6.0 CUMULATIVE AND LONG-TERM EFFECTS

In certain instances, a proposed project may have possible environmental effects which are individually limited but cumulatively considerable. In accordance with Section 15130 of the CEQA Guidelines (as amended through January 1, 2000), this EIR analyzes the cumulative impacts that could occur with the proposed project. Cumulative impacts (e.g., two or more individual effects which, when considered together, compound or increase the environmental impact of a proposed project) can result from individually minor but collectively significant projects taking place over a period of time.

The CEQA Guidelines require a discussion of the cumulative impacts of a project "when the project's incremental effect is cumulatively considerable," e.g., when "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."[1] The Guidelines provide further direction as to the scope of a cumulative impact analysis. The discussion "need not provide as great detail as is provided for the effects attributable to the project alone" and "should be guided by the standards of practicality and reasonableness."[2] Furthermore, an EIR should not discuss impacts that do not result in part from the evaluated project. An EIR may also determine that a project's contribution to a significant impact is *de minimus* and thus is not significant (i.e., the environmental conditions would be essentially the same whether or not the proposed project is implemented).

An adequate discussion of significant cumulative impacts can be accomplished by analyzing either (1) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency" or (2) "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."[3]

6.1 CUMULATIVE EFFECTS

Aesthetics and Lighting

A total of five projects of notable size have been proposed or approved within the project area. Implementation of the proposed project in combination with these related projects would result in further infilling of a densely developed urban area. While many of the related projects, including the proposed project would be visible from public and private properties, the related projects are too distant from each other to have a combined aesthetic effect. In addition, the development of the related projects is expected to occur in accordance with adopted plans and regulations, and each of the related projects would be required to submit plans to the City of Monterey Park for review and approval to ensure each project is of a scale in keeping with the surrounding area. Therefore, no cumulative impacts related to aesthetics would occur.

As detailed in Section 4.1 Aesthetics and Lighting, with the implementation of mitigation measures the proposed project would not result in unavoidable significant impacts related to light and glare from the proposed campus marquees. The related projects are too distant from each other to have a combined light and glare effect; therefore, no cumulative impacts related light and glare would occur.

[1]CEQA Guidelines, Section 15065(c).
[2]CEQA Guidelines, 15130(4)(b).
[3]CEQA Guidelines, Section 15130 (b)(1).

Air Quality

The related projects include the development of hundreds of thousands of square feet of commercial and residential uses, a number that is many times greater than the proposed project. As the proposed project results in a regionally significant impact during construction and operation relative to NO_X, it is anticipated that related project development would also result in significant regional impacts. It is also anticipated that project emissions combined with related project emissions would also exceed the regional significance thresholds for VOC, CO, $PM_{2.5}$, and PM_{10}. While SCAQMD required mitigation measures would reduce air quality impacts, it is forecasted that the construction and operation of the related projects, in addition to the proposed project, would result in a regionally significant cumulative impact.

Cultural Resources

As detailed in Section 4.3 Cultural Resources, the proposed project is not expected to result in significant impacts related to cultural resources. Other projects in the area may, when developed, have significant impacts in relation to cultural resources; however, impacts to cultural resources are generally site-specific and would not be compounded by other projects in the surrounding area. Potential impacts to cultural resources from related projects would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Therefore, no cumulative impact would occur.

Land Use

The proposed ELAC campus land use is in character with the surrounding developed setting. Based on information available regarding the related projects, it is reasonable to assume that development of the related projects would implement and support local and regional planning goals and policies. It is expected that the related projects would be compatible with the zoning and land use designations for each of the related project sites and their surrounding properties. Thus, no cumulative impacts are expected.

Noise

Although several projects are within the vicinity of the project site, the timing of development and degree of overlapping construction is unknown at this time. It is likely that construction activity associated with buildout of the proposed project would overlap with construction activity associated with various related projects. Construction activity generates localized noise levels and it is unlikely that related projects would be located close enough together that they would disrupt traffic flows on the same street or combine together to increase overall construction noise as to affect a single neighborhood or sensitive land use area. Therefore, the proposed project would not result in a considerably cumulative noise impact.

When calculating future traffic impacts, the traffic consultant took related projects into consideration. Thus, the future traffic results without and with the proposed project already account for the cumulative impacts from these other projects. **Table 6-1** presents the cumulative increase in future traffic noise levels at intersections. The greatest project-related noise increase would be 1.1 dBA CNEL and would occur along Bleakwood Avenue between Floral Drive and Cesar Chavez Avenue. Mobile noise generated by the proposed project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 dBA CNEL to or within the “normally unacceptable” or “clearly unacceptable” category or any 5-dBA or more increase in noise level. Mobile source noise would not result in a cumulatively considerable noise impact.

TABLE 6-1: 2009 AND 2015 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL /a/

Roadway Segment	Estimated dBA, CNEL		
	Existing (2009)	Project (2015)	Cumulative Impact
Floral Drive between Bleakwood Avenue and Collegian Avenue	68.2	68.6	0.4
Brightwood Street, eastbound from Atlantic Boulevard	61.5	61.7	0.2
Floral Drive between Mednik Avenue to Bleakwood Avenue	67.7	68.3	0.6
Floral Drive between Ford Boulevard to Mednik Avenue	67.3	67.9	0.6
Mednik Avenue, southbound from Floral Drive	67.1	67.3	0.2
Bleakwood Avenue between Floral Drive and Cesar Chavez Avenue	64.0	65.1	1.1
Avenida Cesar Chavez between Bleakwood Avenue and Collegian Avenue	66.6	67.1	0.5
Collegian Avenue between Cesar Chavez Avenue and Floral Drive	65.7	66.2	0.5

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation *Technical Noise Supplement* (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction.
SOURCE: TAHA, 2010.

Transportation and Traffic

An assessment of future traffic conditions is needed to determine the impact of projects at the time of development. Future conditions must account for other known or planned projects. Forecasts of the future year 2015 Cumulative traffic volumes were developed by adding the traffic expected to be generated by approved or proposed development projects in the area to the forecast ambient traffic growth. Listings of proposed or recently approved but uncompleted development in the study area were obtained from the City of Monterey Park. A review of these lists indicated that a total of five projects of notable size have been proposed or approved within the study area. A list of the related projects can be found in Section 4.6 Transportation and Parking, in Table 4.6-6.

In assessing the cumulative impacts of the ELAC campus, a combination of both of the methodologies listed above was utilized. The traffic analysis contained in this EIR is cumulative in nature. Specifically, the analysis takes into account ambient traffic growth as well as the effects of future planned and proposed projects. The impact analysis revealed that with the implementation of mitigation measures the proposed project would not result in unavoidable significant impacts. Thus, no cumulative traffic impacts are anticipated.

6.2 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the CEQA Guidelines states that the assessment of growth-inducing impacts in the EIR must describe the "ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

The proposed project will not extend infrastructure such as roads, utilities and public facilities, beyond that which already exists and meets the needs of existing development in the project area. The proposed project site is located within a densely developed urban setting and will not introduce new land uses into a previously undeveloped area that could induce changes to the surrounding area.

Although the proposed project inherently represents growth within the area, including expansion of existing facilities, creation of new facilities, and marginal localized job growth, such growth is not of the scale that would affect regional population, housing, or employment forecasts. Thus, no significant growth-inducing impacts are anticipated.

6.3 IRREVERSIBLE ADVERSE ENVIRONMENTAL EFFECTS

Irreversible adverse environmental effects are not anticipated for the proposed project or any of the project alternatives. Construction and operation of the proposed project would rely upon the use of nonrenewable resources. Use of fossil fuel derived energy sources such as gasoline, diesel fuel, electricity, and natural gas would be necessary for transport of workers and materials during construction and provision of electricity, natural gas, and fuel for vehicles during the life of the project. Although the fossil fuel consumption associated with the project would constitute the depletion of a resource which is irretrievable and irreversible, the amount of resources consumed would not be of an extraordinary nature in a regional context. Thus, the proposed project's use of nonrenewable energy sources is not considered to constitute a significant impact.