

5.1.3 California Environmental Quality Act

CEQA Guidelines provide:

that the lead agency identify reasonably foreseeable projects in the vicinity of the proposed project, summarize their effects, identify the contribution of the proposed project to cumulative impacts in the project region, and recommend feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects (CEQA Guidelines Section 15130 [b][3]).

5.2 Scope and Methodology of the Cumulative Impacts Analysis

In March 2004, as part of an interdisciplinary team, Caltrans, together with FHWA and EPA staff, prepared a preliminary guidance paper entitled *Guidance for Preparers of Indirect and Cumulative Impact Assessment Methods for Analyzing Effects*. The cumulative impacts analysis for the Doyle Drive Project was conducted in a series of steps based on this preliminary guidance.

The following steps were followed for this analysis:

- Identify the environmental and community resources that warrant a cumulative impacts analysis.
- Define the geographic boundaries for each resource area.
- Define the timeframe (temporal boundary) for analysis for each resource area.
- Identify past actions and present and reasonably foreseeable future projects that would affect that resource.
- Identify the impacts (or benefits) to the resource from the other projects.
- Determine: 1) whether there currently is a cumulative impact to the resource area; and, 2) whether the impacts from the Doyle Drive Project would contribute to that impact.

Following preparation of the cumulative impacts analysis for the Doyle Drive Project, Caltrans' *Guidance for Preparers of Cumulative Impacts Analysis* (July 2005) was released. The analysis presented in this chapter is consistent with the eight steps presented in the July 2005 guidance. Since the analysis is consistent with the new guidance the conclusions presented in this cumulative impacts analysis do not change.

5.3 Resources Evaluated

Cumulative effects were evaluated for other projects or activities such as major infrastructure projects, community development improvements, or private developments that are geographically related to the Doyle Drive Project.

Reliance was placed on written correspondence from agencies and planning officials, interview notes, and meeting reports. For a resource area to be considered for this cumulative impacts analysis, the resource element must have been projected to experience a measurable impact and/or effect due to the Doyle Drive Project. Listed below are the resource elements that were identified for this cumulative analysis:

- Traffic and Transportation;
- Biological Environment;
- Hydrology, Water Quality, and Stormwater Runoff;
- Cultural Resources; and
- Visual Quality.

5.4 Temporal and Geographic Boundaries

When evaluating cumulative effects, the analyst must consider expanding the geographic study area beyond that of the proposed project, as well as expanding the temporal (time) limits to consider past, present, and future actions that may affect the environmental resources of concern. The temporal and geographic boundaries can be different for each environmental resource evaluated.

The geographic scope of analysis includes the physical limits or boundaries of environmental resources studied for this project, as well as the boundaries of other projects or activities that also may contribute to the effects on an environmental resource.

5.4.1 Temporal

A timeframe extending from 1998 through 2030 was used for all five environmental resources (traffic and transportation, biological environment, hydrology, cultural, and visual) analyzed. Using 1998 as the starting point for the analysis allowed an assessment of the changes that have occurred since the Presidio was turned over to the National Park Service and the Presidio Trust. The year 2030 is the future year used in regional transportation planning documents and the traffic analysis for this environmental document.

5.4.2 Geographic

The geographic boundaries for the hydrology, cultural, and visual resources were the Presidio and the immediate surrounding area. However, for traffic and transportation and the biological environment, the geographic study area was broadened to include locations which could still impact the biological and transportation systems within the region.