4.1 CUMULATIVE IMPACTS

Section 15130 of the State of California CEQA Guidelines requires an analysis of the proposed project potential to contribute to cumulative impacts within the vicinity of the project. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time. Cumulative impact analysis considers connected actions, projects related and dependent upon the completion of the proposed airport project, and similar actions or projects having a common geography or timing that provide a basis for considering their impact together with impacts related to the proposed airport project. Cumulative impacts are evaluated on three time horizons: past actions, present action, and reasonably foreseeable actions. Due to limited availability of information regarding past actions, this portion of the analysis is limited to the past five years. Present actions are those projects which are ongoing and will continue during the implementation of the Proposed Action. Reasonably foreseeable actions, for the purposes of this project, are those that have received local approval for implementation, such as a building permit. Planned projects, such as those outlined within a community's General Plan or Specific Plan, are not considered reasonably foreseeable as part of this analysis.

Past Actions

A number of projects, both on and off airport property, have been undertaken in the past. On-airport projects included the modernization of the terminal facility, multiple airfield pavement maintenance projects, construction of a new rental car facility and demolition of the old, and the development of shade hangars on the north side of the airport. Additionally, the Monterey

Hi-Way Self Storage facility was constructed near the proposed project area on the south side of the airport.

Off-airport projects included the construction of eight office buildings in the Ryan Ranch business park located east of the airport. The building sizes range from 13,800 square feet to 35,000 square feet. Ryan Ranch is the City of Monterey's primary area for medical offices, and several of the buildings have been constructed as medical land uses.

Other off-airport projects include the implementation of the airport's RSIP. As discussed in Chapter Three, sound insulation projects for residences include, among other projects, the replacement of windows and doors.

Foreseeable Future Actions

Future projects planned for the airport include additional pavement maintenance. Within the vicinity of the airport, a building permit was approved for two office/industrial research buildings in the Ryan Ranch development which total 45,760 square feet in size.

4.1.1 Cumulative Impact Analysis

No agencies indicated concerns regarding potential cumulative impacts during the agency scoping process undertaken at the onset of this project. Resource issues that are appropriate for analysis under a cumulative impact assessment are addressed below. These categories were identified for cumulative impact analysis because of the impacts caused by the Proposed Action. Much of the discussion contained within the following sections is also reflected within the specific impact analyses discussed in Chapter Three. The discussions have been consolidated within this section to summarize the qualitative cumulative impact analysis which was completed for the project.

BIOLOGICAL RESOURCES

The geographic scope of the biological resource analysis is bounded by Salinas Highway on the south, Canyon Del Rey Boulevard on the north, and Fremont Street on the west. These boundaries were selected as they isolate the existing habitat at the airport from other habitat areas within the vicinity. Additionally, as indicated on Exhibit 3J, much of the area surrounding the airport is developed with residential, commercial, industrial, or recreational land uses, thereby minimizing the amount of existing habitat. As discussed in Chapter Three, implementation of the proposed project will result in direct and indirect impacts to federal and state protected species.

Impacts to biological resources are discussed in Sections 3.3.4.1 through 3.3.4.4 and include applicable mitigation measures developed to reduce project-related impacts to a less than significant level. The mitigation measures include efforts to relocate or replace affected plant

and animal species. The relocated and replaced species will be placed in on-airport conservation areas that will not be disturbed as part of future airport development projects. Additionally, the proposed project will include conservation and restoration of approximately 11.65 acres of native habitat on airport property.

The recently completed Monterey Hi-Way Self Storage project also resulted in impacts to the legless lizard and Monterey spineflower. A mitigation measure associated with the project resulted in establishing two conservation areas at the airport to offset the resulting impacts. Other recently completed projects did not result in impacts to biological resources and it is not anticipated that any reasonably foreseeable projects will result in significant impacts to biological resources.

With implementation of the recommended mitigation measures will maintain a similar size in local population for these species and will not inhibit reproductive success or result in additional habitat fragmentation. The proposed project will not contribute to a significant cumulative effect on biological resources within the vicinity of the airport.

WATER QUALITY

The geographic scope of the water quality cumulative impact analysis is limited to the lower portion of the Salinas River watershed, which includes Monterey Peninsula Airport and drains to Monterey Bay. Cumulative water quality impacts resulting from development projects in the area may result in short-term impacts to water quality. These impacts will be mitigated using BMPs. In addition, the increase of impermeable surfaces in the area will result in the increase of storm water runoff.

During the process of obtaining and modifying permits, review by agencies having jurisdiction over water supply and quality issues would be conducted. The permit programs implemented by these agencies take into account the cumulative impact of actions and projects on the regulated resources. Periodic program reviews are conducted to ensure that the loss of regulated resources authorized through the permit programs do not constitute an individual or cumulatively unacceptable impact. The proposed project, as well as all reasonably foreseeable actions within the vicinity of the airport, will be subject to this regulatory review process, as applicable.

GEOLOGY AND SOILS

The impacts resulting from the proposed project are specific to the site and are not cumulative in nature. Implementation of the outlined mitigation measures will reduce the impacts to a less than significant level.

TRANSPORTATION/TRAFFIC

The geographic scope of the Transportation/Traffic analysis is limited to the major and minor roadways providing access directly to the airport and to those surrounding the airport. As discussed in Section 3.9, the level of service portion of Highway 68 on the south side of the airport is currently compromised. The relocated airport access road will connect to Highway 68 and the existing gravel access road will be closed. During the project design phase, Monterey Peninsula Airport will complete a traffic impact study and finalize the design for the access road/Highway 68 connection in a manner that results in a net maintenance, or if possible, improvement in the level of service for the subject segment of Highway 68. Coordination with CalTrans will be undertaken to ensure that the proposed design of the access road and associated improvements meet the level of service needs for Highway 68 and to meet the requirements for a CalTrans-issued encroachment permit. Designing the Highway 68 connection and obtaining an encroachment permit will ensure that the level of service for this portion of Highway 68 is not degraded and, therefore, will not contribute to a significant cumulative effect for transportation and traffic. The planned access point will be gated to restrict access to only emergency, operational, maintenance, and airport users. It is anticipated that traffic levels at the intersection will be minimal and will not contribute to an overall reduction in level of service.

With regard to recently completed projects, the Monterey Hi-Way Self Storage project used an existing Highway 68 access point (Olmstead Road intersection) west of the proposed project area. According to the 2004, *City of Monterey General Plan Update Traffic Study*, the level of service for the portion of Highway 68 near the Olmstead Road intersection and the proposed access road is below CalTrans standards. The *City of Monterey General Plan Update Traffic Study* recommends expansion of the highway to four lanes to increase capacity as mitigation for the level of service deficiency. There are currently no immediate plans for this upgrade.

NOISE

The geographic scope of the noise analysis is limited to those areas within the residential sound insulation program area established as part of the Monterey Peninsula Airport 14 CFR Part 150 Study. The proposed airport improvements will not result in noise impacts which exceed any federal, state, or local threshold of significance for noise impacts. When evaluated in combination with other planned projects in the area, it is not expected that federal, state, or local thresholds will be exceeded as none of the improvements will result in a change in operations or fleet mix at the airport. The residential sound insulation program was undertaken to mitigate noise levels within the identified residences. Other recently completed projects resulted in temporary construction-related noise impacts. It is assumed that noise levels returned to pre-construction levels following completion of the projects. Reasonably foreseeable airport projects are not anticipated to alter the noise exposure at the airport.

4.2 GROWTH-INDUCING IMPACTS

CEQA Guidelines, Section 15126.2(d), requires that an EIR evaluate the growth-inducing impacts of a proposed project. Growth-inducing impacts would result if the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The proposed project is being undertaken to enhance safety at Monterey Peninsula Airport by providing an aviation facility that complies with FAA RSA design standards and will not foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

4.3 SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

CEQA Guidelines, Section 15126.2(b), requires that an EIR describe all significant impacts which cannot be avoided if the proposed project is implemented. This includes those impacts which can be mitigated but not reduced to a level of insignificance. As discussed in Chapter Three and outlined in the Executive Summary, all impacts associated with the proposed project will be mitigated, as appropriate, to a less than significant level.

4.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines, Section 15126.2(c), requires that an EIR describe significant irreversible environmental changes which would be caused by implementation of the proposed project. Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.

The proposed project would require commitments of both renewable and nonrenewable energy and material resources for construction of the RSA improvements and associated airport access road. These may include concrete, mineral resources, fossil fuels, and other non-renewable resources.

MONTEREY PENINSULA AIRPORT DISTRICT

Chapter Five

Document Preparers and References

Persons responsible for preparation of this Environmental Impact Report and significant supporting background analysis and materials are listed below.

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