

7.0 CUMULATIVE IMPACTS

CEQA Guidelines (Section 15355) defines cumulative impacts as two or more individual effects which, when considered together, are considerable or that compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or several separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other, closely related past, present or reasonably foreseeable, probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Probable future projects include:

- Private projects requiring agency approval for an application, which has been received at the time the Notice of Preparation (NOP) is released, unless the applicant has abandoned a project.
- Public projects for which money has been budgeted or included in an adopted capital improvement program, general plan, regional transportation plan, or similar plan.
- Projects included in a summary of projects in a general plan or similar plan.
- Projects anticipated as later phases of a previously approved plan.

Additionally, CEQA Guidelines (Section 15130) require a discussion of project cumulative impacts when the projects incremental effect is cumulatively considerable, as defined in Section 15065(c). When a project has an incremental effect that is not “cumulatively considerable” the effect is not necessarily considered significant, but a brief discussion that describes the basis for concluding that the incremental effect is not cumulatively considerable, is required.

The activities associated with the proposed replacement of the steam generators at DCPD are temporary in nature. No significant impacts on the environment have been identified with the replacement of the OSGs with the RSGs at the staging, replacement, or storage areas at DCPD. RSG activities would require a peak of up to 900 temporary workers. Combined with the regularly occurring outage, which would be extended from a 40- to an 80-day outage due to the

overlap of activities, up to 2,000 temporary workers would be required at DCPD at peak periods. Available visitor- or transient-oriented housing (hotels, motels) in the area, avoidance of the peak tourist season to the extent possible, on-site parking at DCPD, and management of alternate work schedules would reduce potential temporary impacts on traffic and parking associated with the temporary workers. The Proposed Projects would not permanently increase existing traffic operations in the project vicinity, because no permanent jobs would be added with the Proposed Projects at DCPD.

The impacts of delivery and transport of the RSGs from Port San Luis on the Intake Cove would not result in significant impacts. A smaller number of workers would be present at DCPD and delivery locations than that needed for staging, replacement, or storage. The delivery of the RSGs would be scheduled to avoid the peak tourist season to the extent possible. Adequate on-site parking is available at DCPD and alternate work schedules would be implemented to the extent needed. Therefore, the Proposed Projects would not produce effects that cumulatively add to the effects of other projects during delivery, staging, or replacement, and no significant cumulative impacts would result from the Proposed Projects.