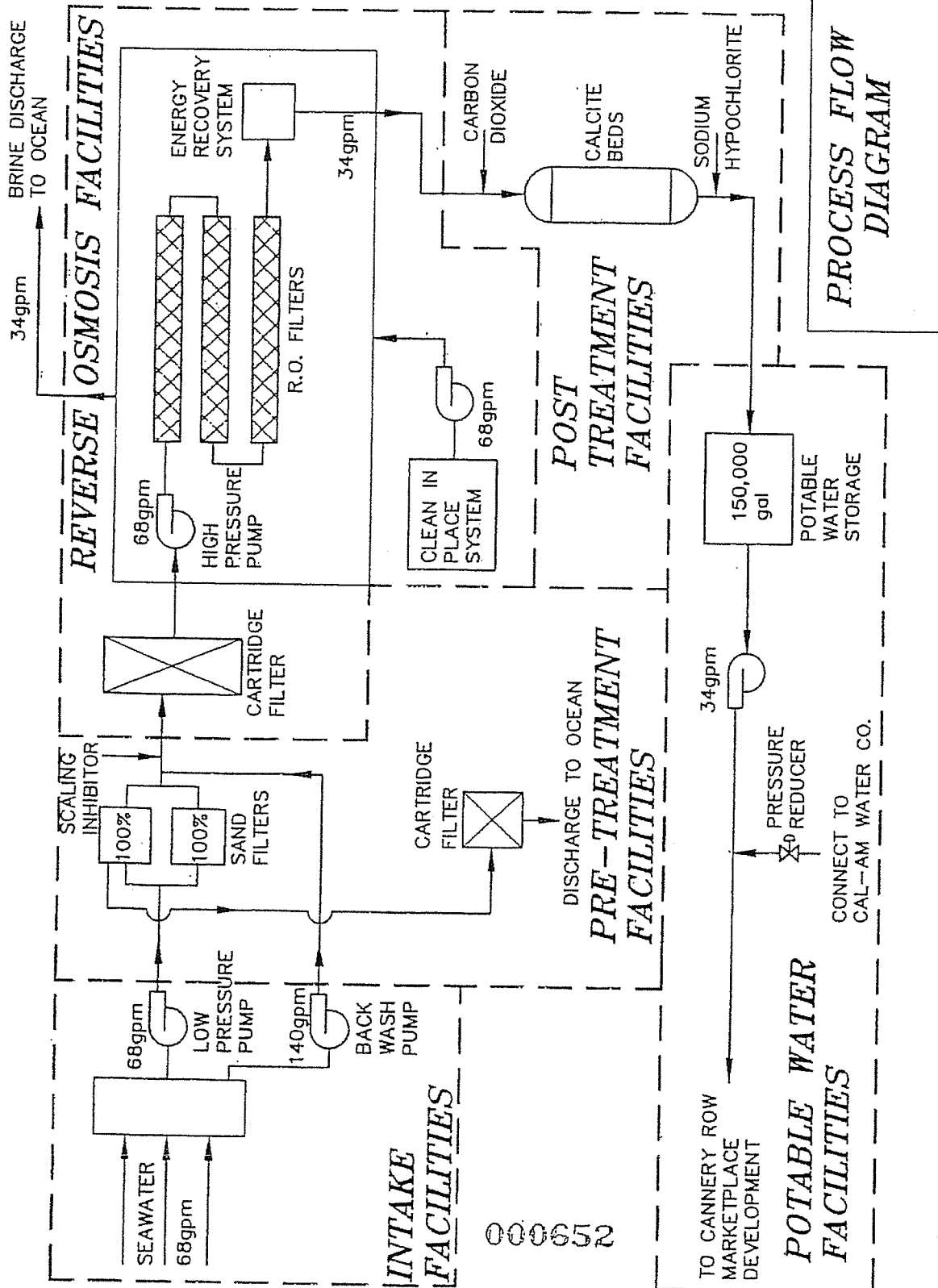


FIGURE 41
DESALINATION
PROCESS FLOW
DIAGRAM

which would be capable of storing over three days supply at maximum day demand (34 gpm or 50,000 gpd). The reservoirs would consist of rectangular poured-in-place concrete basins. From the reservoirs, water would be pumped to a 1,000-gallon hydropneumatic tank, located adjacent to the desalination facility that would deliver pressurized water to the potable water system. The storage reservoirs were sized (a) to meet peak flow rates, (b) to provide for down time for routine maintenance of the RO unit, and (c) to provide an emergency supply in the event that the RO system is nonoperational for several days.

The onshore elements of the desalination system are described below. The offshore elements, consisting of the source water intake and brine disposal pipelines and structures, are described subsequently.

Pretreatment System

The source water would be treated to remove naturally-occurring suspended and colloidal particles that could foul RO membranes. Seawater would be pumped from the intake sump to the pretreatment system. The intake pumps would consist of two 5-horsepower vertical turbine pumps (one duty and one standby), each capable of producing 68 gpm at 60 psi. The seawater would be filtered through either multimedia sand or diatomaceous earth-type pressure filters to reduce feedwater turbidity. The multimedia filters would be periodically backwashed to remove the accumulated solids. Backwash material would be trapped in cartridge filters and only filtered seawater would be discharged in the backwash effluent. The filters and sludge would be disposed of at a facility licensed to accept such material and would not be discharged into Monterey Bay.

Prior to sand filtration, ferric chloride and a polymer would be added to coagulate and precipitate the naturally occurring suspended solids in the seawater. These chemicals destabilize particulate materials in the raw feedwater and thereby aid the filtration processes. The added chemicals would associate with the particles removed by the filter and would be discharged with the filter backwash. The filtered water passing through the RO process normally is free of coagulant and polymeric filter aid.

The pH of the source seawater would be lowered to reduce the potential for calcium carbonate scaling of the membranes. Sulfuric acid would be added to reduce the pH to approximately 6.5 to 7. In addition, low concentrations of a scale inhibitor would be added to the RO feedwater to prevent the precipitation of chemical scales such as calcium sulfate. A food-grade liquid descalant (Perma Treat 191), approved for potable water application, would be used.

Reverse Osmosis Unit

Desalination would be carried out using a system of reverse osmosis membrane modules that would convert the salty feedwater to fresh water. The filtered feedwater would be pressurized to a nominal 1,000 psi before entering fiberglass pressure vessels that contain the semi-permeable membrane modules. The high-pressure pump would be driven with a 45- to 65-horsepower electric motor, depending on the type of pump and final membrane configuration. Thin film composite, spiral configuration membranes would be used. An estimated 15 membrane elements, each 8 inches in diameter and 40 inches in length, would be required. A typical design would be to use five pressure vessels, each 10 feet in length and containing three membrane elements. The membranes would be replaced approximately every three to four years. Freshwater (permeate) recovery from the RO membrane units would be limited to 50 percent of the feedwater input, which would result in relatively low-brine salt concentrations and lower brine

scaling potential.

The RO unit would be designed with a backup capacity of 34 gpm. This would provide full system redundancy so that if any one critical portion of one RO fails or is out due to maintenance, the backup unit can provide the required water. For optimum operation of the facility, the units would alternate on a daily basis.

Post Treatment

The fresh water (permeate) produced by the RO units would be stabilized and made noncorrosive by adding carbon dioxide and passing the water through calcite (calcium carbonate) beds. The system would utilize a bed of porous calcium carbonate and magnesium oxide to remineralize the product water thereby adding hardness.

The water also would be disinfected with sodium hypochlorite at a dose of approximately 1 mg/l. Sodium hypochlorite produces a free chlorine residual in the product water that controls pathogenic microorganisms and minimizes microbial growth in the potable water distribution system. Sodium hypochlorite at 10 to 12 percent chlorine strength (similar to concentrations used in swimming pool maintenance) would be fed from a 5- to 10-gallon tank using metering pumps.

The stabilized, disinfected product water would be stored in the on-site reservoir that would feed the hydro-pneumatic pumping system. The water would be stored for a minimum period prior to use. The storage period would be determined in accordance with the California Department of Health Services Surface Water Treatment Rule requirements, which define minimum residuals and corresponding contact period for disinfection.

Maintenance

During normal operation of an RO system, materials accumulate on the membrane surface, requiring periodic cleaning. The RO unit filters would be changed once per month. Between replacements, sludge that accumulates at the rate of 2.5 pounds per day would be removed and transported to an authorized landfill.

Once a day, the system filters and pipelines would be backwashed with seawater containing no additives or chemicals. Backwashed debris from the screen and pipelines would only contain organic and inorganic substances that are present in the waters of Monterey Bay.

All internal cleanings of the RO unit would be achieved via a "closed-circuit" system that utilizes a cleaning solution drawn from a tank and returned to the same tank for reuse and/or temporary storage. Chemicals to be stored on site, and the amounts stored on-site at any one time, are as follows:

- Perma Treat 191 (a food-grade liquid descalant) - 0.2 gallons/day used - one 55-gallon drum stored;
- Dry citric acid (a cleaning solution) - 10 pound/6 months used - one 40-pound bag stored;
- Dry sodium hydroxide (to neutralize the cleaning solution) - one 40-pound bag stored;
- Dry calcite - 0.5 pound/day used - one 100-pound bag stored;
- Carbon dioxide gas - 100 pounds/month used - three 200-pound bottles stored;
- Dry sodium hypochlorite - 1.3 pounds/day used - two 60-pound drums stored.

All storage of chemicals and hazardous cleaning wastes at the project site would be subject to local hazardous materials storage regulations. A permit from the Monterey County Environmental Health Department would be required for chemical storage, and would include a spill contingency plan. All chemical storage would be in areas surrounded by curbs (secondary containment) sufficient to capture any spillage or upset, with sorbent material stored nearby. The containment areas would not have floor drains; no chemicals would be allowed to drain to the bay.

It is estimated that the system would require one hour per day of routine maintenance plus an additional 160 hours per year for periodic maintenance and repair. A data acquisition system would be incorporated with the instrumentation and control system to provide operational records and to maintain the information necessary for regulatory reporting.

Prior to plant startup, the maintenance plan for the system would be submitted to and approved by the City. Maintenance and repair records would be kept by the system operator and submitted semi-annually to the City. The City would be responsible for approval of the plan and for periodic review of the plant's maintenance and repair records.

Facility Operation

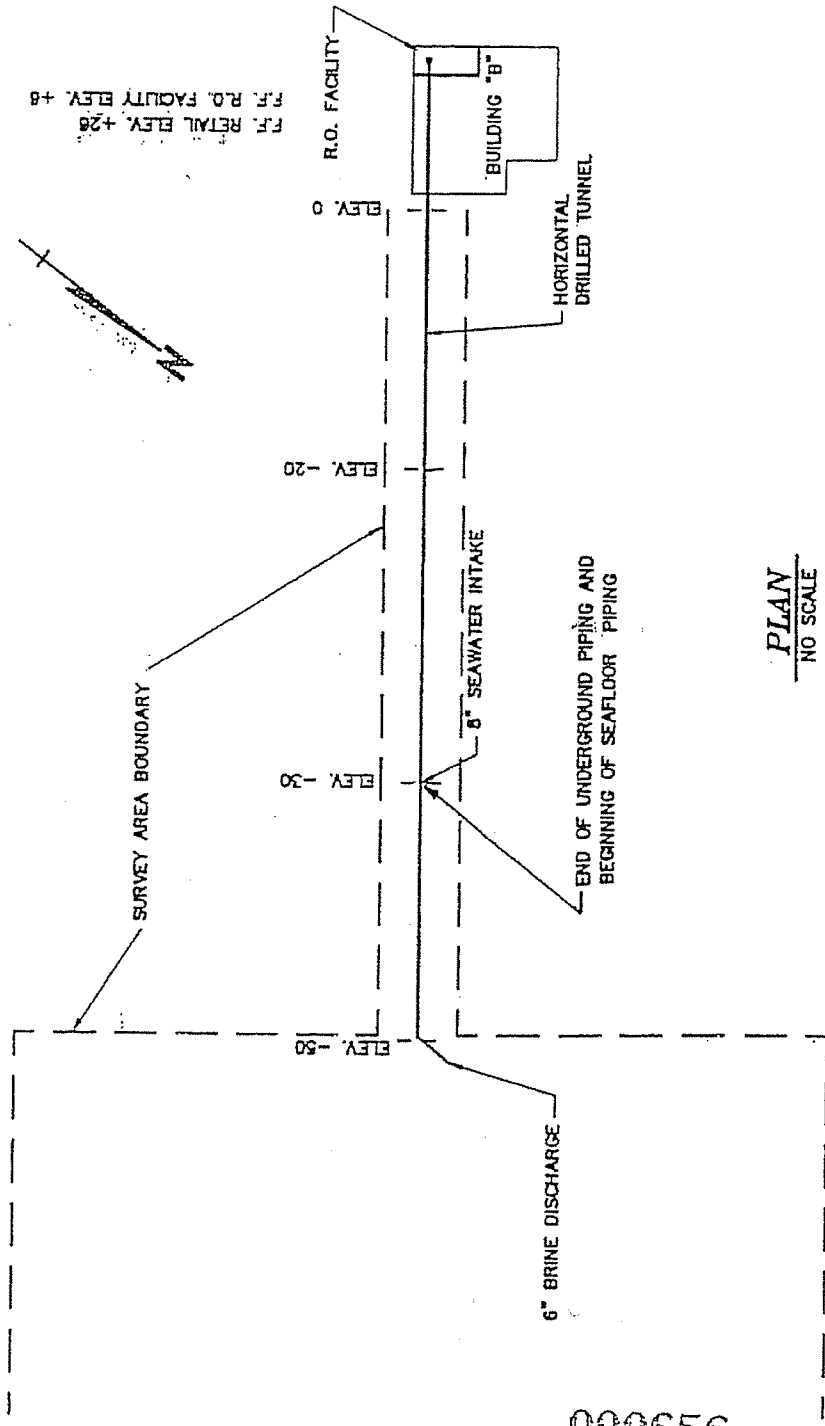
The RO system would be operated and maintained under the direction of a state-certified water treatment plant operator, as required by state regulations that govern potable water supplies. These regulations ensure that the system is being operated and maintained properly and that potable water consumers receive water that is of acceptable quality. Regular monitoring and reporting of water quality parameters would be required as a condition of the operating permits for the desalination facility.

The system would operate automatically with controls and instrumentation to assure that product water meets all quality requirements. The RO system would have water conductivity sensors to monitor ion concentrations in the water and to ensure that the project water TDS remained less than 500 mg/l. An alarm would automatically shut down the system and notify the operators in the event of an upset or other failure.

County regulations stipulate that the desalination facility be owned and operated by a public entity. The applicant is currently in discussions with Cal-Am to arrange for that company to assume ownership and operational responsibility for the desalination facility. Cal-Am has expressed a willingness to assume such responsibility.

Source Water Intake and Brine Discharge

The following is a description of the proposed source water intake and brine discharge pipelines and structures for the desalination plant (see Figures 42 and 43 for conceptual plan and profile of the pipeline alignments). This is followed by a description of the methods proposed to construct these structures and a discussion of alternative methods of source water intake and brine disposal that were considered by the applicant.

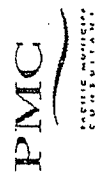


**INTAKE & DISCHARGE
PIPELINE PLAN**

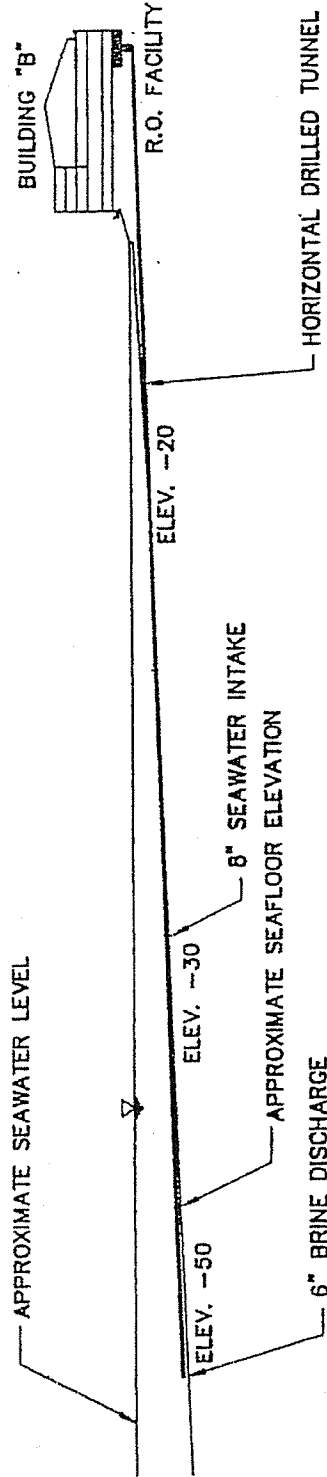
PLAN
NO SCALE

NOTE:
ELEVATIONS BASED ON
MEAN LOW WATER LEVEL

FIGURE 42
INTAKE AND DISCHARGE
PIPELINE ALIGNMENT



000000

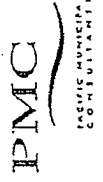


PROFILE
NO SCALE

NOTE:
ELEVATIONS BASED ON
MEAN LOW LOW WATER LEVEL

**INTAKE & DISCHARGE
PIPELINE PROFILE**

FIGURE 43
INTAKE AND DISCHARGE
PIPELINE PROFILE



Source Water Intake

Seawater for the desalination plant would be obtained from an 8-inch diameter seawater intake structure located approximately 700 feet northeast of the project site at a depth of 30 feet below Mean Lower Low Water (MLLW) (i.e., -30-foot isobath). The RO system would require approximately 68 gpm of seawater to provide for peak production rates of 34 gpm. Accordingly, the plant would produce approximately 34 gpm of brine water discharge, which would be returned to the bay (see 'Brine Disposal' below).

At a depth 30 feet, the seawater intake would be sufficiently deep to provide a constant source of seawater and remain outside the active wave zone. The seawater intake would be constructed of a single-screen vertical riser extending two to three feet above the ocean floor to reduce entrainment of debris. The stainless steel screen would be designed with a mesh size not to exceed 0.125 inches, and would be fitted with a "velocity cap" which would reduce maximum intake velocity to 0.2 feet per second (fps) to reduce entrainment of debris and prevent passage of small fish and marine organisms.

Seawater in the vicinity of the intake point was sampled and analyzed for quality. The analysis included a mass spectrometry scan designed to identify any excessive amounts of organophosphorous pesticides and carbamate/urea pesticides. None were detected in the tests. Additional seawater and post-treatment drinking water analyses would be required by the regulatory agencies during the permitting process for the desalination facility.

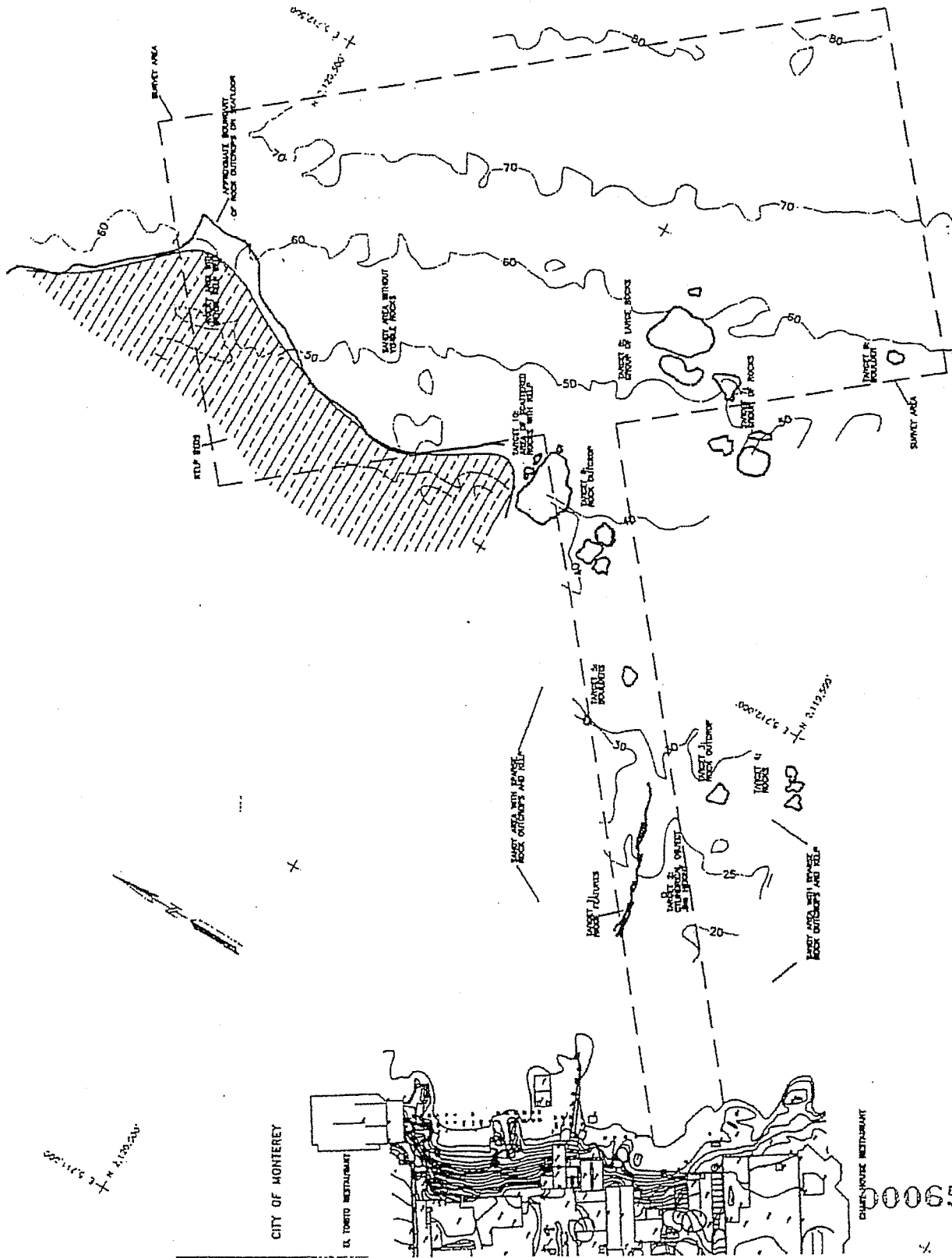
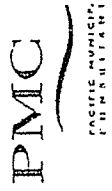
The pipeline alignment and the intake and discharge sites were selected based on geophysical surveys (side-scan sonar) and bathymetric data which were relied upon to identify a 100-foot wide corridor that was free of major kelp beds and rocky habitat areas. This was followed by a dive survey which evaluated benthic habitats with particular focus on kelp beds and rocky bottom features in the area. The results of the survey were used to help site the pipeline corridor away from any kelp beds and in sedimentary habitat (see Figure 44). The underwater survey report is contained Appendix G of this EIR.

Brine Disposal

Approximately 34 gpm of briny water (process reject) would be generated by the RO process. The brine would be piped to a discharge structure located approximately 1,200 feet northeast of the desalination plant at a depth of approximately 50 feet. On the basis of brine discharge modeling, it was determined that it would not be necessary to extend the brine discharge pipeline beyond the 50-foot depth contour.

The brine would be discharged through a 6-inch diameter pipe terminating in four 1-inch diameter diffuser ports, which would dissipate the brine into the surrounding seawater. The diffuser ports would be spaced two feet apart to reduce the volume of discharge at any given point, and would be fitted with 45-degree risers extending approximately 1.6 feet above the sea floor to increase the initial dilution. The brine discharge would have an approximate salinity of 61 parts per thousand (ppt), almost twice as high as the average ambient seawater salinity of 33.3 ppt in Monterey Bay. However, a diffusion study prepared for the applicant estimated that the brine (which is denser than seawater) would receive an initial dilution of 27:1 to 97:1 before it reaches the sea floor (Marine Resource Consultants, 1999). Even under a worst-case scenario of low current velocities and high levels of temperature and salinity stratification in the water column, the study found that the salinity of the effluent would be reduced to 34 ppt (2 percent above ambient salinity) within a horizontal distance of 2.4 meters of the discharge diffuser. In other words, the salinity levels in the 'mixing zone' return to within about 2 percent (0.6 ppt) of ambient seawater concentrations within a distance of about eight feet of the discharge point.

FIGURE 44
SEAFLOOR FEATURES IN
PIPELINE VICINITY



000659

Under normal conditions, and under conditions of wave mixing (which was not considered in the dilution analysis), the salinity would be further reduced. Therefore, the brine discharge would have negligible effects on ambient salinity within Monterey Bay beyond eight feet of the discharge point. The closest kelp bed would be approximately 130 feet from the proposed discharge point, indicating that there would be no impact to the kelp bed due to salinity changes. (See Section 3. J. *Marine Ecology* for further discussion.) Waste discharge permits for the brine disposal would be required from the Central Coast Regional Water Quality Control Board and NOAA.

Pipeline Construction

Both the seawater intake pipeline and the brine disposal pipeline would be constructed of high density polyethylene (HDPE) and placed below the bottom substrate of the bay to the -30-foot isobath. The two pipelines would follow the same alignment within a 20-inch carrier pipe or sleeve for the first 700 feet from shore, to the location of the intake structure. Beyond that point, the brine discharge pipeline would continue to discharge point located 500 feet out, a sufficient distance to avoid possible re-entrainment of brine effluent into the seawater intake.

In order to avoid rocky nearshore marine habitats, the carrier pipe would be installed in a horizontally-drilled tunnel extending from the desalination plant to the intake point. Prior to installing the onshore RO facility, the wet well would be drilled in the granitic rock beneath Building B. A 20-inch diameter tunnel would be slant drilled from the wet well to the -30-foot isobath in the center of the pipeline corridor (see Figure 43). Drilling would be completed with an onshore rotary drill rig using biodegradable drilling fluids. Drilling noise is expected to be minimal and is not expected to adversely affect marine organisms. Approximately 50 cubic yards of cuttings would be generated by the tunnel excavation. This material would be disposed of at an onshore site permitted to receive such material. There would be no ocean disposal of drilling wastes.

The portion of discharge pipeline extending from the intake point to the discharge location would be "jetted" into the sedimentary ocean floor substrate (i.e., divers with compressed air hoses would blow a shallow pipe trench into the soft sediments, which would later settle and cover the pipeline after it is laid). The pipeline would be fitted with concrete anchoring bracelets to increase the pipeline's stability in the sediment. (Sediment depths in these water depths range from two feet to over six feet.) The final design for securing the discharge pipeline would be based in part on the wave regime analysis prepared for the applicant by Pacific Weather Analysis and Marine Resource Consultants, which report is contained in Appendix F of this EIR. No dredging or blasting would be required to construct the pipelines.

Construction of the outfall and intake structures, estimated to require about 40 days, would utilize an onshore staging area within the project site and the use of a towing/dive support vessel on the order of 80 feet in length and a work skiff on the order of 20 feet in length. The onshore lay-down area would be used to assemble the pipe into finished lengths and to attach the concrete bracelet weights. Following assembly, the pipelines would be towed offshore by a tow vessel. The assembled pipelines would be attached to a cable extending to the project site and pulled by an onshore winch such that the pipe is pulled from the vessel through the tunnel. Most of the time the boat would operate in "live mode," that is, it would not be anchored. However, the vessel would be anchored during diver operations, when the intake assembly and outfall diffuser are installed. Prior to initiating offshore construction, an anchor placement plan would be developed and submitted to the Monterey Bay National Marine Sanctuary for approval.

Upon completion, both pipelines would be located below the seafloor sediments in a sub-seafloor tunnel or buried in bottom sediments. Thus the only facility-related obstructions would be the intake riser in 30 feet of water and the discharge ports at a depth of 50 feet. Coast Guard approved buoys would be placed at the intake and discharge locations to allow other users (fishers, divers) to avoid the area and prevent possible anchoring damage. In addition, keeping the ports near the bottom would also minimize potential snagging by fishing nets or anchors, and would minimize safety hazard to sports divers. Also, the appropriate agencies would be notified to ensure that nautical charts reflect the presence of the subsea pipeline.

Prior to plant operation, the pipelines would be hydrostatically tested with untreated seawater. The test water would have no chemicals added and would be discharged back into Monterey Bay after completion of testing.

Pipeline Maintenance

Key maintenance tasks and their approximate interval have been determined for the applicant by Oceaneering International, Inc. (see full report in Appendix F). These include:

- Clean intake screen by backflushing (seawater only) - daily
- Hydroblast and/or manually scrape intake screen clean - quarterly
- Use "pig" to remove marine growth from intake line - quarterly
- Clean diffuser ports and inspect duck bill valves - quarterly
- Inspect all intake/outfall structures - annually
- Inspect warning bouy and mooring hardware - annually
- Use "pig" to remove deposits from diffuser pipeline - annually

Pipeline cleaning would occur internally by means of a "pig" traveling through the lines. The marine growth and other fouling material removed from the pipelines would be disposed of on the sedimentary seafloor. In addition to routine cleaning, underwater inspections of the intake and discharge structures and pipelines would be conducted at least once per year.

Alternative Approaches for Seawater Intake and Brine Disposal

Several alternative approaches were considered for obtaining seawater for the desalination plant and for disposing of the brine discharge produced by the RO process. These alternatives are described below, along with the reasons why they were not selected for the project.

Source Water Intake

The two other alternatives considered for obtaining seawater supply, apart from open ocean intake included: 1) onshore seawater well, and 2) nearshore infiltration trench system. These are discussed in turn below.

The onshore well alternative would consist of one or more wells being drilled into the fractured granitic bedrock underlying the site and pumping seawater that has infiltrated the rock fractures. The depths of the wells would be 30 to 200 feet, depending on the results of hydrogeologic investigations. A preliminary water well feasibility study conducted for the applicant by P&D Environmental, registered geologists, determined that the granite on the site was insufficiently fractured to yield more than about 10 gpm (the full well feasibility report is contained in Appendix F of this EIR). Since a well capacity of at

least 68 gpm is required to meet peak project water demand, this alternative was determined to be infeasible.

The second alternative would be comprised of a shallow rock-covered trench cut into the existing inter- and subtidal bedrock parallel to the shoreline. The trench would be about 25 to 100 feet long and would rely on seawater inflow by tidal and wave action. This alternative was rejected partially because the volume of water obtained would be too highly variable (dependent on tide and wave conditions) unless the trench were extended to encompass sufficiently low elevations in the subtidal zone. This alternative was rejected because impacts to shoreline habitats and biota could be significant, particularly if blasting is required to create the trench. In addition, it would involve a substantial change to the shoreline, which would conflict with Cannery Row LUP Development Policy IV.B.3.h, which precludes "alteration to the natural shoreline."

Brine Disposal

Two alternatives for brine disposal were considered, including: 1) injection wells, and 2) exfiltration trench. Both of these alternatives would be similar to the corresponding source water alternatives, except that the flow direction would be reversed. The injection wells alternative would also be subject to fracture limitations in the granitic bedrock, which would limit the capacity of this approach for brine disposal, as it does for seawater intake. Since the injection wells were being considered together with the wells intake option, there was also a concern with the possibility of re-entrainment of brine effluent into the intake well pipe. Also, ongoing maintenance of the wells would necessitate periodic disturbance of street traffic and retail activities throughout the life of the project. The exfiltration trench would be located in the intertidal and subtidal zone and would be precluded by the same marine habitat and coastal regulatory constraints as the corresponding infiltration trench option for source water supply.

Project Operation

Impact H.1. The seawater intake and brine discharge structures would present obstructions on the seafloor upon which fishing nets could become snagged or which could present a safety hazard to sports divers. Boats anchoring in the vicinity could damage the intake and discharge structures. (Significant)

The only facility-related obstructions would be the intake riser in 30 feet of water and the discharge ports at a depth of 50 feet, which would both extend upward about two feet from the seabed. Keeping the intake and discharge ports near the sea bottom, as proposed, would minimize potential snagging by fishing nets or anchors, and would reduce safety hazard to sports divers.

Since squid fishing occurs in Monterey Bay, there is a concern that squid fishing nets could become snagged on the discharge ports. Since the 200-foot long nets used in squid fishing tend to drag along the bottom in shallower water, such fishing generally occurs in at least 60 feet of water away from rocky bottom areas. Based on discussions with squid fishers, it was determined that the planned discharge location would be acceptable since it is in relatively shallow water and is close enough to rocky bottom areas that this location is avoided by squid fishers. It was further stated that placement of the discharge ports in deeper water would be problematic for squid fishers since they would be more likely to be fishing there and thus their nets would be more prone to snagging on the discharge ports (de Wit, 2000). However, other commercial fishers and recreational fishers would likely fish in the vicinity of the intake and discharge ports.

For recreational divers, a slight turbulent flow from the discharge ports may be observable but would have no adverse effect. Likewise, the intake port would not pose a danger to divers due to the low intake velocity (0.2 feet per second). Should a diver linger within a few feet of the discharge ports for an extended period of time, salt buildup on the diving equipment might warrant a significant freshwater wash one the dive is complete.

Mitigation H.1. The locations of the intake riser and discharge port would be marked by buoys, as required, and indicated on nautical charts. (Proposed by project applicant)

Subject to the approval of the Coast Guard, buoys would be placed at the intake and discharge locations to allow fishers and other users (such as divers) to avoid the area and also to prevent possible anchoring damage to the structures. A preclusion zone with a diameter of 150 feet would be established around the buoys. In addition, the appropriate agencies would be notified to ensure that nautical charts reflect the presence of the undersea pipeline.

Significance after Mitigation. Less than significant impact.

Impact H.2. The undersea intake and discharge pipelines and structures could have a negative aesthetic effect to sports divers in the Ed Ricketts Underwater Park. (Not Significant)

A portion of the project pipelines and structures would traverse the Ricketts Underwater Park located offshore from the Cannery Row area. (The underwater park extends out to the 60-foot depth contour; the brine discharge ports would be at a depth of about 50 feet). The intake and discharge pipelines would be tunneled or buried beneath the seafloor and would not be visible. While divers in the area could come upon both the intake and discharge ports, these structures would be relatively small and would have a minimal visual impact in an underwater context.

Mitigation. None required.

Cumulative Impacts

The proposed project would be the only recipient of potable water produced at the on-site desalination plant. Therefore, project use of this new water supply would not contribute to any cumulative water supply impacts. (See Section 3. I. *Water Quality*, for a discussion of cumulative water quality impacts of brine disposal.)

REFERENCES/BIBLIOGRAPHY - Water Supply

- California Department of Health Services, Office of Drinking Water, *Drinking Water Standards*, 1994.
- Creegan + D'Angelo, *Peer Review of Ocean View Plaza Desalination Plant Preliminary Design Materials*, September 2000.
- de Wit, L.A., *Description of Marine Habitats and Biota Offshore the Cannery Row Marketplace Site, Monterey, California*, January 1999.
- de Wit, L.A., personal communication, August 29, 2000.
- Environmental Science Associates (ESA), *Cannery Row Marketplace, Draft EIR*, December 1998.
- Environmental Science Associates (ESA), *Cannery Row Marketplace, Final EIR*, May 1999.
- Mark Brown & Associates, *Design Memorandum for On-Shore Reverse Osmosis Desalination Facilities, Cannery Row Marketplace Development*, October 1999 (revised September 2000).
- Oceaneering International, Inc., *Cannery Marketplace Desalination Facility, Preliminary Suggested Maintenance Tasks and Intervals*, February 1999.
- Oceaneering International, Inc., *Proposed Construction Methodology, Cannery Marketplace Desalination Intake and Discharge Pipelines*, February 1999.
- Pacific Weather Analysis and Marine Resource Consultants, *Description of Wave Regime, Offshore Cannery Row, Monterey, California*, January 1999.
- Pacific Weather Analysis and Marine Resource Consultants, *Mixing Zone and Initial Dilution Analysis, Cannery Row Marketplace Desalination Plant, Cannery Row, Monterey, California*, March 1999.
- P&D Environmental, *Preliminary Water Well Feasibility Evaluation, Cannery Row Marketplace*, April 1999.
- Pantell, Susan E. et al., *Seawater Desalination in California*, prepared for the California Coastal Commission, October 1993.
- Sienna Company, *Water Distribution System Demand Analysis, Ocean View Plaza*, September 14, 2000.

SECTION 3I
WATER QUALITY

000665

I. WATER QUALITY

SETTING

With the exception of Monterey Bay, no other water resources exist at or in the vicinity of the project site that could potentially be affected by the project. Since salty reverse osmosis reject water is proposed to be disposed in Monterey Bay, a localized effect on ocean water quality could occur.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Any substantial adverse effect on local water quality as a result of the project would be considered a significant impact.

Project Operations

Impact I.1: Discharge of briny reverse osmosis reject could adversely affect the quality of Monterey Bay receiving water. (Less than Significant)

A maximum discharge of approximately 34 gallons per minute (gpm) of briny water (process reject), with a salinity of 61 parts per thousand (ppt), almost twice as high as the average ambient seawater salinity of 33.3 ppt in Monterey Bay, would be generated by the on-site desalination plant. This brine discharge would be disposed of in Monterey Bay via a multiport diffuser located 1,200 feet offshore at a depth of 50 feet. Discharge water would be conveyed to the diffuser via a 6-inch diameter pipeline to be installed under the seafloor (see Section 3. H. *Water Supply* for a detailed description). A waste discharge permit from the Central Coast Regional Water Quality Control Board would be required for this offshore disposal.

A diffusion study prepared for the applicant estimated that, even under a worst-case scenario of low current velocities and high levels of temperature and salinity stratification in the water column, the salinity of the effluent would be reduced to 34 ppt (2 percent above ambient salinity) within a horizontal distance of 2.4 meters of the discharge diffuser. In other words, the salinity levels in the 'mixing zone' would return to within about 2 percent (0.6 ppt) of ambient seawater concentrations within a distance of about eight feet of the discharge point. Under normal conditions, and under conditions of wave mixing (which was not considered in the dilution analysis), the salinity would be further reduced. Therefore, the brine discharge would have negligible effects on ambient salinity within Monterey Bay beyond eight feet of the discharge point. Assuming the discharge operates properly, this change would not constitute an adverse effect on the composition of the receiving seawater. The impact upon the water quality of Monterey Bay would be less than significant. (Potential biological impacts associated with offshore brine disposal are discussed in Section 3. J. *Marine Ecology*.)

Mitigation: None required.

Impact I.2: Operation of the project desalination water supply system could produce wastes that could affect water quality if disposed improperly. (Less than Significant)

The wastes generated by the reverse osmosis system would consist of the intake screenings, pretreatment dewatered sludge, spent filter cartridges, spent cleaning solutions, and membrane preservatives. The chemical agents that would be responsible for some of the wastes are discussed above in Section 3. *H. Water Supply*.

The dewatered sludge, cartridge filter elements, and intake screen debris would be picked up and disposed as solid waste in a sanitary landfill. Wastes from membrane cleaning solutions and preservatives are chemical wastes that would require special handling. These wastes would be collected by a licensed waste disposal contractor and disposed of properly, either by recycling/reprocessing, or at a Class I hazardous waste disposal site. All storage of hazardous cleaning wastes would be subject to local hazardous materials storage regulations.

All on-site temporary storage areas for sludge and wastes would have secondary containment (i.e., curbs) sufficient to capture any spillage or upset. The containment areas would not have floor drains; no chemicals would be allowed to drain to the bay. The potential water quality impact would be less than significant.

Mitigation: None required.

Project Construction

Impact I.3: Stormwater runoff from the project site during construction could introduce pollutants into shoreline waters, impacting marine resources. (Significant)

Grading of the project site may introduce silt into Monterey Bay. Furthermore, common contaminants such as motor oil, cooling fluids, paint, etc., may inadvertently leak into the adjacent bay. The impacts of such pollutants would be considered significant.

Mitigation I.3: A Storm Water Pollution Prevention Plan and a Construction Water Quality Plan shall be prepared by a registered civil engineer. (Proposed as Part of the Project)

The construction contractor would be required to manage stormwater runoff so that there is no direct discharge into Monterey Bay. Any exceptions would require approval from all relevant regulatory agencies prior to such discharge. In addition, a Storm Water Pollution Prevention Plan and Construction Water Quality Plan would be prepared by a registered civil engineer prior to construction, and would include appropriate best management practices and guidance from the City of Monterey's Model Urban Runoff Program.

Significance after Mitigation: Less than Significant.

Cumulative Impacts

Impact I.4: The potential impact of the proposed desalination system could be increased due to the operation of other desalination systems in Monterey Bay. (Less than Significant)

Since 1992, the nearby Monterey Bay Aquarium has operated a small on-site desalination system for the supply of 22 gpm of non-potable water (12 gpm less than the proposed project) to supply public toilets in the new exhibit wing (EIP Associates, 1991). Brine discharge is mixed with aquarium return water prior to discharge to the bay in the intertidal zone adjacent to the aquarium. The Aquarium's discharge point is approximately 0.5 mile northwest of the proposed brine discharge point for the project. Based on the discussion above, the brine discharges from both facilities would return to ambient salinity levels well within this distance. Therefore, the discharge points of the two facilities are too far apart to have a significant combined effect. Similarly, the distance from the project discharge point to the brine discharge from the desalination facility at the Moss Landing Power Plant, 13 miles to the northeast, is too far to have a cumulative effect. The Marina Coast Water District desalination facility, located seven miles northeast of the project site, disposes of brine discharge through on-shore injection wells, which do not affect the salinity levels in Monterey Bay. Based on the above, the project would not result in cumulatively significant increases in seawater salinity due to the combined effects of the project and other existing brine discharges in the vicinity. Therefore, the project would not have a cumulatively considerable impact on water quality.

Desalination plants are being considered by other cities and water agencies in the area such as the cities of San Jose and Santa Cruz, the Monterey Peninsula Water Management District, Pajaro Valley Water Management District, and Soquel Creek Water District, but none have been constructed or are planned for construction at this time. Any desalination systems formally proposed for other portions of southern Monterey Bay in the future would be subject to environmental review and regulatory approval and would need to be evaluated on a case-by-case basis, which would include the evaluation of potential cumulative impacts of brine discharge.

Mitigation: None required

REFERENCES/BIBLIOGRAPHY - Water Quality

Environmental Science Associates (ESA), *Cannery Row Marketplace, Draft EIR*, December 1998.

Environmental Science Associates (ESA), *Cannery Row Marketplace, Final EIR*, May 1999.

Mark Brown & Associates, *Design Memorandum for On-Shore Reverse Osmosis Desalination Facilities, Cannery Row Marketplace Development*, October 1999.

Pacific Weather Analysis and Marine Resource Consultants, *Description of Wave Regime, Offshore Cannery Row, Monterey, California*, January 1999.

Pacific Weather Analysis and Marine Resource Consultants, *Mixing Zone and Initial Dilution Analysis, Cannery Row Marketplace Desalination Plant, Cannery Row, Monterey, California*, March 1999.

4.0 AMENDMENTS TO THE DEIR

000377

Page S-20, after the last paragraph, the following new paragraph is added:

The Mitigated Project Alternative would represent the environmentally superior alternative to the project as proposed.

2. PROJECT DESCRIPTION

D. PROJECT CHARACTERISTICS

PEDESTRIAN AND COASTAL ACCESS

Page 26, first paragraph, is amended as follows:

The promontory area would connect to a covered promenade (beneath the restaurant terrace at street level) running northward and overlooking the shoreline. The covered promenade would be open to the public but would not be a dedicated public access area. A set of stairs would lead from the promenade to the shoreline access easement below. No access improvements or other alterations are proposed within the rocky shoreline area along the project site. Due to the rocky nature of the shoreline area, high tides and surf can create hazardous conditions for the public. ~~Thus access to the water's edge through the property may be restricted during dangerous surf periods and after dark by means of locked gates at the stairways leading down to the shoreline.~~ Thus, Appropriate warning signs would also be prominently posted.

WATER SUPPLY

Page 29, second paragraph is amended, and a third paragraph is added, as follows:

~~The potable water system would be connected to the local California American Company's (Cal-Am) water system to provide emergency backup supply in the event that the RO system were to become inoperable for more than six days. A backflow preventer would be installed to prevent the flow of the desalted water into Cal-Am's local potable water distribution system. Water for the project's interior fire suppression system (sprinklers) would be supplied by the Cal-Am water system. Firefighting flows would be provided by existing hydrants along Cannery Row through a "fire service only" connection. The developer intends to form a mutual water company for the purpose of constructing, operating, maintaining, and repairing the water system which will be operated and managed by a qualified water system operator, as required by Monterey County Code Chapter 10.72). With respect to emergency fire flows, it is the intent of the applicant to provide one or more fire main connections to the existing municipal supply as stand-alone, standby connections for fire use only, as prescribed by code. These fire main connections will not be interconnected to the project potable water systems. They are intended to serve only automatic fire sprinklers, fire standpipes, and other similar fire suppression devices.~~

Properly designed and operated RO systems are considered an acceptable and reliable treatment

technology by the state. The potable water produced by the RO desalination system is projected to meet all drinking requirements of the California Department of Health Services which would issue an operating permit for the facility. Permits for the facility would also be required from the Regional Water Quality Control Board (Central Coast), Monterey County Environmental Health Department, National Oceanographic and Atmospheric Administration, Monterey Bay National Marine Sanctuary, U.S. Army Corps of Engineers, California Coastal Commission, Monterey Peninsula Water Management District, and City of Monterey. The U.S. Coast Guard would be notified prior to and following construction of the intake and discharge pipelines (Notice to Mariners) and would approve any markers (buoys) on the sea surface.

3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

A. LAND USE AND APPLICABLE LAND USE PLANS AND POLICIES

Page 35 is amended to add the following footnote at the bottom of the page:

¹ Although Land Use Policy IV.A.3.d originally permitted hotels/motels, as a result of a citizen initiative they can no longer be approved without a vote of the electorate.

Page 44 is amended to provide the correct recitation of Coastal Act Section 30212(a), as follows:

Section 30212(a): Public access from the nearest public roadway to the coast and along the shoreline shall be provided in new development projects except where (1) it is inconsistent with public safety, military
be provided in new development

security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Page 46, the table in the middle of the page is amended to add the following over the title:

TABLE 5A

Page 46, is amended to remove the following footnote from the bottom of the page.

BAYSIDE PARCEL:

REQUIRED LANDSCAPED AREA: 9,573 SQ. FT.

PROPOSED LANDSCAPED AREA: 33,501 30,918 SQ. FT.

Parcel conforms to zoning requirement.

Total Site Area: 152,547 sq. ft.

Required 10% Landscaped Area: 15,251 sq. ft.

Total Proposed Landscaped Area: 35,590 sq. ft.

Project as a whole conforms to zoning requirement.

F. HISTORIC RESOURCES

Page 177, Pacific Fish Company, first paragraph, first sentence, is amended as follows:

The Pacific Fish Company site was originally occupied by Monterey Fishing and Canning Company, which was built by Harry Malphas Malpas in 1902.

Page 185, Cannery Row Era, first paragraph, third sentence, is amended as follows:

Several of the canneries have been remodeled and are fully occupied (for example, the conversion of the 1914 Heyden Hovden Food Products Corporation into the Monterey Bay Aquarium)...

Page 195, first full sentence on the page, is amended as follows:

Mellon notes that the only intact resource ~~in the potential district~~ on the project site is the Stohan's building (Mellon, 2000).

H. WATER SUPPLY

Page 216, second paragraph, last sentence, is amended as follows:

...Currently, desalination plants are being actively considered by several Monterey Bay area communities

and water agencies, including the cities of Sand City and Santa Cruz, the Monterey Peninsula Water Management District, Pajaro Valley Water Management District Agency, and Soquel Creek Water District.

Page 216, fifth paragraph, is amended as follows:

Properly designed and operated RO systems are considered an acceptable and reliable treatment technology by the state. The potable water produced by the RO desalination system is projected to meet all drinking requirements of the California Department of Health Services which would issue an operating permit for the facility. Permits for the facility would also be required from the Regional Water Quality Control Board (Central Coast), Monterey County Environmental Health Department, National Oceanographic and Atmospheric Administration, Monterey Bay National Marine Sanctuary, U.S. Army Corps of Engineers, California Coastal Commission, Monterey Peninsula Water Management District, and City of Monterey. The U.S. Coast Guard would be notified prior to and following construction of the intake and discharge pipelines (Notice to Mariners) and would approve any markers (buoys) on the sea surface.

Page 217, Potable Water, first paragraph, is amended as follows:

The average potable water consumption of the project is estimated to be ~~23,038~~ 22,889.7 gallons per day (gpd)...

Page 218, paragraphs 1 through 3 are amended as follows:

With the exception of water used for fire suppression; or construction; ~~or an extreme emergency~~, all water required for the project would be supplied by the project's desalination plant, described below. The desalination plant would be designed to meet an average daily demand of 25,000 gpd (which includes approximately 2,000 gpd surplus as a safety factor). Based on a peaking factor of 2.0 for maximum day demand, the desalination plant would be designed to produce potable water at the rate of approximately 34 gallons per minute (gpm) or almost 50,000 gpd. Based on a peaking factor of 4.5 for peak hour demand, the potable water distribution system would be designed to accommodate 77 gpm (Brown, 2000).

Emergency Supply

The potable water system would not be connected to the Cal-Am water system, except for the existing connection that serves the Stohan's building only. The project water system would include storage capacity for 150,000 gallons of potable water, which would be sufficient to provide an emergency backup supply in the event that the desalination system becomes inoperable for up to six days for more than six days (the limit of on-site storage capacity, assuming average daily water demand). A backflow preventer would be installed to prevent any possible flow of water from the project system into Cal Am's local potable water distribution system. The California Public Utility Utilities Commission (CPUC) requires

Cal-Am to provide water to potential customers in emergencies for as long as the emergency lasts. In addition, the plant will have back-up equipment on site such as pumps, filters, valves, intake and discharge pumps, etc. Thus if a failure of the RO system occurs, a duplicate of the failed component can be placed into service.

Water for the project's interior fire suppression system (sprinklers) would be supplied by the Cal-Am system. Cal-Am has a 16-inch water main in Cannery Row at an approximately pressure of 120 pounds per square inch (psi). ~~The existing on-site connection to this main (which formerly served the Stehan's building) would provide fireflow protection and emergency backup supply for the project. (This connection would also provide water to the site during construction.)~~ The connection would include a check valve that would prevent water from being provided to the development during normal operations. Firefighting flows would also be provided by existing hydrants along Cannery Row.

~~Any Cal-Am water used by the project during emergency periods would later be expeditiously returned to the Cal-Am system from the project desalination plant. The return of Cal-Am water would commence within seven days of the project desalination plant being fully functional. At the time of any shutdown of the desalination facility, all project tenants would be required to implement water conservation. The specific water conservation measures, which could cut normal daily use by as much as 50 percent, would be included in the Conditions, Covenants, and Restrictions (CC&Rs) applicable to all condominium owners and commercial lessees in the project.~~

Page 220, Figure 41, Desalination Process Flow Diagram, is replaced with a new Figure 41 attached.

Page 222, Maintenance, first paragraph, is amended as follows:

During normal operation of an RO system, materials accumulate on the membrane surface, requiring periodic cleaning. The RO unit filters would be changed once per month. Between replacements, sludge that accumulates at the rate of 2.5 pounds per day would be removed and ~~transported to an authorized landfill~~ disposed of at a facility licensed to accept such material and would not be discharged to Monterey Bay.

Page 228, Pipeline Construction, first paragraph, last sentence, is amended as follows:

Beyond that point, the brine discharge pipeline would continue to a discharge point located 500 feet out...

Page 228, last paragraph, is amended to add the following at the end:

The "anchor plan" would comprise a map that depicts proposed locations for construction vessel anchors and anchor lines that would, to the greatest extent possible, avoid sensitive habitats (e.g., kelp beds and hard bottom substrate).

Page 229, Source Water Intake, last sentence, beginning at end of page and continuing to page 230, is amended as follows:

Since a well capacity of at least 68 gpm is required to meet ~~peak~~ maximum day project demand, and 77 gpm is required to meet peak hour demand, this alternative was determined to be infeasible.

Page 232, References, is amended to add the following citation after "Oceaneering International":

Oliver, Joe. Monterey Peninsula Water Management District. Personal Communication.

J. MARINE ECOLOGY

Page 242, first paragraph, first sentence, is amended as follows:

The project desalination system has been designed to provide a maximum flow rate of 34 gallons per minute (gpm) or ~~50,000~~ 48,960 gallons per day (gpd).

Page 242, fifth paragraph, fourth bullet, is amended as follows:

- Relatively small amount of brine discharge (maximum ~~50,000~~ 48,960 gallons per day)....

5. PROJECT ALTERNATIVES

A. OVERVIEW

Page 281, third paragraph, is amended as follows;

Table ~~43~~ 44, which is presented at the end of this chapter, compares the impacts of the proposed project with those of the alternatives assuming that the mitigation measures identified in Chapter III are implemented for the project as well as for the alternatives (insofar as they apply). Table ~~43~~ 44 therefore compares the "mitigated" project with the "mitigated" alternatives.

Page 283, second bullet, is amended as follows:

- Each of the nine buildable lots would have one floor of residential on the third floor. Each lot would contain three to five units for a total of 36 units occupying 127,208 square feet of