

## Chapter 6 **CUMULATIVE IMPACTS**

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.

Section 15130(a) of the CEQA Guidelines requires a discussion of cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable,” which means that 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. Section 15130(b)(1) of the CEQA Guidelines requires the evaluation of cumulative impacts to be based on either:

- A. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency, or
- B. A summary of projections contained in an adopted 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.

The cumulative analysis for this EIR uses a combination of the two approaches listed above. Past projects were considered as part of the baseline condition for the EIR analysis and were therefore considered as part of the impact analysis identified in the various sections of Chapter 5. With regard to present and probable future projects, projections based on the adopted City of La Mesa General Plan, surrounding city and county general plans, and regional plans were included in the consideration of cumulative projects. Specific cumulative projects proposed, currently in process or under construction in the City of La Mesa were also considered.

The cumulative projects that are considered in the cumulative impact analysis for the proposed Collier Park Renovations Project Master Plan are identified below in Section 6.1. The cumulative impact analysis, which addresses each environmental topic discussed in Chapter 5, Existing Conditions, Impacts, and Mitigation, of this EIR, is provided below in Section 6.2.

### **6.1 Cumulative Projects**

The evaluation of cumulative impacts for the proposed project uses a combination of the two approaches listed in CEQA Guidelines Section 15130(b)(1). A list of probable future projects located

within the City of La Mesa is provided in Section 6.1.1. A discussion of the build-out of adopted general and regional plans is provided in Section 6.1.2.

## 6.1.1 Probable Future Projects

The probable future (foreseeable) land use development projects identified in the City of Las Mesa are listed in Table 6-1. The list of cumulative projects was provided by the City based on development approvals, development applications and development discussions with City staff (preceding submittal of a development application). These projects have been identified in accordance with CEQA Guidelines Section 15130(b)(1)(A).

**Table 6-1 Cumulative Projects**

Project Description	Location	Status
Downtown Village Streetscape Improvement Project (replacement and refurbishment of existing pedestrian infrastructure, installation of new amenities, and enhancement of pedestrian linkages)	Downtown Village	<a href="#">Construction began on July 7, 2014</a> <del>Draft Environmental Initial Study/Mitigated Negative Declaration circulated for review</del>
La Mesa 2012 Centennial General Plan Update	Entire City	<del>Draft</del> Final Environmental Impact Report <a href="#">certified in July 2013</a> <del>in-progress</del>
Park Station at the Crossroads (mixed-use urban village on a 6.5 acre infill site providing retail shops, restaurants, residential units, office space, a possible hotel, sustainable design features, a 1.1-acre linear park, and enhanced pedestrian connections)	Southeast corner of El Cajon Boulevard and Baltimore Drive	<del>Draft</del> Final Environmental Impact Report in progress; <a href="#">public hearings scheduled for summer and fall 2014</a>
Grossmont Healthcare District (70,500-square foot diagnostic and treatment facility and 18,000-square foot central energy plant)	5555 Grossmont Center Drive	<del>Grading operations have begun</del> <a href="#">Construction underway</a>
Palm Spring Liquor – 4,000-square foot addition to existing 2,400-square foot store	4301 Palm Avenue	In plan check
<del>Zephyr Partners (modifications to previously approved 36-unit residential development)</del>	<del>Massachusetts Avenue</del>	<del>Phase 1 under construction</del>
<del>Mansour (5,373-square foot commercial/retail building on a vacant site)</del>	<del>5980 Severin Drive</del>	<del>Building constructed/finalized</del>
Associated Investors and Developers (12-unit residential development)	8659-8661, 8673-8675, & 8677 Lemon Avenue	<del>In-plan check</del> <a href="#">Project is delayed</a>
Windmill Summit LLC (33,000-square foot, three-story office building)	9400 Grossmont Summit Drive	Plan check <del>expired</del> <a href="#">was renewed for this project</a>
Bradley Land Group (45-unit mixed use condominium project with two commercial suites)	7353 El Cajon Boulevard	Entitled/no building permit submittal
Bradley Land Group (19-unit mixed use condominium project with one commercial suite)	7361 El Cajon Boulevard	Entitled/no building permit submittal
La Mesa Meadows (eliminate sound wall associated with 31-unit Planned Residential Development)	Garfield Neighborhood	Entitled/no building permit submittal
<del>Care Meridian (9,118-square foot care facility for a maximum of 15 patients)</del>	<del>5640 Aztec Drive</del>	<del>Project nearly complete</del>
Schmidt/Massulo (General Plan amendment and zone reclassification)	North of El Cajon Boulevard & East of Thorne Drive	GPA 08-01 and Z-08-01 approved on April 28, 2009
<a href="#">Former Coleman College Site (198-unit apartments by Fairfield)</a>	<a href="#">7380 Parkway Drive</a>	<a href="#">Project is under construction</a>
<a href="#">Touchstone Villas (56-unit apartments and mixed use project)</a>	<a href="#">7808-7814 El Cajon Boulevard</a>	<a href="#">Entitled/ No building permit submittal</a>
<a href="#">Palm Terrace (60-unit apartments and mixed use project)</a>	<a href="#">4330-4350 Palm Avenue</a>	<a href="#">Project under construction across the street from Collier Park; construction to be completed in February 2015</a>

## 6.1.2 Adopted Plans

From a regional approach, the cumulative analysis relies on the adopted City of La Mesa General Plan, City of San Diego General Plan (specifically, the Navajo Community to the north and the College Area and Eastern Area Communities to the west), City of Lemon Grove General Plan (for areas to the southwest), City of El Cajon General Plan (for areas to the northeast) and the County of San Diego General Plan (specifically, the communities of Valle de Oro to the east and Spring Valley to the southeast), along with other regional planning documents, including the SANDAG RCP and RTP, La Mesa Subarea Habitat Conservation Plan/Natural Community Conservation Plan, and RAQS in accordance with CEQA Guidelines Section 15130(b)(1)(B). The build out of these plans has been considered in the cumulative impact analysis provided in Section 6.2 below.

## 6.2 Cumulative Impact Analysis

The following discussion of cumulative impacts is organized by each environmental topic addressed in Chapter 5, Existing Conditions, Impacts, and Mitigation, of this EIR. A description of the area of influence for cumulative impacts with respect to each environmental topic is provided at the beginning of each topical discussion, followed by an analysis of the potential cumulatively considerable contributions of the proposed project to any significant cumulative impacts.

### 6.2.1 Aesthetics

The area of projects that would be considered in the analysis of cumulative impacts related to aesthetics is defined as the viewshed of the proposed project. A significant cumulative impact related to aesthetics would occur if the cumulative projects would cause view blockage of scenic vistas or scenic resources, change the overall visual character of the area, initiate the building of structures that substantially differ from the visual character of the area, or create new sources of substantial light and glare. However, due to the urbanized nature of the area surrounding the park, views of the park are generally limited to the development and public rights-of-way adjacent to the park. Likewise, views from the park of the surrounding area would be limited to adjacent development. The Palm Spring Liquor Project, which is located 1,300 feet south of Collier Park, is the only cumulative project located within this viewshed. Viewers traveling along Palm Avenue would see Collier Park and the Palm Spring Liquor Store within a few seconds of each other. The Palm Spring Liquor Project is an expansion of an existing use and, in combination with the proposed project, would not result in significant cumulative impacts related to scenic vistas, scenic resources, or visual character. In addition, as the base zone for the project site is R1S (Suburban Residential), exterior lighting would be subject to the provisions of La Mesa Municipal Code Section 24.05.020.D.15, which requires exterior lighting to be compatible with residential use. Compliance with this regulation, which may require the use of shields, and may limit the location, type, and height of light fixtures, would prevent significant cumulative impacts from lighting spill over onto adjacent residential lots. Therefore, significant cumulative impacts related to aesthetics would not occur.

### 6.2.2 Air Quality

The geographic context for the analysis of cumulative impacts related to air quality is the San Diego Air Basin (SDAB). The SDAB is currently in basic non-attainment status for the federal National Ambient Air

Quality Standard (NAAQS) for ozone. The SDAB is also a non-attainment area for the California Ambient Air Quality Standard (CAAQS) for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, a significant cumulative impact to air quality for ozone precursors (NO<sub>x</sub> and VOCs), PM<sub>10</sub>, and PM<sub>2.5</sub> currently exists. Consequently, the greatest concern involving criteria pollutants is whether a project would result in a cumulatively considerable net increase of PM<sub>10</sub>, PM<sub>2.5</sub>, or exceed screening-level criteria thresholds of ozone precursors (NO<sub>x</sub> and VOCs). As discussed in Section 5.2, Air Quality, a project may have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable, future projects are in excess of the established screening level thresholds, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions.

Neither the City of La Mesa nor the San Diego Air Pollution Control District (SDAPCD) has adopted specific emission thresholds by which to evaluate the significance of cumulative construction air quality impacts of projects within its jurisdiction. In addition, the SDAPCD has not established screening thresholds for localized impacts. In lieu of any set quantitative air quality significance thresholds for localized impacts, the 2009 Localized Significance Thresholds established by the South Coast Air Quality Management District (SCAQMD) are used to determine potential construction cumulative impacts. Based on the SCAQMD's Localized Significance Thresholds, NO<sub>x</sub> concentration decreases approximately 95 percent by 2,600 feet from the source, PM<sub>10</sub> concentration decreases approximately 95 percent by 1,200 feet from the source, and PM<sub>2.5</sub> concentration decreases approximately 95 percent by 1,300 feet from the source. The SCAQMD has not established a threshold for VOCs; however, VOCs disperse quickly (California Indoor Air Quality 2011), so it is assumed that VOC pollutant concentrations would decrease by 95 percent beyond 2,600 feet from the source, similar to NO<sub>x</sub>. Therefore, cumulative projects located over 1,200 feet from the project site are excluded from the cumulative PM<sub>10</sub> analysis, cumulative projects located over 1,300 feet from the project site are excluded from the cumulative PM<sub>2.5</sub> analysis, and cumulative projects located over 2,600 feet from the project site are excluded from the cumulative NO<sub>x</sub> and VOC analysis. The cumulative projects located within these screening distances are the [Palm Terrace mixed-use project](#), Palm Spring Liquor Project and the Downtown Village Streetscape Improvement Project. [Construction of the Palm Terrace mixed-use project is scheduled to be complete in February 2015, prior to the start of construction of the proposed project. Therefore, combined construction emissions would not occur; thus, no cumulative air quality impact would occur.](#) As discussed in Section 5.2, Air Quality, of this EIR, combined construction emissions from the proposed project and the [remaining](#) two cumulative projects would not exceed the applicable significant thresholds and would not result in a cumulative impact. Therefore, the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact to air quality during construction.

Similar to cumulative construction impacts, neither the City of La Mesa nor the SDAPCD has adopted specific emission thresholds by which to evaluate the significance of cumulative operational air quality impacts of projects within its jurisdiction. In addition, the SDAPCD has not established screening thresholds for localized impacts. Therefore, the 2007 Guidelines for Determining Significance – Air Quality developed by the County of San Diego was used to determine potential operational cumulative impacts. According to the County's Guidelines for Determining Significance – Air Quality, a project would result in a significant cumulatively considerable contribution to air quality impacts during operation if the project does not conform to the RAQS, has a significant direct impact to air quality, or would cause a road intersection to operate at or below LOS E. As discussed in Section 5.2, Air Quality, the proposed project would not conflict with or obstruct implementation of the RAQS, would not result in a significant direct air quality impact, and would not cause a road intersection to operate at or below LOS E.

Therefore, the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact to air quality during operation.

### **6.2.3 Biological Resources**

The area of projects that would be considered in the analysis of cumulative impacts related to biological resources is defined as the La Mesa Subarea Habitat Conservation Plan/Natural Community Conservation Plan (City of La Mesa 1998) study area. The La Mesa Subarea Plan identifies Multiple Species Conservation Program (MSCP) covered species and sensitive habitat for protection from cumulative development in the City. Because sensitive biological resources are identified due to their scarcity (e.g., threatened and endangered) throughout their range, any potentially significant direct impact to protected habitats would be considered a significant cumulative impact. Similar to the proposed project, any cumulative projects in the City of La Mesa that would impact biological resources would be required to mitigate impacts to below a level of significance to the extent feasible. If mitigation would not reduce impacts to a less than significant level, then the combination of multiple projects impacting biological resources could result in a significant cumulative impact.

As discussed in Section 5.3, Biological Resources, no sensitive species, habitats, wildlife corridors, or wetlands were identified in the general biological resources field survey area, other than the potential presence of nesting birds and raptors. Mitigation measures BIO-1 and BIO-2 would be implemented to ensure that the proposed project would not result in significant direct impacts to nesting birds or raptors. These measures would also reduce the proposed project's potential cumulative impacts to nesting birds and raptors to a less than significant level. Therefore, implementation the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact to biological resources.

### **6.2.4 Cultural Resources**

The area of projects that would be considered in the analysis of cumulative impacts related to historical resources is defined as the City of La Mesa. The Historic Preservation Element of the adopted La Mesa General Plan (City of La Mesa 1996) provides policies and objectives for the preservation of City's historic sites, buildings, and districts. The City's Historic Preservation Ordinance (La Mesa Municipal Code Title 25) implements the goals of the Historic Preservation Element of the La Mesa General Plan, and establishes specific regulations regarding alteration or demolition of a historic landmark, contributing structure within a historic district, cultural resources included in the Historic Resources Inventory, and cultural resources listed on the Potential Landmark Registry. If known historic resources would be impacted by any of the cumulative projects identified in Table 6-1, such as future development consistent with the City's General Plan Update, that individual cumulative project would be required to mitigate potentially significant impacts in accordance with the City's Historic Preservation Ordinance and CEQA. Therefore, a significant cumulative impact related to historical resources would not occur.

The area of projects that would be considered in the analysis of cumulative impacts related to archaeological resources, paleontological resources, and human remains is defined as the San Diego region. Because several cumulative projects are proposed in previously undeveloped areas, the discovery of unknown buried archaeological resources, paleontological resources, and human remains would be a possibility. Due to the scarcity and sensitivity of such resources, there would be a potentially significant cumulative impact. As discussed in Section 5.4, Cultural Resources, the proposed project

would result in potentially significant impacts to unknown buried archaeological resources and paleontological resources. Mitigation measures CUL-3 AND CUL-4 would be implemented to ensure that the proposed project would not result in significant direct impacts to these resources. These measures would also reduce the proposed project's potential cumulative impacts to unknown buried archaeological resources and paleontological resources. Compliance with existing regulations would ensure impacts to human remains do not occur from implementation of the proposed project. Therefore, implementation the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources, paleontological resources, and human remains.

## 6.2.5 Geology and Soils

The geographic context for the analysis of cumulative impacts related to geology and soils is generally site-specific (rather than cumulative) in nature because each development site has unique geologic and soil conditions that would be subject to uniform site development codes and construction standards. In this way, potential cumulative impacts resulting from seismic and geologic hazards would be minimized on a site-by-site basis to the extent that modern construction methods and code requirements provide. The structural design for all cumulative projects, as well as their associated construction activities, would be required to comply with all applicable public health, safety, and building design codes and regulations to reduce seismic and geologic hazards to an acceptable level. As discussed in Section 5.5, Geology and Soils, the proposed project would result in potentially significant direct impacts associated with unstable soils and expansive soils. However, implementation of mitigation measures GEO-1 and GEO-2 would reduce these impacts to below a level of significance such that they would not contribute to a significant cumulative impact. Therefore, significant cumulative impacts related to geology and soils would not occur.

## 6.2.6 Greenhouse Gas Emissions

Due to the global nature of the effects of climate change, the geographic context for the analysis of cumulative impacts related to greenhouse gas (GHG) emissions is worldwide. The existing annual global contribution of GHG emissions to the GHG inventory is considered cumulatively significant. In the absence of its own GHG emissions threshold, the City of La Mesa has determined that the County of San Diego's significance threshold for GHG emissions (2,500 MT CO<sub>2</sub>e) is the appropriate numerical threshold that projects must not exceed in order to ensure that new development achieves its fair share of GHG emissions reductions needed to meet the statewide Assembly Bill 32 mandate. Projects that would emit more than 2,500 MT CO<sub>2</sub>e annually during either construction or operation would result in a potentially significant impact. As discussed in Section 5.6, Greenhouse Gas Emissions, the proposed project would generate annual GHG emissions of approximately 1,354 MT CO<sub>2</sub>e during construction and approximately 971 MT CO<sub>2</sub>e during operation, which are both below the significant threshold of 2,500 MT CO<sub>2</sub>e. Therefore, implementation of the proposed project would not result in a cumulatively considerable contribution to the significant cumulative impact to GHG emissions.

## 6.2.7 Hazards and Hazardous Materials

For the most part, hazardous materials impacts are site specific and would not combine with impacts from other projects to result in cumulative impacts. Therefore, the area of projects that would be

considered in the analysis of cumulative impacts related to hazardous materials is defined as the project site and adjacent properties. The cumulative projects listed in Table 6-1 consist of public improvements, commercial and office uses, and residential uses; none of the cumulative projects propose industrial land uses or other land uses that would require the transportation, use, or disposal of hazardous materials other than oil and hydrocarbons during construction and standard cleaning and landscaping products during operation. All cumulative projects would be required to comply with all applicable federal, state, and local regulations related to the handling and storage of hazardous materials, including the requirements for spill containment and cleanup procedures. Proper handling and storage of hazardous materials would minimize the potential for accidental spills, while implementation of spill containment and cleanup procedures would prevent significant hazard to the public or the environment in the event of accidental spills. Any cumulative project that proposes development of a potential hazardous materials site would be required to remediate the existing site contamination consistent with applicable regulations. Therefore, significant cumulative impacts related to hazardous materials would not occur.

The geographic context for the analysis of cumulative impacts related to airport safety hazards is the Airport Influence Area (AIA) of Montgomery Field, within which the proposed project is located. All cumulative projects would be subject to the Airport Land Use Compatibility Plan (ALUCP), which would require compliance with development limitations within in the noise, safety, airspace protection, and overflight notification zones of Montgomery Field's AIA. Therefore, a significant cumulative impact related to airport safety hazards would not occur.

The geographic context for the analysis of cumulative impacts related to emergency response and evacuations plans and wildland fires is the City of La Mesa. The cumulative projects listed in Table 6-1 may require temporary roadway closures during construction that could cumulatively impede emergency access and/or evacuation routes throughout La Mesa. As discussed in Section 5.7, Hazards and Hazardous Materials, the proposed project would require that the segment of Pasadena Avenue that passes through the project site be temporarily closed for three to six months during construction, but this would not impede emergency access or evacuation routes, as other routes would be available. Thus, implementation the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact related to emergency response and evacuation plans. In addition, some cumulative projects would be developed in wildland-urban interface areas that could cumulatively increase risks associated with wildland fires. As discussed in Section 5.7, Hazards and Hazardous Materials, the proposed project is located within a highly developed urban area of La Mesa, which is not considered at high risk for wildland fires, and is not adjacent to any undeveloped open land areas that are susceptible to wildland fires. Therefore, implementation the proposed project would not contribute to a significant cumulative impact related to wildland fires.

## **6.2.8 Hydrology and Water Quality**

The geographic context for the analysis of cumulative impacts related to hydrology and water quality is the Sweetwater Hydrologic Unit, within which the proposed project is located. The following analysis accounts for all anticipated cumulative growth within this geographic area, including the proposed project, development anticipated in applicable planning documents, and known development projects within the Sweetwater Hydrologic Unit.

## Drainage and Hydrology

Urban development within the Sweetwater Hydrologic Unit would increase impervious areas and consequently increase storm water runoff, which could result in cumulative impacts related to erosion problems, flooding, and drainage systems capacity issues throughout the watershed. However, most future development projects in the San Diego region would be subject to National Pollution Discharge Elimination System (NPDES) Phase I and II regulations, which require addressing changes to hydrologic regime and mitigation for conditions of concern. All projects in the San Diego region for which construction would affect more than one acre must obtain NPDES Construction Permit coverage, and all land use jurisdictions in the region must obtain and implement a NPDES Municipal Permit. The RWQCB is responsible for assuring that water quality control measures are uniformly applied through these permits and is responsible, along with the jurisdictions holding the permits, for the enforcement of the permit conditions. As discussed in Section 5.8, Hydrology and Water Quality, compliance with the NPDES regulations and the City's Storm Water Best Management Practices (BMP) Manual would ensure that the proposed project would not result in substantial erosion or siltation or flooding, and would not exceed the capacity of the City's storm water drainage system. Therefore, the proposed project's contribution would not be cumulatively considerable.

## Water Quality

Urban development within the Sweetwater Hydrologic Unit would increase impervious areas and activities that generate pollutants, which could result in cumulative impacts related to water quality of receiving waters in the watershed. Most future development projects in the San Diego region would be subject to NPDES Phase I and II regulations, which would require that source control and nonpoint source BMPs be employed to control potential effects on water quality and that storm water quality control devices be incorporated into storm water collection systems to collect sediment and other pollutants. As discussed in the preceding section, these requirements are uniformly applicable throughout the San Diego region. As discussed in Section 5.8, compliance with the NPDES regulations and the City's Storm Water BMP Manual would ensure that the proposed project would not violate any water quality standards or waste discharge requirements, and would not otherwise substantially degrade water quality. Therefore, the proposed project's contribution would not be cumulatively considerable.

### 6.2.9 Noise

Noise is a localized phenomenon and is progressively reduced as the distance from the source increases; specifically, noise levels decrease by approximately 6 dB for every doubling of distance. Therefore, the area of projects that would be considered in the analysis of cumulative impacts related to noise is defined as the project site and adjacent properties. The closest cumulative project is the [Palm Terrace mixed-use project, which is under construction across Palm Avenue from the project site. However, construction of this project is scheduled to be complete in February 2015, which is prior to the start of construction for the proposed project. Therefore, construction noise from the two projects would not occur simultaneously and a cumulative impact would not occur.](#)

[The Palm Terrace project proposes 60 residential units and mixed-use retail development. The Palm Terrace site is located southwest of the project site across Palm Avenue. Residences are typically not considered a source of operational noise other than occasional nuisance noise. The mixed-use component of the project would replace existing commercial development on the site rather than](#)

introducing a new commercial use to the area. Additionally, the limited retail space would not have the capacity or demand to generate a substantial number of truck trips for deliveries or additional mechanical equipment. Thus, the Palm Terrace project would not result in a noticeable increase related to truck delivery noise. Therefore, this cumulative project would not generate excessive noise levels by itself. As shown in Table 5.9-6, the maximum noise level potentially generated by Collier Park at the existing commercial (office) development on Palm Avenue would be 64 dBA during outdoor events. Therefore, operation of the proposed project would have the potential to exceed noise level limits for the proposed Palm Terrace residences at the same location. The proposed project, in combination with the nearest cumulative project, would have the potential to generate excessive operational noise levels at the proposed residences. A potentially significant cumulative impact would occur. Implementation of mitigation measures Noi-1 through Noi-3 would reduce this impact to a less than cumulatively considerable level.

The next closest cumulative project is the Palm Spring Liquor Project located 1,300 feet south of Collier Park. Due to the distance between these sites, construction and operation of the proposed project, along with the nearest cumulative project, would not combine to generate excessive noise levels or groundborne vibration, and a significant cumulative impact would not occur. However, buildout of the proposed project, along with cumulative projects and cumulative growth in La Mesa, would result in increased traffic that would cumulatively increase traffic noise.

Table 6-2 compares Long-Term Year 2035 traffic noise levels, which accounts for cumulative projects and cumulative growth in La Mesa, to existing conditions. A significant cumulative impact would occur if the project, in combination with the other cumulative projects, would cause a roadway to exceed the City's noise compatibility standard for adjacent land uses. As shown in Table 6-2, noise levels along Pasadena Avenue and Echo Drive would not exceed 60 dBA CNEL in the Long-Term Year 2035 scenario, which is the most conservative noise compatibility standard. None of the roadways would exceed the 65 dBA CNEL noise compatibility standard for multi-family residences or the 70 dBA CNEL noise compatibility standard for office and places of worship. Thus, a significant cumulative impact would not occur on these roadways.

For roadways that currently exceed the applicable noise compatibility standard, a cumulative impact would occur if the cumulative increase in traffic noise would be 3 dBA or greater. Increases in noise levels below 3 dBA are generally not perceptible. Three of the five existing roadway segments currently generate noise levels that meet or exceed 60 dBA CNEL, without cumulative development. These roadways would continue to exceed 60 dBA CNEL in Year 2035. Cumulative growth would result in an increase in traffic noise of 3 dBA CNEL on Palm Avenue from Fresno Avenue to Pasadena Avenue. Thus, a significant cumulative impact would occur on this segment. The proposed project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the proposed project under the Long-Term Year 2035 scenario. If the project would contribute a perceptible increase in noise, that is, an increase of 3 dBA or more, then the project's contribution would be cumulatively considerable. Implementation of the proposed project would not result in any increase on the impacted roadway compared to noise levels without project implementation. Therefore, the proposed project's contribution would not be cumulatively considerable.

**Table 6-2 Cumulative Traffic Noise Impacts**

Roadway	Segment	Existing <sup>(1)</sup>	Long-Term Year 2035 Plus Project <sup>(1)</sup>	Increase in Noise Level <sup>(2)</sup>	Significant Cumulative Impact?	Increase Attributable to Proposed Project <sup>(3)</sup>	Cumulatively Considerable Contribution?
Palm Avenue	Fresno Avenue to Pasadena Avenue	60	63	+3	Yes	0	No
	Pasadena Avenue to Echo Drive	61	63	+2	No	N/A	N/A
	Echo Drive to Spring Street	62	63	+1	No	N/A	N/A
Pasadena Avenue	Palm Avenue to 4 <sup>th</sup> Street	47	53	N/A	No	N/A	N/A
Echo Drive	Palm Avenue to Echo Court	54	56	N/A	No	N/A	N/A

N/A = Not Applicable

<sup>(1)</sup> Assumes weekday daily trips for Palm Avenue and weekend daily trips for Pasadena Avenue and Echo Drive to provide the most conservative analysis.

<sup>(2)</sup> If the Long-Term Year 2035 Plus Project noise level is below the 60 dBA CNEL threshold, then the increase in noise level is not applicable because it would not exceed the allowable noise threshold.

<sup>(3)</sup> Based on the results in Table 5.9-9. The project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the proposed project under the Long-Term Year 2035 scenario. If the project's contribution is less than three decibels, the project's contribution is not cumulatively considerable. Therefore, the noise increase attributable to the project is not applicable.

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by Chen Ryan Associates (2012). Decibel levels are rounded to the nearest whole number. See Appendix H, Noise Technical Report, for data sheets.

Source: Atkins 2012

## 6.2.10 Transportation and Traffic

The geographic context for the analysis of cumulative impacts related to transportation and traffic is the Traffic Impact Analysis study area for the proposed project (Chen Ryan Associates 2012), which was determined based on the SANDAG Congestion Management Program (CMP) analysis requirements and the SANTEC/ITE Guidelines for Traffic Impact Studies. Section 5.10, Transportation and Traffic, addresses cumulative impacts to key study area roadway segments and intersections under the Near-Term Year 2020 and the Future Year 2035 scenarios, which take into account cumulative projects and cumulative growth in La Mesa. The results of the roadway segment and intersection level of service analysis, as summarized below, indicate that implementation of the proposed project would not result in significant impacts under both the Near-Term Year 2020 and Future Year 2035 scenarios. Therefore, implementation of the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact to transportation and traffic.

### Roadway Segments

The weekday and weekend roadway segment level of service results for each scenario are provided in Table 5.10-6 and Table 5.10-7, respectively, and discussed below. For more detailed roadway segment analysis results, including ADT volumes and V/C ratios, please refer to the Roadway Segment Level of Service Results tables for each scenario in the Traffic Impact Analysis (Chen Ryan Associates 2012) provided as Appendix I to this EIR.

Near-Term Year 2020 Traffic. All of the study area roadway segments are projected to operate at acceptable LOS D or better on both weekdays and weekends under Near-Term Year 2020 Base

Conditions. Under Near-Term Year 2020 Base Plus Project Conditions, all of the study area roadway segments would continue to operate at acceptable LOS D or better on both weekdays and weekends. The addition of project traffic would not cause the level of service at any of the study area roadway segments to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area roadway segments under the Near-Term Year 2020 traffic conditions.

Future Year 2035 Traffic. All of the study area roadway segments are projected to operate at acceptable LOS D or better on both weekdays and weekends under Future Year 2035 Base Conditions, with the exception of the three Palm Avenue segments which are projected to operate at substandard LOS E on weekdays. Under Future Year 2035 Base Plus Project Conditions, the three Palm Avenue segments would continue to operate at substandard LOS E on weekdays, while all other study area roadway segments would continue to operate at acceptable LOS D or better on both weekdays and weekends. The addition of project traffic would result in changes in the V/C ratio along the three Palm Avenue segments that exceed the significance threshold. However, consistent with common practice in the San Diego region, if a roadway segment is built to its ultimate roadway classification, then no roadway widening would be required if the intersections defining the roadway segment (at ends and/or within the segment) would operate at acceptable levels because intersection analysis is more indicative of actual roadway system operations than roadway segment analysis. Since Palm Avenue is built to its ultimate roadway classification and the intersection analysis (discussed below) indicates that the study area intersections along Palm Avenue are projected to operate at acceptable LOS D or better, it is determined that project impacts to study area roadway segments would not be significant under the Future Year 2035 traffic conditions.

## Intersections

The weekday PM and weekend noon peak period intersection level of service results for each scenario are provided in Table 5.10-8 and Table 5.10-9, respectively, and discussed below. For more detailed intersection analysis results, including average delays, refer to the Peak Hour Intersection Level of Service Results tables for each scenario in the Traffic Impact Analysis (Chen Ryan Associates 2012) provided as Appendix I to this EIR. Level of service calculation worksheets for each scenario are provided in the appendices of the Traffic Impact Analysis.

Near-Term Year 2020 Traffic. All of the study area intersections are projected to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods under Near-Term Year 2020 Base Conditions. Under Near-Term Year 2020 Base Plus Project Conditions, all of the study area intersections would continue to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods. The addition of project traffic would not cause the level of service at any of the study area intersections to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area intersections under the Near-Term Year 2020 traffic conditions.

Future Year 2035 Traffic. All of the study area intersections are projected to operate at acceptable LOS C or better during both the weekday PM and weekend noon peak periods under Future Year 2035 Base Conditions. Under Future Year 2035 Base Plus Project Conditions, all of the study area intersections would operate at acceptable LOS D or better during both the weekday PM and weekend noon peak periods. The addition of project traffic would not cause the level of service at any of the study area intersections to degrade to unacceptable levels. Thus, the proposed project would not result in significant impacts to study area intersections under the Future Year 2035 traffic conditions.

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