

**CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS
IN CONNECTION WITH THE APPROVAL OF THE DESIGN AND CONSTRUCTION
OF UNITRANS HUTCHISON BUS TERMINAL,
DAVIS CAMPUS**

I. ADOPTION OF THE NEGATIVE DECLARATION

The findings set forth below support the approval of the Unitrans Hutchison Bus Terminal Project (the project). Pursuant to Title 14, California Code of Regulations, Section 15074(b), the Facilities and Enterprise Policy Committee of the University of California, Davis campus (the campus) pursuant to authority delegated from the Board of Regents of the University of California (The Regents) (hereinafter referred to collectively as “The University”), hereby finds that an Initial Study was prepared for the project in compliance with the California Environmental Quality Act, Public Resources Code Sections 21000 et seq. (CEQA) on the basis of which the adoption of a Negative Declaration is proposed.

The Initial Study for the Unitrans Hutchison Bus Terminal Project is tiered from UC Davis’ LRDP EIR, which was approved by The Regents in November 2003. The Project is consistent with the 2003 LRDP, which describes the scope and nature of campus development through 2015-16, as well as land use principles and policies to guide the location, scale and design of individual capital projects, and identifies measures to mitigate the significant adverse impacts and cumulative impacts associated with that growth.

The University received the proposed Negative Declaration, the Initial Study, and the 2003 LRDP EIR, and reviewed and considered the information contained in these documents and any comments on these documents prior to approving the design of the project. The University hereby finds that the Initial Study and proposed Negative Declaration reflect the independent judgment and analysis of the University, and adopts the Negative Declaration.

II. FINDINGS

The University hereby adopts the following Findings pursuant to Title 14, California Code of Regulations, Section 15074, in conjunction with the approval of the project, which is set forth in Section III, below.

A. Background

UC Davis proposes to redevelop an existing parking lot to provide a new bus terminal adjacent to the existing bus loading and unloading area at the Silo Building. The new bus terminal would primarily serve Unitrans—the student operated UC Davis and City of Davis bus operation, but would also serve busses from Yolo Bus, Fairfield-Suisun Transit, and the UC Davis Health System shuttle bus. The new bus terminal would combine the existing bus layover and bus loading/unloading operations currently taking place within Parking Lot 29 with the bus operations taking place on Hutchison Drive between A Street and Bioletti Avenue and would provide terminal/layover space for 14 to 16 busses.

The new bus terminal would improve bus operations and pedestrian and bicycle facilities along Hutchison Drive by providing an appropriately designed bus terminal, an integrated system of pedestrian sidewalks, and new bike parking facilities. Construction of the new terminal would take place on approximately 1.5 acres south of Haring Hall in the existing Parking Lot 29 and on adjacent land along Hutchison Drive. The new West Entry Parking Structure and other nearby parking lots are expected to provide adequate parking capacity to compensate for up to 49 spaces that would be lost from the displacement of Parking Lot 29. Parking Lot 29 currently provides a mixture of metered parking spaces, permit spaces, special restriction spaces (service vehicles spaces, handicap designated spaces, etc.), and some bus loading for Unitrans and the shuttle bus that serves the UC Davis Health System in Sacramento. Construction of the new bus terminal is expected to take approximately 6 to 8 months and would begin in Spring 2008.

B. Environmental Review Process

A Tiered Initial Study (State Clearinghouse No. 2006102029) was prepared for the project in accordance with CEQA and the University of California Procedures for Implementation of CEQA. The Initial Study for the project, in accordance with Section 15168 of the CEQA Guidelines, is tiered from the campus 2003 Long Range Development Plan Environmental Impact Report (2003 LRDP EIR) (State Clearinghouse No. 2002109092), which was certified by The Regents in connection with the approval of the 2003 LRDP in November 2003.

The project is part of the physical development proposed in the 2003 LRDP; therefore, the environmental analysis for the project is presented and analyzed within the context of the 2003 LRDP and incorporates by reference applicable portions of the 2003 LRDP EIR. The 2003 LRDP EIR, which is a program EIR pursuant to Section 15168 of the CEQA Guidelines, analyzes the overall effects of campus growth and facility development through 2015-16, and identifies measures to mitigate the significant adverse impacts and cumulative impacts associated with that growth.

As a tiered document, the Initial Study for the project relies on the 2003 LRDP EIR for: (1) a discussion of general background and setting information for environmental topic areas; (2) overall growth-related issues; (3) issues that were evaluated in sufficient detail in the 2003 LRDP EIR for which there are no significant new information, changes in the project, or changes in circumstances that would require further analysis; and (4) cumulative impacts. The purpose of the Tiered Initial Study is to evaluate the potential environmental impacts of the project with respect to the existing 2003 LRDP EIR analysis in order to determine what level of additional environmental review, if any, would be appropriate.

The Tiered Initial Study analyzed the potential impacts of the project and the adequacy of the existing environmental analysis in the 2003 LRDP EIR with regard to the following environmental topic areas: (1) aesthetics, (2) agricultural resources, (3) air quality, (4) biological resources, (5) cultural resources, (6) geology, soils, and seismicity, (7) hazards and hazardous materials, (8) hydrology and water quality, (9) land use and planning, (10) mineral resources,

(11) noise, (12) population and housing, (13) public services, (14) recreation, (15) transportation, circulation and parking, and (16) utilities and service systems.

Based on the analysis contained in the Tiered Initial Study, it was determined that the proposed project would result in no potentially significant effects on the environment or result in impacts not previously addressed in the 2003 LRDP EIR, and that no new project-specific mitigation measures were required. The University found that the project may incrementally contribute to, but would not exceed, significant environmental impacts previously identified in the 2003 LRDP EIR. Based on this analysis, the University prepared a Negative Declaration that reflects these conclusions.

The project's Proposed Negative Declaration and Draft Tiered Initial Study were submitted to the State Clearinghouse in the Governor's Office of Planning and Research and circulated for a 30-day public review period beginning on October 6, 2006 and concluding on November 6, 2006. During that time, the document was available for review by various state and local agencies, as well as by interested individuals and organizations. During the comment period, two comment letters were received. The first letter was from Joan Learned, a UC Davis employee and asked about air quality within Haring Hall, the building adjacent to the proposed bus terminal. The second letter was submitted by the California Department of Water Resources and provided background information related to flood prevention requirements that are not applicable to the proposed project. The comment letters and responses to comments can be found in Appendix B of the Initial Study.

C. Relation of the Project to the LRDP EIR

The 2003 LRDP EIR is a Program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.) and Section 21080.09 of the Public Resources Code. The 2003 LRDP EIR analyzed full implementation of uses and physical development proposed under the 2003 LRDP through the year 2015-16 to accommodate a projected total enrollment level of 31,500 students, and identified measures to mitigate the significant adverse project and cumulative impacts associated with that growth. The project would not result in any increase to the campus population, and accordingly, would not exceed the population increase projected in the 2003 LRDP EIR. Additionally, the proposed project is consistent with and is part of the campus development that was anticipated in the 2003 LRDP and evaluated in the 2003 LRDP EIR.

The Tiered Initial Study for the Unitrans Hutchison Bus Terminal project is tiered from the 2003 LRDP EIR in accordance with Sections 15152 and 15168(d) of the CEQA Guidelines and Public Resource Code Section 21094. Based on the analysis presented in the Initial Study, no project-specific impacts are identified and no project-specific mitigation measures are proposed.

D. Environmental Summary

The following sections summarize the environmental evaluation provided in the Unitrans Hutchison Bus Terminal TIS, including the Unitrans Hutchison Bus Terminal.

1. **Significant and Unavoidable Adverse Impacts Associated with the 2003 LRDP and Related Mitigation Measures**

The Initial Study did not identify any significant impacts associated with implementing the Unitrans Hutchison Bus Terminal Project, but did recognize that the project would contribute to several significant and unavoidable adverse cumulative impacts associated with the implementation of the 2003 LRDP. The 2003 LRDP EIR identified mitigation measures that would reduce to the extent feasible, but not avoid, these significant and unavoidable adverse impacts. These mitigation measures were adopted as part of the approval of the 2003 LRDP and are currently being implemented. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any additional project-specific mitigation measures that would further reduce or avoid these cumulative significant impacts. All of the cumulative significant and unavoidable impacts, discussed below in Finding II.D, were adequately addressed in the 2003 LRDP EIR and its associated Findings and Statement of Overriding Considerations. 2003 LRDP EIR mitigation measures are also identified and briefly discussed below. For a detailed description of these mitigation measures, please see the text in the TIS.

a. **Cumulative impacts on aesthetics from increased light and glare (LRDP Impact 4.1-6).**

The TIS for the Unitrans Hutchison Bus Terminal Project concluded that as part of overall campus growth pursuant to the 2003 LRDP, the Project would contribute to significant and unavoidable adverse cumulative impacts associated with the creation of new sources of light and glare that could adversely affect daytime and nighttime views. As a component of the 2003 LRDP, the Project incorporates previously adopted 2003 LRDP EIR Mitigation Measures 4.1-3 (a-c) (design shall use non-reflective exterior surfaces and glass, use shielded and cutoff type light fixtures for outdoor lighting, and any use of non-cutoff, non-shielded lighting fixtures shall require review by the Campus Design Review Committee to ensure that a minimum amount of such lighting needed to achieve the desired nighttime emphasis and that such lighting creates no adverse effect on nighttime views) and 4.1-6(a-b) (implementation of 4.1-3(a-b) and surrounding jurisdictions should implement standards and guidelines which support minimal use of site lighting) that aid in reducing the potential lighting impact identified in the 2003 LRDP. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any additional mitigation measures that would avoid or substantially lessen the Unitrans Hutchison Bus Terminal's contribution to this impact. While the 2003 LRDP mitigation measures would reduce the magnitude of this cumulative impact, it is still considered significant and unavoidable.

The TIS for the Unitrans Hutchison Bus Terminal Project concluded that the incremental contribution of the project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003

LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

b. Impacts on air quality from emissions that exceed YSAQMD Thresholds (LRDP Impact 4.3-3).

The TIS for the Unitrans Hutchison Bus Terminal Project analyzed the impacts of the project and concluded that as part of overall campus growth pursuant to the 2003 LRDP it would contribute to overall operational emissions exceeding the Yolo-Solano Air Quality Management District Thresholds. As a component of the 2003 LRDP, the Project incorporates previously adopted LRDP Mitigation Measures 4.3-3(a-c) (requiring the campus to reduce emissions from construction activities) that will aid in reducing the potential impact to air quality identified in the 2003 LRDP. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any feasible additional project-specific mitigation measures that would avoid or substantially lessen the Unitrans Hutchison Bus Terminal's contribution to this impact. While the 2003 LRDP mitigation measures would reduce the magnitude of both of this impact, it is still considered significant and unavoidable.

The TIS concluded that the incremental contribution of the Unitrans Hutchison Bus Terminal Project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

c. Cumulative impacts on air quality from emissions that exceed YSAQMD Thresholds (LRDP Impact 4.3-6).

The TIS concluded that as part of overall campus growth pursuant to the 2003 LRDP, the Project would contribute to emissions of non-attainment pollutants. The TIS identified significant and unavoidable adverse cumulative impacts associated with a cumulatively considerable increase of non-attainment pollutants. As a component of the 2003 LRDP, the Project incorporates previously adopted 2003 LRDP EIR Mitigation Measure 4.3-6 (requiring the campus to implement Measure 4.3-1(a-c), described in the above item II.D.1.c) that would aid in reducing emissions. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any additional mitigation measures that would avoid or substantially lessen the Unitrans Hutchison Bus Terminal's contribution to this impact. While the 2003 LRDP mitigation measures would reduce the magnitude of this cumulative impact, it is still considered significant and unavoidable.

The TIS concluded that the incremental contribution of the Unitrans Hutchison Bus Terminal Project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

d. Impacts on archaeological resources (LRDP Impact 4.5-3).

The TIS recognized that as part of overall campus growth pursuant to the 2003 LRDP the Project could contribute to potential changes to archaeological resources. As a component of the 2003 LRDP, the Project incorporates previously adopted 2003 LRDP EIR Mitigation Measures 4.5-1 through 4.5-5 (requiring the campus to evaluate project sites for archaeological resources and protect discovered resources; to take appropriate steps to minimize the potential for such disturbance and; if disturbance occurs, to follow all requirements to protect the human remains and complete the proper reinterment procedures) that would aid in reducing disturbance to archaeological resources if discovered on the Project site. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any additional mitigation measures that would avoid or substantially lessen the Unitrans Hutchison Bus Terminal's contribution to this impact. While the 2003 LRDP mitigation measures would reduce the magnitude of this cumulative regional impact, it is still considered significant and unavoidable.

The TIS for the Unitrans Hutchison Bus Terminal Project concluded that the incremental contribution of the project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

e. Cumulative impacts on archaeological resources (LRDP Impact 4.5-5).

The TIS for the Unitrans Hutchison Bus Terminal Project analyzed the impacts of the project identified significant and unavoidable adverse cumulative impacts associated with disturbance to archaeological resources in the region. As a component of the 2003 LRDP, the Project incorporates previously adopted 2003 LRDP EIR Mitigation Measures 4.5-1 through 4.5-5 (as described in the above item II.D.1.e) and would aid in reducing disturbance to archaeological resources. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any additional mitigation measures that would avoid or substantially lessen the Unitrans Hutchison Bus Terminal's contribution to this impact. While the 2003 LRDP mitigation measures would

reduce the magnitude of this cumulative regional impact, it is still considered significant and unavoidable.

The TIS for the Unitrans Hutchison Bus Terminal Project concluded that the incremental contribution of the project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

f. Groundwater impacts associated with increase in withdrawals from the deep and shallow/intermediate aquifers (LRDP Impacts 4.8-5 and 4.8-6)

The TIS for the Unitrans Hutchison Bus Terminal Project analyzed the impacts of the project and concluded that as part of overall campus growth pursuant to the 2003 LRDP it would contribute to the demand for water from the deep and the shallow/intermediate aquifers and would increase the amount of impermeable surfaces which could substantially interfere with recharge of both the deep and shallow/intermediate aquifers. Previously adopted 2003 LRDP EIR Mitigation Measures 4.8-5(b, d) and 4.8-6 (a-e) would require continued water conservation efforts, efforts to determine the ability of the both aquifers to provide for the campus' long-term water needs, efforts to minimize withdrawals by UC Davis and the City of Davis from the same deep aquifer, monitoring of both aquifers, and identification of alternative water sources, including surface water and recycled water. Previously adopted LRDP Mitigation Measures 4.8-13 (a, b) and 4.8-14 (a, b) address cumulative withdrawals associated with both campus and City of Davis water demand. The TIS did not identify any feasible additional mitigation measures that would avoid or substantially lessen this cumulative impact. While the 2003 LRDP mitigation measures would reduce the magnitude of both of these impacts, they are both still considered significant and unavoidable.

The TIS for the Unitrans Hutchison Bus Terminal Project concluded that the incremental contribution of the project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

g. Cumulative impacts on water quality associated with increased impervious surface resulting in increased storm water runoff (LRDP Impact 4.8-10)

The TIS for the Unitrans Hutchison Bus Terminal Project analyzed the impacts of the project and concluded that as part of overall campus growth pursuant to the 2003 LRDP it would contribute to increased storm water runoff. As a component of the 2003 LRDP, the Project incorporates previously adopted 2003 LRDP EIR Mitigation Measure 4.8-10 (a-c) which requires the campus and regional jurisdictions to comply with NPDES Phase II requirements and implement SWPPPs for specified industrial and construction activities. However, implementation of LRDP Mitigation Measure 4.8-10(b) and (c) cannot be guaranteed by the University of California because it falls within other jurisdictions to enforce and monitor. Therefore, the impact is considered significant and unavoidable. The TIS for the Unitrans Hutchison Bus Terminal Project did not identify any additional mitigation measures that would avoid or substantially lessen the Unitrans Hutchison Bus Terminal's contribution to this impact. While the 2003 LRDP mitigation measures would reduce the magnitude of this cumulative impact, it is still considered significant and unavoidable.

The TIS for the Unitrans Hutchison Bus Terminal Project concluded that the incremental contribution of the project to this significant unavoidable cumulative impact was identified and adequately analyzed in the 2003 LRDP EIR and fully addressed in the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. The University therefore finds that the Unitrans Hutchison Bus Terminal's contribution to this 2003 LRDP cumulative impact to be acceptable for the reasons set forth in Section II.F of these Findings.

2. Significant and Potentially Significant Impacts that would be Mitigated to "Less-than-Significant" Levels and Related Mitigation Measures

The TIS for the Unitrans Hutchison Bus Terminal Project identified the following significant and potentially significant impacts associated with project that would be reduced to "less-than-significant" levels by the continued implementation of previously adopted 2003 LRDP mitigation measures. The impacts resulting from the Project would be no greater than the level of impacts described in the 2003 LRDP EIR and were included within the analysis of the overall development in the 2003 LRDP EIR. The associated mitigation measures are identified and briefly discussed below. For a detailed description of these mitigation measures, please see the text in the TIS for the Unitrans Hutchison Bus Terminal Project.

a. Development under the 2003 LRDP could create substantial light and glare on campus that could adversely affect daytime or nighttime views in the area (LRDP Impact 4.1-3)

The project calls for lighting to be used in the bus terminal which would result in additional glare and nighttime lighting on the campus. As analyzed in the TIS for the Unitrans Hutchison Bus

Terminal Project, outdoor lighting installed as part of the Unitrans Hutchison Bus Terminal incorporates previously adopted 2003 LRDP Mitigation Measure 4.1-3 (b)-(c), which requires the campus to utilize directional lighting methods with shielded and cutoff type light fixtures, and to require review of any non-directional lighting elements by the Campus Design Review Committee. As a result, the Unitrans Hutchison Bus Terminal's contribution to this impact will be less-than-significant level.

b. Regional growth could result in an increase in toxic air contaminants (LRDP Impact 4.3-8).

The Unitrans Hutchison Bus Terminal Project would contribute to a regional increase in toxic air contaminants. Growth from the 2003 LRDP, in combination with expected regional growth, could result in a cumulatively considerable increase of toxic air contaminants which could expose sensitive receptors to increased pollutant concentrations. As analyzed in the TIS the Unitrans Hutchison Bus Terminal Project incorporates previously adopted LRDP Mitigation Measure 4.3-8 (requiring the campus to monitor new regulations and programs from responsible regulating agencies and implement appropriate changes on campus) to aid in reducing toxic air contaminants (TAC) impacts to a less-than-significant level. Because the responsible regulating agencies (California Air Resources Board (CARB), Federal Environmental Protection Agency) are giving priority to air toxics regulation, there are reduction programs under development and/or in effect, and technologies are available to achieve substantial additional TAC reductions, CARB's projections of continuing regional TAC reductions are well supported, resulting in a less-than-significant cumulative impact.

c. Development allowed under the 2003 LRDP could result in the failure of nesting efforts by nesting raptors, including Swainson's hawks or other birds of prey (LRDP Impact 4.4-4 and 4.4-5).

The Unitrans Hutchison Bus Terminal Project does not have any Swainson's hawk nest sites in trees on or adjacent to the project site. However, it is possible they could nest in the area before construction starts. As analyzed in the TIS the Project incorporates previously adopted 2003 LRDP Mitigation Measures 4.4-4 (a,b) and 4.4-5 requiring that active nests are not disturbed and will reduce this potential impact to a less-than-significant level. Implementation of the mitigation measures would reduce the potential impact to a less-than-significant level.

d. Development under the 2003 LRDP could result in the removal of trees recognized to meet the campus' standards for important trees (LRDP Impact 4.4-11(b)).

The Unitrans Hutchison Bus Terminal Project would result in the removal of mature trees that are considered high value. As analyzed in the TIS the project incorporates previously adopted 2003 LRDP Mitigation Measures 4.4-11(b) requiring the campus to relocate or replace trees that are being removed for the proposed project. In this case, the trees could not be removed and

relocated due to their size and root locations in and around buried utilities. The proposed project includes tree replacement to compensate for the trees being removed. Implementation of this mitigation measure would reduce the impact to a less-than-significant level.

- e. Implementation of the 2003 LRDP could damage, destroy or cause a substantial adverse change in the significance of an archaeological resource or historic building or structure as the result of grading, excavation, ground disturbance or other project development (LRDP Impacts 4.5-1 and 4.5-2).**

The Unitrans Hutchison Bus Terminal Project does not have any historic buildings on the proposed site and the site was previously disturbed for construction of the existing parking lot. The Unitrans Hutchison Bus Terminal would require excavation and grading and, although unlikely, could result in damage, destruction, or substantial adverse change in the significance of archaeological resources. As analyzed in the TIS incorporates previously adopted 2003 LRDP Mitigation Measures 4.5-1 (a)-(b) and 4.5-2 which require the campus to evaluate project sites for archaeological resources and protect discovered resources. These mitigation measures ensure adequate protection of archaeological resources. Implementation of these mitigation measures would reduce the impact to a less-than-significant level.

- f. Implementation of the 2003 LRDP could disturb human remains, including those interred outside of formal cemeteries (LRDP Impact 4.5-4).**

The Unitrans Hutchison Bus Terminal would require excavation and grading and, although unlikely, could result in disturbance of human remains undiscovered during survey testing. Campus development allowed under the 2003 LRDP could result in disturbance of human remains, including those interred outside of formal cemeteries. As analyzed in the TIS the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.5-4 (a, b) requiring the campus to take appropriate steps to minimize the potential for such disturbance and, if disturbance occurs, to follow all requirements to protect the human remains and complete the proper reinterment procedures. These mitigation measure would reduce the impact to a less-than-significant level.

- g. Campus development under the 2003 LRDP would increase impervious surfaces on the campus and could alter drainage patterns, thereby increasing runoff and loads of pollution in storm water, which could affect water quality (LRDP Impact 4.8-2).**

The Unitrans Hutchison Bus Terminal Project would result in a slight increase to impervious surfaces. Campus development allowed under the 2003 LRDP would increase stormwater runoff and pollution. As analyzed in the TIS, with the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.8-2 which requires the campus to comply with storm water

management plan measures to minimize additional pollutants. This mitigation measure would reduce the impact to a less-than-significant level.

- h. Implementation of the 2003 LRDP in combination with regional development could alter drainage patterns in the project area and increase impervious surfaces, which could exceed the capacity of storm water drainage systems and result in localized flooding and contribution to offsite flooding (LRDP Impacts 4.8-3 and 4.8-11).**

The Unitrans Hutchison Bus Terminal Project would slightly increase impervious surfaces. Campus development allowed under the 2003 LRDP in combination with regional development would increase impervious surfaces which could result in runoff exceeding the capacity of storm drainage systems. As analyzed in the TIS with the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.8-3 (a, b) which requires the campus to perform storm drainage studies for each new development and design and implement any needed improvements. Implementation of the mitigation measure would reduce both project and cumulative impacts to a less-than-significant level.

- i. Construction of campus facilities under the 2003 LRDP could expose nearby receptors to excessive groundborne vibration and airborne or groundborne noise (LRDP Impact 4.10-1).**

Noise from construction of the proposed Unitrans Hutchison Bus Terminal, would be audible and would temporarily elevate the local ambient noise level. Campus development allowed under the 2003 LRDP could increase the potential for noise impacts near construction sites. As analyzed in the TIS the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.10-1 which requires the campus to enact a construction noise mitigation program to minimize the effects of construction noise. Implementation of the mitigation measure would reduce the impact to a less-than-significant level.

- j. Implementation of the 2003 LRDP would create additional parking demand (LRDP Impact 4.14-3).**

The Unitrans Hutchison Bus Terminal Project would add to the parking demand in the core campus at UC Davis by removing approximately 49 parking spaces to construct the bus terminal. As analyzed in the TIS, parking demand as part of the Unitrans Hutchison Bus Terminal will become part of the overall assessment for the previously adopted 2003 LRDP Mitigation Measure 4.14-3(a-b) which requires the campus to continue to pursue Transportation Demand Management strategies to reduce parking demand, and provide additional parking as needed. The Project incorporates this mitigation measure so that the parking impacts reduce to a less-than-significant level.

- k. Growth in population levels in the core campus would result in increased conflicts between bicyclists, pedestrians, and transit vehicles, causing congestion and safety problems (LRDP Impact 4.14-5).**

The Unitrans Hutchison Bus Terminal Project would not increase the campus population but it would result in more activity at the project site which could have the effect of increasing congestion and safety problems in and around the proposed bus terminal. As noted in the TIS, the design process has included extensive review of safety issues with the goal of producing a project with improved safety and circulation for campus users. The proposed project supports and was designed to complement the on-going implementation of the previously adopted 2003 LRDP Mitigation Measure 4.14-5 which requires the campus to avoid increased bicycle accident rates or safety problems. Implementation of this mitigation measure would reduce the impact to a less-than-significant level.

- 3. Less-than-Significant Impacts for which Mitigation Measures Have Been Incorporated and Related Mitigation Measures**

The TIS for the Unitrans Hutchison Bus Terminal Project identified the following less-than-significant impacts for which 2003 LRDP mitigation measures have been incorporated as part of the project. Mitigation to further reduce less-than-significant impacts is not required by CEQA. The impacts resulting from the Unitrans Hutchison Bus Terminal Project would be no greater than the level of impacts described in the 2003 LRDP EIR and the impacts of the proposed project were included within the analysis of the overall development in the 2003 LRDP EIR. The mitigation measures identified below are presented in summary form. For a detailed description of these measures, please see the TIS.

- a. Implementation of the 2003 LRDP would increase routine hazardous chemical use on campus by UC Davis laboratories and departments and in maintenance and support operations, which would not create significant hazards to the public or the environment (LRDP Impact 4.7-1).**

The Unitrans Hutchison Bus Terminal, as a component growth under the 2003 LRDP, would include use of building construction and cleaning materials, which would not expose employees or campus occupants to significant levels of potentially hazardous materials. This impact was determined in the TIS for the Unitrans Hutchison Bus Terminal Project to be less-than-significant because of the low hazard risk to the public and to the environment. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.7-1 (implementation of chemical safety

plans and programs) which will further reduce this less-than-significant impact.

b. Implementation of the 2003 LRDP could increase routine generation of hazardous wastes on campus by UC Davis laboratories and departments and from maintenance and support operations, which would not create significant hazards to the public or the environment (LRDP Impact 4.7-2).

The Unitrans Hutchison Bus Terminal, as a component of growth under the 2003 LRDP, would include use of building construction materials, which would not expose employees or campus occupants to significant levels of potentially hazardous materials. This impact was determined in the TIS to be less-than-significant because of the low hazard risk to the public and to the environment. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.7-2 (a and b) (continued implementation of chemical safety plans and programs and continued implementation of hazardous waste management programs) that will further reduce this less-than-significant impact.

c. Implementation of the 2003 LRDP would increase the routine transport of hazardous materials to and from campus, which would not significantly increase hazards to the public or the environment (LRDP Impact 4.7-8).

The Unitrans Hutchison Bus Terminal, as a component of growth under the 2003 LRDP, would include transport of building construction materials to and from the project site, which would not expose employees or campus occupants to significant levels of potentially hazardous materials. This impact was determined in the TIS to be less-than-significant because of the low hazard risk to the public and to the environment. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.7-8 (continued implementation of requirement to transport chemicals on public roads in conformance with all legal transportation requirements) that will further reduce this less-than-significant impact.

d. Construction activities on campus under the 2003 LRDP would not expose construction workers or campus occupants to contaminated soils or groundwater (LRDP Impact 4.7-12).

The Unitrans Hutchison Bus Terminal, as a component of growth under the 2003 LRDP, would include ground-disturbing construction activities which could expose construction workers or campus occupants to contaminated soils or groundwater. This impact was determined in the TIS to be less-than-significant because of the low hazard risk. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.7-12 (performance of due diligence assessments of sites where ground-disturbing construction is proposed) that will further reduce this less-than-significant impact.

- e. Campus construction activities associated with implementation of the 2003 LRDP would not contribute substantial loads of sediment or other pollutants in storm water runoff that could degrade receiving water quality (LRDP Impact 4.8-1).**

The Unitrans Hutchison Bus Terminal, as a component of growth under the 2003 LRDP, would contribute to sediment in stormwater runoff. This impact was determined in the TIS to be less-than-significant because the campus will continue to implement erosion control measures to eliminate or reduce non-storm and storm water discharges to receiving waters. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.8-1 (implementation of erosion control for construction projects) that will further reduce this less-than-significant impact.

- f. Implementation of the 2003 LRDP would require the expansion of utility water extraction and conveyance systems, which would not cause significant environmental impacts (LRDP Impact 4.15-1).**

The Unitrans Hutchison Bus Terminal, as a component growth under the 2003 LRDP, would contribute to the potential future expansion of the campus utility water extraction and conveyance systems. This impact was determined in the TIS to be less-than-significant because of the multiple options available for completing system improvements. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.15-1 (a and b) (conducting utility assessments prior to connecting new projects and implementing conservation strategies) that will further reduce this less-than-significant impact.

- g. Implementation of the 2003 LRDP would require the expansion of campus storm water drainage conveyance and detention facilities, which would not result in significant environmental impacts (LRDP Impact 4.15-4).**

The Unitrans Hutchison Bus Terminal, as a component of growth under the 2003 LRDP, would contribute to the potential future expansion of the campus storm drainage conveyance and retention facilities. This impact was determined in the TIS to be less-than-significant because of the multiple options available for completing system improvements. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.15-4 (conducting utility assessments prior to connecting new projects) that will further reduce this less-than-significant impact.

h. Implementation of the 2003 LRDP would require the expansion of the campus electrical system, which would not result in significant adverse environmental impacts (LRDP Impact 4.15-6).

The Unitrans Hutchison Bus Terminal, as a component of growth under the 2003 LRDP, would contribute to the potential future expansion of the campus electrical system. This impact was determined in the TIS to be less-than-significant because of the multiple options available for completing system improvements. The impact continues to be less-than-significant and, although not required, the Project incorporates previously adopted 2003 LRDP Mitigation Measure 4.15-6 (a and b) (conducting utility assessments prior to connecting new projects and implementing conservation measures) that will further reduce this less-than-significant impact.

E. Additional Findings

1. Incorporation by Reference

These Findings incorporate by reference in their entirety the text of the Negative Declaration for the project; the Initial Study for the project; the 2003 LRDP; the 2003 LRDP EIR, the 2003 LRDP Mitigation Monitoring Program, and the Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, project and cumulative impacts, and the basis for determining the significance of impacts, and the reasons for approving the project.

2. Mitigation Monitoring Program

When making findings, a lead agency must adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The proposed project includes no project-specific mitigation measures and accordingly, no mitigation monitoring program is required for the project. The Project incorporates all applicable mitigation measures contained in the 2003 LRDP EIR Mitigation Monitoring Program. All relevant 2003 LRDP EIR mitigation measures identified in the Final Tiered Initial Study and Negative Declaration will be monitored through the LRDP EIR Mitigation Monitoring Program adopted by the University in connection with its approval of the 2003 LRDP in order to ensure compliance during Project implementation.

3. Record of Proceedings

Various documents and other materials constitute the record of proceedings upon which the University bases its findings and decisions contained herein. Most documents related to this project are located in the campus Office of Resource Management and Planning, University of California, One Shields Avenue, 376 Mrak Hall, Davis, California 95616. The record of

proceedings for the 2003 LRDP approval is also located in the Office of Resource Management and Planning. The custodian for these documents is the Office of Resource Management and Planning.

F. Statement of Overriding Considerations

Section 15093(b) of the State CEQA Guidelines provides that when the decision of the public agency results in the occurrence of significant impacts that are not avoided or substantially lessened, the agency must state in writing the reasons to support its actions based on the NOP, Initial Study, Negative Declaration, and/or other information in the record. The Findings and Statement of Overriding Considerations adopted by The Regents in connection with its approval of the 2003 LRDP and certification of the 2003 LRDP EIR previously addressed all of the significant and unavoidable impacts associated with implementation of the LRDP. Those Findings and Statement of Overriding Considerations are equally relevant to, and are reaffirmed as a part of, this project.

The University has balanced the benefits of the proposed Unitrans Hutchison Bus Terminal Project against the significant and unavoidable adverse environmental effects, discussed in Section II. D. above, in determining that specific economic, legal, social, technological, and other benefits of the project outweigh these adverse environmental effects. The University finds that each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the proposed project outweigh its significant adverse environmental impact. This Finding is supported by substantial evidence in the record that includes, but is not limited to, the NOP, Initial Study, and Negative Declaration for the proposed project.

Despite the occurrence of significant and unavoidable adverse environmental effects, the additional benefits of and reasons for the approval of the Unitrans Hutchison Bus Terminal Project are as follows:

1. The project implements a portion of the 2003 LRDP and is consistent with the analysis in the 2003 LRDP EIR and in the Final EIR.
2. The proposed project would provide a necessary transit support facility to support identified growth of campus population within the core campus at UC Davis.
3. Increased transit capabilities are necessary to accommodate planned expansion of student enrollment under the 2003 LRDP and are necessary to minimize traffic related impacts that were identified in the 2003 LRDP.

G. Summary

1. Based on the foregoing Findings and the information contained in the record, the University has made one or more of the following Findings with respect to the significant environmental effects of the Unitrans Hutchison Bus Terminal Project:

a. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

b. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

2. Based on the foregoing Findings and the information contained in the record, it is hereby determined that:

a. All significant impacts on the environment due to the project have been eliminated or substantially lessened where feasible.

b. The Negative Declaration for the Unitrans Hutchison Bus Terminal Project did not identify any additional, feasible, project-specific mitigation measures to mitigate significant impacts to less-than-significant levels.

c. Any significant impacts to which the project contributes and that are found to be unavoidable were fully analyzed and adequately addressed in the Initial Study and Negative Declaration for the Unitrans Hutchison Bus Terminal Project and in the 2003 LRDP EIR, and are acceptable due to the factors described and adopted in the Findings and Statement of Overriding Considerations in adopted in connection with The Regents' approval of the 2003 LRDP as described in Section II.F, above.

d. The Unitrans Hutchison Bus Terminal Project will not result in any new significant environmental effects or substantially increase the severity of the significant environmental effects previously identified in the 2003 LRDP EIR.

e. This determination reflects the University's independent judgment and analysis.

III. APPROVAL

The University hereby takes the following actions:

A. Adopts the Negative Declaration for the project as described in Section I, above.

- B.** Approves and incorporates into the project all project elements and relevant 2003 LRDP EIR mitigation measures identified in the project's Tiered Initial Study.
- C.** Adopts the Findings in their entirety as set forth in Section II, above.
- D.** Having adopted the Negative Declaration, independently reviewed and analyzed the Negative Declaration and Tiered Initial Study and any comments received on these documents, and adopted the Findings, the University hereby approves the design and construction of Unitrans Hutchison Bus Terminal.