

# California Environmental Quality Act Findings of Fact Regarding the Final Supplemental Environmental Impact Report for the Aggie Square Phase I Project State Clearinghouse No. 2020020161

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## I. CERTIFICATION

In connection with the approval of the 2020 LRDP Update, the Board of Regents of the University of California (“University”) certified the Final Supplemental Environmental Impact Report (“Final Supplemental EIR” or “EIR”) (State Clearinghouse No. 2020020161) for the UC Davis Sacramento Campus 2020 Long Range Development Plan Update which consists of the Draft Supplemental EIR, comment letters, responses to comments, text changes to the Draft Supplemental EIR, and Mitigation Monitoring and Reporting Plan (“MMRP”). These findings discuss the proposed Aggie Square Phase I (“Aggie Square Phase I” or the “Project”) relative to the requirements of the California Environmental Quality Act, Public Resources Code Sections 21000, et seq. (“CEQA”), as specifically discussed and analyzed in Volume 2: Aggie Square Phase I of the Final Supplemental EIR.

In accordance with CEQA Guidelines § 15090, the University, as Lead Agency for the Project, certified that:

1. The Final Supplemental EIR has been completed in compliance with CEQA;
2. The Final Supplemental EIR was presented to the University, and the University has received, reviewed, and considered the information contained in the Final Supplemental EIR and in the administrative record prior to approving the Project;
3. The Final Supplemental EIR reflects the University’s independent judgment and analysis.

The University has exercised independent judgment in accordance with Public Resources Code (“Public Resources Code” or “PRC”) § 21082.1(c) in retaining its own environmental consultant and directing the consultant in preparation of the EIR, as well as reviewing, analyzing and revising material prepared by the consultant.

In accordance with Public Resources Code § 21081 and CEQA Guidelines § 15091, the **University** has made one or more specific written findings regarding significant impacts associated with the Project. Those findings are presented below, along with the rationale behind each of the findings. Concurrent with the adoption of these findings, the University adopts the MMRP and the Statement of Overriding Considerations.

The documents and other materials that constitute the record of proceedings on which the Project findings are based are located at UC Davis Office of Campus Planning and Environmental Stewardship, 436 Mark Hall, University of California, Davis, CA. 95616. The custodian for these documents is the UC Davis Office of Campus Planning and Environmental Stewardship, 436 Mark Hall, University of California, Davis, CA. 95616. This information is provided in compliance with Public Resources Code § 21081.6(a)(2) and CEQA Guidelines § 15091(e).

## **II. PROJECT BACKGROUND**

### **AGGIE SQUARE PHASE I**

#### **A. PROJECT DESCRIPTION SUMMARY**

The site for the Aggie Square Phase I project is a roughly 9.55-acre parcel owned by the University and currently utilized as a surface parking lot and fleet maintenance building. At its full implementation, Aggie Square is anticipated to comprise roughly 25-acres, however programmatic details for future phases of Aggie Square development have not been determined at this stage. Aggie Square Phase I consists of approximately 1,233,290 gross square feet (gsf) of building space and an additional 549,996 gsf of parking structure space, including lifelong learning space (329,530 gsf), science, technology, and engineering space (620,260 gsf), residential and community-serving space (324 multi-family apartment units in 283,500 gsf), incubator and accelerator space, and public spaces.

The University will be a major tenant of Aggie Square Phase I, however significant demand for space is expected to result from the University's existing and future partners and other businesses that wish to take advantage of the co-location benefits of this innovation center.

The Aggie Square Phase I project extends 45th Street to become a central spine through the Sacramento Campus connecting the UC Davis Hospital, the Education, Housing, and Research land use designation, and Aggie Square. The 45th Street extension will run through the Aggie Square plaza, which will use special paving materials up to the front doors of all Aggie Square Phase I project buildings that face the plaza. New streets in Aggie Square will connect with 3rd Avenue and 4th Avenue along Stockton Boulevard to simplify street circulation.

Varied and connected open spaces and plazas would connect all Aggie Square phases with the Hospital and Education, Research, and Housing land uses. Volume 1 of the Final Supplemental EIR updates the framework for the UC Davis Sacramento Campus, and Aggie Square is included as part of the Education, Research, and Housing land use designation.

#### **B. PROJECT OBJECTIVES**

UC Davis has identified the following objectives for the Aggie Square Phase I project.

- Create within the University a place where University and non-University people are working together.
- Create state-of-the-art facilities for science, technology, engineering, and research as well as office space and education.
- Provide housing that meets affordability goals for students in the professional schools.
- Develop physical structures to support the University's involvement in enhancing regional workforce development, addressing food access and security, and supporting a diversity of people working at Aggie Square.
- Reduce waste and improve sustainability by making efficient use of existing infrastructure and land resources.
- Facilitate easy access from Aggie Square to UC Davis Hospital and nearby UC Davis clinics.

- Express a diverse architectural character reflective of the role of Aggie Square as an innovation district, with a special emphasis on planning and design strategies that are responsive to climate challenges and sun orientation.
- Embrace a character of architectural diversity and vitality, linked together by a rich network of public spaces and collective commitment of environmental sustainability.
- Establish public spaces for a wide range of public activities that serve UC Davis Sacramento Campus employees and residents, as well as the broader community to provide venues for people from diverse communities of interest to meet, interact, share ideas, and spark new partnerships.

### **C. PROCEDURAL COMPLIANCE WITH CEQA**

The CEQA environmental review process for the Aggie Square Phase I project started on February 7, 2020 with the UC Davis Sacramento campus' issuance of a Notice of Preparation ("NOP") of a Supplemental EIR. The key milestones associated with preparation of an EIR are set forth and described below:

In accordance with PRC Section 21092 and CEQA Guidelines Section 15082, a NOP was prepared and circulated on February 7, 2020, for a minimum 30-day period of public and agency comment. The NOP was submitted to the State Clearinghouse and the Sacramento County clerk-recorder. A public scoping session was held February 26, 2020, at the Aggie Square Headquarters at 2270 Stockton Boulevard, Sacramento, California 95817. UC Davis staff and their consulting team were available to answer questions and review draft project graphics and other information. A total of 26 letters were received during the scoping period. A copy of the NOP and a summary of the scoping comments are included in Appendices A and B of the Supplemental EIR, respectively.

The Public Draft Supplemental EIR was issued on July 31, 2020. The Draft Supplemental EIR was circulated until September 17, 2020 for a 49-day period of review and comment by the public and other interested parties, agencies, and organizations. A virtual public hearing (via zoom) was held on September 3, 2020 to receive input from agencies and the public on the Draft Supplemental EIR. Copies of the Draft Supplemental EIR were posted on the UC Davis Environmental Planning website for review. Public libraries were closed due to the COVID-19 shelter in place order. However, hard copies of the document were made available at the UC Davis Health Center and the UC Davis Office of Environmental Stewardship and Sustainability on the UC Davis campus.

Comment letters received on the Draft Supplemental EIR and a transcript of oral testimony provided at the public hearing are provided in their entirety in Chapter 2, *Comments and Responses to Comments*, of Volume 3 of the Supplemental EIR.

UC Davis received 20 comment letters, including two from a state agency, six from local agencies, eight from organizations, and four from individuals. In addition, 16 members of the public spoke at the virtual public hearing and provided a total of 42 comments on the Draft Supplemental EIR.

The Final Supplemental EIR was completed and published on November 4, 2020.

Included in the Final Supplemental EIR are Volume 1, the 2020 LRDP Update programmatic analysis, and Volume 2, Aggie Square Phase I project specific analysis. Volume 3 contains an Introduction (Chapter 1) that describes minor changes to the Draft Supplemental EIR since public release of the Draft Supplemental EIR on July 31, 2020, comment letters and responses to comments (Chapter 2), the MMRP (Chapter 3), and corrections to the Draft Supplemental EIR (Chapter 4). The Final Supplemental EIR also contains appendices for both volumes of the Supplemental EIR.

## **D. ENVIRONMENTAL IMPACTS AND FINDINGS**

Pursuant to Public Resources Code § 21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. 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.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The University has made one or more of these specific written findings regarding each significant impact associated with the Project. Those findings are presented below, along with a presentation of facts in support of the findings.

These findings summarize the determinations of the Final Supplemental EIR with respect to the Project's impacts before and after mitigation and do not attempt to describe the full analysis of each environmental impact considered in the Final Supplemental EIR. Instead, the findings provide a summary description of each impact, describe the applicable mitigation measures identified in the Final Supplemental EIR and adopted by the University for the Project, and state the University's findings regarding the significance of each impact with the adopted mitigation measures. The Final Supplemental EIR contains a full explanation of each impact, mitigation measure, and the analysis that led the University to its conclusions on those impacts. These findings hereby incorporate by reference the discussion and analysis in the Final Supplemental EIR, which supports the Final Supplemental EIR's determinations regarding the Project's environmental impacts and mitigation measures. In making these findings, the University ratifies, adopts, and incorporates by reference the Final Supplemental EIR's analysis, determinations, and conclusions relating to environmental impacts and mitigation measures, except to the extent that any such determinations and conclusions are specifically and expressly modified by these findings.

In adopting the mitigation measures described below, the University intends to adopt each of the mitigation measures recommended in the Final Supplemental EIR related to the Project. Accordingly, in the event that a mitigation measure recommended in the Final Supplemental EIR has been inadvertently omitted from these findings, that mitigation measure is hereby adopted and incorporated by reference in the findings. Additionally, in the event that the description of mitigation measures set forth below fails accurately to capture the substance of a given mitigation measure due to a clerical error (as distinct from specific and express modification by the University through these Findings), the language of the mitigation measure as set forth in the Final Supplemental EIR shall govern.

The Final Supplemental EIR evaluation included a detailed analysis of impacts in 16 environmental disciplines, analyzing the Project and alternatives, including a No Project Alternative. The Supplemental EIR discloses the environmental impacts expected to result from the construction and operation of the Project. Where possible, mitigation measures were identified to avoid or minimize significant environmental effects. In addition, the campus committed to implementing measures in

order to reduce the direct and indirect impacts that will result from Project activities. The mitigation measures identified in the EIR are measures proposed by the lead agency, responsible or trustee agencies or other persons that were not included in the Project, but could reasonably be expected to reduce adverse impacts if required as conditions of approving the Project, as required by CEQA Guidelines § 15126.4(a)(1)(A).

## 1. Findings on Less than Significant Impacts

Based on the issue area assessment in the Final Supplemental EIR, the University has determined that the Project will have no impact or less than significant impacts for several issues as summarized in the table below. The rationale for the conclusion that no significant impact would occur in each of the issue areas in the table is based on the discussion of these impacts in the detailed issue area analyses in Volume 2, Sections 3.1 through 3.16 of the Final Supplemental EIR and the cumulative impacts discussed in Volume 2, Chapter 4 of the Final Supplemental EIR that were found to have no impact or less than significant impacts.

**Table 1. Summary of Less Than Significant Impacts**

<b>Environmental Impacts</b>
<b><i>Aesthetics</i></b>
AS-AES-1: The project would have no impact on a scenic vista
AS-AES-2: The project would have no impact on a scenic highway
<b><i>Air Quality</i></b>
AS-AQ-3: <i>The project would not exceed SMAQMD's cancer and health hazard thresholds during operations.</i>
<b><i>Biological Resources</i></b>
AS-BIO-1: The project would not have adverse impacts on valley elderberry longhorn beetle
AS-BIO-4: The project would not conflict with a Habitat Conservation Plan or Natural Community Conservation Plan
<b><i>Cultural Resources</i></b>
AS-CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource
AS-TCR-1: The project would not have potential to cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
AS-TCR-2: The project would not have potential to cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe and that is a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1
<b><i>Energy</i></b>
AS-EN-2: The project would not conflict with or obstruction of a state or local plan for renewable energy or energy efficiency
<b><i>Geology and Soils</i></b>
AS-GEO-3: The project would not involve the placement of project-related facilities on expansive soil, creating substantial direct or indirect risks to life or property

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## **Environmental Impacts**

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### ***Hazards and Hazardous Materials***

AS-HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

AS-HAZ-3: The project would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school

AS-HAZ-4: The project would not place project-related facilities on a site that is included on a list of hazardous materials sites, and resulting creation of a significant hazard to the public or the environment

AS-HAZ-5: The project would not impair implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan

### ***Hydrology and Water Quality***

AS-WQ-1: The project would not result in a violation of any water quality standards or waste discharge requirements or other degradation of surface or groundwater quality

AS-WQ-2: The project would not result in a substantial decrease of groundwater supplies or substantial interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin

AS-WQ-4: The project would not conflict with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan

### ***Land Use***

AS-LU-1: The project would not cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

### ***Noise***

AS-NOI-1: The project would not result in significant impacts related to haul trucks

AS-NOI-2: The project would not result in significant impacts related to traffic noise

AS-NOI-2: The project would not result in significant impacts related to loading activity noise

AS-NOI-2: The project would not result in significant impacts related to amplified music and sound

AS-NOI-2: The project would not result in significant impacts related to parking structure noise

AS-NOI-3: The project would not result in vibration impacts that would cause structural damage

AS-NOI-4: The project would not place project-related activities in the vicinity of a private airstrip or an airport land use plan or within 2 miles of a public airport or public use airport, resulting in exposure of people residing or working in the project area to excessive noise levels

### ***Population and Housing***

AS-POP-1: The project would not induce substantial unplanned population growth either directly or indirectly

### ***Public Services***

AS-PS-1: The project would not create a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection facilities

AS-PS-2: The project would not create a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for police protection facilities

AS-PS-3: The project would not create a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for school facilities

AS-PS-4: The project would not create a need for new or physically altered governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

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## **Environmental Impacts**

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### ***Recreation***

AS-REC-1: The project would not result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility that would occur or be accelerated

AS-REC-2: The project would not result in construction or expansion of recreational facilities that might have an adverse physical effect on the environment

### ***Transportation and Circulation***

AS-TRA-1: The project would not conflict with a program, plan, ordinance or policy addressing the circulation system for bicycle and pedestrian facilities

AS-TRA-2: The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)

LRDP-TRA-3: The project would not result in changes to the transportation system that would create hazardous features or incompatible traffic uses

LRDP-TRA-4: The project would not result in inadequate emergency access

### ***Utilities***

AS-UT-1: The project would not result in relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects

AS-UT-2: The project would not create a need for new or expanded entitlements or resources for sufficient water supply to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years

AS-UT-3: The project would not result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments

AS-UT-4: the project would not result in project-related exceedance of state or local solid waste standards or of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

AS-UT-5: The project would not result in inconsistency with federal, state, and local management and reduction statutes and regulations related to solid waste

### ***Cumulative Impacts***

The project would not result in cumulative impacts related to scenic vistas or scenic highways.

The project would result in a less than significant cumulative air quality impact from construction emissions.

The project would result in a less than significant cumulative impact related to odors.

The project would not result in a cumulative impact on special-status species or their habitat or loss of heritage trees in the region.

The project would result in a less than significant cumulative energy impact.

There is no cumulative impact related to geology, soils, and seismicity.

The project would result in a less than significant impact related to emergency vehicle access and response.

The project would result in a less than significant impact to runoff and water quality.

The project would result in a less than significant impact on hydrology.

There would be no cumulative impact to changes in the aquifer volume or groundwater table.

The project would result in a less than significant land use impact.

The project would result in a less than significant cumulative impact related to vibration damage and vibration annoyance.

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### **Environmental Impacts**

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- The project would result in a less than significant cumulative impact related to traffic noise.
  - The project would result in less than significant cumulative impact related to emergency generator testing and emergency helicopter operations.
  - The project would result in a less than significant cumulative impact on population and housing.
  - The project would result in a less than significant cumulative impact on public services.
  - The project would result in a less than significant cumulative impact on recreation.
  - The project would result in a less than significant cumulative impact related to hazards, emergency access, and construction.
  - The project would result in a less than significant cumulative impact related to bicycle and pedestrian facilities.
  - The project would result in a less than significant cumulative impact on VMT.
  - The project would result in a less than significant cumulative impact on utilities.
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## **2. Findings on Significant Environmental Impacts That Can be Reduced to a Less Than Significant Level**

The University finds that the following environmental impacts can and will be mitigated to below a level of significance based upon the implementation of the mitigation measures in the Supplemental EIR. These findings are based on the discussion of impacts in the detailed issue area analyses in Volume 2, Sections 3.1 through 3.16 of the Final Supplemental EIR and the cumulative impacts discussed in Volume 2, Chapter 4 of the Final Supplemental EIR. An explanation of the rationale for each finding is presented below.

### ***a) Aesthetics***

***Impact AS-AES-3:*** *Aggie Square Phase I could result in degradation of the existing visual character or quality of public views of the site and its surroundings; in urbanized areas, conflict with zoning or other regulations governing scenic quality. (See Final Supplemental EIR Section 3.1.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AES-3. Specifically, Mitigation Measures LRDP-AES-1, AS-AES-3a, AS-AES-3b and LRDP-AQ-2a are feasible and are adopted to mitigate significant effects from Impact AS-AES-3 to a less than significant level (Volume 2, Section 3.1, pages 3.1-8 through 3.1-16).

#### **Mitigation Measure LRDP-AES-1: Install New Landscaping**

The University will install landscaping within the landscape buffer adjacent to new specific projects that are approved. Installation would occur within 1 year of the development of new projects.

#### **Mitigation Measure LRDP-AQ-2a: Reduce construction-generated fugitive dust**

Land use development projects as part of the implementation of the 2020 LRDP Update will require all construction contractors to implement the following measures to reduce construction-generated fugitive dust. Control of fugitive dust is required per SMAQMD Rule 403 and enforced by SMAQMD staff. The list of required measures was informed by SMAQMD's basic and enhanced construction emission control practices.

- Water exposed soil with adequate frequency to prevent fugitive dust and particulates from leaving the project site. However, do not overwater to the extent that sediment flows off the site. Exposed surfaces include, but are not limited to soil piles, graded areas, and unpaved parking areas,
- Suspend excavation, grading, and/or demolition activity when sustained wind speeds exceed 25 miles per hour (mph).
- Install wind breaks (e.g., plant trees, solid fencing) on the average dominant windward side(s) of construction areas. For purposes of implementation, chain-link fencing with added landscape mesh fabric adequately qualifies as solid fencing.
- For dust control in disturbed but inactive construction areas, apply soil stabilization measures adequate to mitigate airborne particulates as soon as possible.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Treat site accesses from the paved road with a 6- to 12-inch layer of wood chips, mulch, gravel, or other approved method to reduce generation of road dust and road dust carryout onto public roads.
- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Establish a 15 mph speed limit for vehicles driving on unpaved portions of project construction sites.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The phone number of the SMAQMD will also be visible to ensure compliance.

UC Davis will ensure that the implementation of this mitigation measure is consistent with the UC Davis stormwater program and does not result in offsite runoff as a result of watering for dust control purposes.

### **Mitigation Measure AS-AES-3a: Permanent Visual Screening of Support Road and Loading Dock**

To reduce visual quality impacts on the views from the campus major open space, designers and contractors will design and construct a permanent visual screen between the open space area and the loading dock area.

If possible, the support road will be realigned enough to create a planting pocket between the road and the open space area. If the planting pocket is created, vining plants will be grown on a natural-style fence such as woven wood, wood replica, or non-shiny metal finish and will be a minimum of 7 feet high. The fence will be designed to allow vining plants to penetrate and grow on either side of the fence to produce a natural screen effect. Plants used on the fence will either be native to the area or at least a suitable species that is compatible with the existing plantings in the campus major open space. Plants will be evergreen and noninvasive. A high curb will be installed between the support road and the planting area to protect it from trucks accessing and leaving the loading dock area. This fence will be installed, and the vining plants established prior

to operational use of the support road and loading dock. The landscape maintenance program for Aggie Square Phase I landscaping will include maintenance of the fence and screening vegetation in a manner that will provide the planned screening effect continuously over time.

If the limited amount of space between the support road and the property edge of the open space area is not sufficient to accommodate the fence and vines on the Aggie Square Phase I site, the designers and contractors will work with the UC Davis personnel responsible for designing and maintaining the campus major open space to design and construct a screen for the open space area. This offsite screen will have a similar effect as the one described for the onsite fence and vines, but may also include other plantings compatible with existing vegetation, as directed by Sacramento Campus Facilities staff.

### **Mitigation Measure AS-AES-3b: Construction Site Maintenance**

The following measures will be taken to reduce unsightly construction impacts.

- To prevent unsightly weeds and fugitive dust from exposed soil, demolition, grading, and site preparation activities will occur as near to the next phase of construction as possible.
- To prevent views of stockpiled soil, demolition debris, or cleared brush piles, such materials will be removed from the site after demolition. If this is not possible, or if the soil is being stockpiled for later use, stockpiles will be low enough so as to not be visible from adjacent streets, sidewalks, bicycle lanes and parking lots. Alternatively, they may be maintained far enough from the edges of the property to allow the barriers to block the line of sight. Soil piles will be covered or seeded to prevent unsightly weeds and fugitive dust.
- Scaffolding will be removed as soon as possible when no longer needed. If scaffolding is needed for a later development stage more than 90 days away, the scaffolding will be stored behind the visual screening barrier or removed and rebuilt when needed again.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-AES-1 will reduce visual impacts of new projects by requiring the installation of landscaping within the landscape buffer adjacent to new projects within one year of the development of new projects. Mitigation Measure AS-AQ-3a would require a permanent visual screening of the new support road and loading dock. Mitigation Measure AS-AQ-3b would reduce visual impacts from construction activities. Mitigation Measure LRDP-AQ-2 would reduce fugitive dust.

**Impact AS-AES-4:** *Aggie Square Phase I would introduce a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. (See Final Supplemental EIR Section 3.1.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AES-4. Specifically, Mitigation Measures LRDP-AES-2a through LRDP-AES-2c and AS-AES-4 are feasible and are adopted to mitigate significant effects from Impact AS-AES-2 to a less than significant level.

### **Mitigation Measure LRDP-AES-2a: Apply Design Measures to Building Exteriors**

Design for specific projects will provide for the use of textured, nonreflective exterior surfaces and nonreflective glass.

### **Mitigation Measure LRDP-AES-2b: Utilize Directional Lighting Methods**

Except as provided in Mitigation Measure LRDP AES-4c, all new outdoor lighting will use directional lighting methods with shielded and cutoff light fixtures to minimize glare and upward-directed lighting.

### **Mitigation Measure LRDP-AES-2c: Review Lighting, Landscape, and Architectural Features Prior to Installation**

Noncutoff, unshielded lighting fixtures used to enhance nighttime views of walking paths, specific landscape features, or specific architectural features will be reviewed by Sacramento Campus Facilities Planning, Design, and Construction staff prior to installation to ensure that the minimum amount of required lighting is proposed to achieve the desired nighttime emphasis, and the proposed illumination creates no adverse effect on nighttime views.

### **Mitigation Measure AS-AES-4: Replace Campus Major Open Space Plantings**

The designers and contractors for Aggie Square Phase I will work with the UC Davis personnel responsible for designing and maintaining the campus major open space to identify which plants would be negatively affected by the lack of afternoon sun. The Aggie Square Phase I developers will fund and/or implement, at the discretion of UC Davis, replacement of the negatively affected plants with ones that are adapted to afternoon shade within 1 year of the completion of the LLL Tower and LSTE East building. If these are not completed at the same time, this mitigation will be implemented in stages within 1 year of the completion of each building.

***Rationale for Finding:*** Implementation of Mitigation Measure LRDP-AES-2a will require new projects use textured, nonreflective exterior surfaces and nonreflective glass. Mitigation Measure LRDP-AES-2b will require directional lighting methods with shielded and cutoff light fixtures to minimize glare for all new outdoor lighting. Mitigation Measure LRDP-AES-2c will Sacramento Campus Facilities Planning, Design, and Construction staff review lighting fixtures prior to installation. Mitigation Measure AS-AES-4 will ensure any affected vegetation will be replanted within one year.

### ***Cumulative Impact Related to Light and Glare***

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from a cumulative impact to light and glare. With implementation of Mitigation Measures LRDP-AES-2b through LRDP-AES-2d, the campus' contribution to cumulative increases of nighttime lighting under the 2020 LRDP Update would be further minimized, and the 2020 LRDP Update's contribution would not be cumulatively considerable. Development under the 2020 LRDP Update would intensify development in the downtown area. However, with implementation of the Sacramento Campus's design review process and implementation of Mitigation Measure LRDP-AES-2a, the project would not result in a cumulatively considerable contribution to significant daytime glare impacts in the Sacramento area.

### **Mitigation Measure LRDP-AES-2a: Apply Design Measures to Building Exteriors**

### **Mitigation Measure LRDP-AES-2b: Utilize Directional Lighting Methods**

### **Mitigation Measure LRDP-AES-2c: Review Lighting, Landscape, and Architectural Features Prior to Installation**

### **Mitigation Measure LRDP-AES-2d: Implement Updated Lighting Design**

**Rationale for Finding:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from cumulative aesthetic impacts. Specifically, Mitigation LRDP-AES-2a through LRDP-AES-2d, are feasible and are adopted to mitigate significant cumulative effects from light and glare (Final Supplemental EIR Volume 1, Chapter 4, page 4-4).

#### ***b) Air Quality***

**Impact AS-AQ-2:** *Aggie Square Phase I could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard during construction and operations. (See Final Supplemental EIR Section 3.2.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AQ-2 due to PM10 emissions during construction activities and NOx emissions resulting from operation of the Project. Specifically, Mitigation Measures LRDP-AQ-2a, LRDP-AQ-2b, LRDP-AQ-2c, LRDP-AQ-2e, LRDP-TRA-1a, and Mitigation Measure AS-AQ-2 are feasible and are adopted to mitigate significant effects from Impact AS-AQ-2 to a less than significant level for construction activities and operational activities (Final Supplemental EIR pages 3.2-5 through 3.2-9).

### **Mitigation Measure LRDP-AQ-2a: Reduce construction-generated fugitive dust**

Land use development projects as part of the implementation of the 2020 LRDP Update will require all construction contractors to implement the following measures to reduce construction-generated fugitive dust. Control of fugitive dust is required per SMAQMD Rule 403 and enforced by SMAQMD staff. The list of required measures was informed by SMAQMD's basic and enhanced construction emission control practices.

- Water exposed soil with adequate frequency to prevent fugitive dust and particulates from leaving the project site. However, do not overwater to the extent that sediment flows off the site. Exposed surfaces include, but are not limited to soil piles, graded areas, and unpaved parking areas,
- Suspend excavation, grading, and/or demolition activity when sustained wind speeds exceed 25 miles per hour (mph).
- Install wind breaks (e.g., plant trees, solid fencing) on the average dominant windward side(s) of construction areas. For purposes of implementation, chain-link fencing with added landscape mesh fabric adequately qualifies as solid fencing.
- For dust control in disturbed but inactive construction areas, apply soil stabilization measures adequate to mitigate airborne particulates as soon as possible.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Treat site accesses from the paved road with a 6- to 12-inch layer of wood chips, mulch, gravel, or other approved method to reduce generation of road dust and road dust carryout onto public roads.

- Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Establish a 15 mph speed limit for vehicles driving on unpaved portions of project construction sites.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The phone number of the SMAQMD will also be visible to ensure compliance.

UC Davis will ensure that the implementation of this mitigation measure is consistent with the UC Davis stormwater program and does not result in offsite runoff as a result of watering for dust control purposes.

### **Mitigation Measure LRDP-AQ-2b: Reduce construction-generated emissions from equipment and vehicle exhaust**

Land use development projects as part of the implementation of the 2020 LRDP Update will require all construction contractors to implement the following measures to reduce construction-generated emissions from equipment and vehicle exhaust. The list of required measures was informed by SMAQMD's basic and enhanced construction emission control practices.

- For all development except Aggie Square Phase I, use construction equipment with engines meeting EPA Tier 3 or better emission standards prior to 2025 and EPA Tier 4 Final or better emission standards beginning in 2025. For Aggie Square Phase I, all engines must be EPA certified Tier 4 Final or better, regardless of construction year. Equipment requirements may be waived by UC Davis, but only under any of the following unusual circumstances: If a particular piece of off-road equipment with Tier 4 Final standards or Tier 3 standards is technically not feasible, not commercially available, or there is a compelling emergency need to use off-road equipment that does not meet the equipment requirements above. If UC Davis grants the waiver, the contractor will use the next cleanest piece of off-road equipment available, in the following order: Tier 4 Interim, Tier 3, and then Tier 2 engines.
- Use renewable diesel fuel in all heavy-duty off-road diesel-fueled equipment. Renewable diesel must meet the most recent ASTM D975 specification for Ultra Low Sulfur Diesel and have a carbon intensity no greater than 50 percent of diesel with the lowest carbon intensity among petroleum diesel fuels sold in California.
- All diesel on-road trucks used to haul construction materials will use a model year 2010 or newer engine.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (California Code of Regulations, Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation (California Code of Regulations, Title 13, Sections 2449 and 2449.1).

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

**Mitigation Measure LRDP-AQ-2c: Reduce evaporative emissions during architectural coatings**

Land use development projects as part of the implementation of the 2020 LRDP Update will require all construction contractors to use no- or low-solids content (i.e., no- or low-volatile organic compound [VOC]) architectural coatings with a maximum VOC content of 50 grams per liter.

**Mitigation Measure LRDP-TRA-1a: Monitor transit service performance and implement strategies to minimize delays to transit service**

During the 2020–2021 academic year, UC Davis shall coordinate with SacRT and other relevant transit operators to establish baseline on-time performance metrics for routes operating on Broadway and Stockton Boulevard within the vicinity of the Sacramento Campus consistent with established standards and methods. This process should consider the effects of the current COVID-19 pandemic on transit performance. UC Davis shall additionally coordinate with SacRT and other relevant transit operators to assess on-time performance for routes operating on Broadway and Stockton Boulevard within the vicinity of the Sacramento Campus every two years over the 2020 LRDP Update planning horizon. During its standard project review process, UC Davis shall forecast and analyze traffic conditions on Broadway and Stockton Boulevard within the vicinity of the Sacramento Campus for individual development projects proposed under the 2020 LRDP Update that are expected to affect operations on these roadways. Relative to baseline levels, if operations on Broadway and Stockton Boulevard are found to cause transit services to fail to meet established standards or to worsen transit performance for services that already fail to meet established standards, or if a project-level analysis indicates the same, UC Davis shall institute TDM strategies to reduce peak hour vehicle trips and, in turn, delays to transit service on Broadway and Stockton Boulevard within the vicinity of the Sacramento Campus.

The implementation of TDM strategies shall offset degradations to transit on-time performance in excess of established on-time performance standards (per the most up-to-date SacRT Service Standards) that are attributable to the implementation of the 2020 LRDP Update.

Implementation of TDM strategies that would reduce delays to transit service on Broadway to Stockton Boulevard include strategies to reduce vehicle travel to and from campus and to minimize the effect of campus operations on surrounding roadways. Specific potential TDM strategies include, but are not limited to, the following:

- Modify campus-operated shuttles to avoid Broadway and Stockton Boulevard, to the extent practical;
- Promote walking and bicycling for student and employee trips to and from the UC Davis Sacramento Campus;
- Expand public transit service, including additional service connecting campus with student and employee residential areas;
- Implement a fair value commuting program or other pricing of vehicle travel and parking;

- Provide carpool and/or vanpool incentive programs;
- Allow flexible work hours and schedule classes to reduce arrivals/departures during peak hours; and
- Offer remote working options.

The TDM strategies implemented to reduce delays to transit service at these locations will be consistent with existing and planned TDM programs on campus. If these TDM strategies are not sufficient to reduce delays to transit service per the criteria described above, additional TDM measures or adjustments to the measures above shall be implemented, as needed to reduce peak hour intersection delay consistent with the criteria described above.

#### **Mitigation Measure LRDP-AQ-2e: Reduce operational PM10 emissions**

UC Davis will implement a program that incentivizes employees, students, residents, and visitors to carpool, use electric vehicles (EVs), walk/bike, or use public transit to commute to and from the Sacramento Campus. The program will include, but is not limited to, the following features.

- **Parking:** Limit parking capacity to meet onsite demand and provide preferential parking to carpool vehicles, vanpool vehicles, and EVs. The program will implement the following parking related sub-measures.
  - a. Provide no more onsite parking spaces than necessary to accommodate the number of employees working at a project site and/or the number of residents living at a project site, as determined by the project size and design.
  - b. Where feasible, for future residential units (on-campus and Aggie Square Phase I), lease/sell parking space separately from the unit and provide the tenant the option of not purchasing/owning a space.
  - c. Nonresidential land uses with 20 or more onsite parking spaces will dedicate preferential parking spaces to vehicles with more than one occupant and zero emission vehicles (including battery electric vehicles and hydrogen fuel cell vehicles). The number of dedicated spaces should be no less than two spaces or 5 percent of the total parking spaces on the project site, whichever is greater. These dedicated spaces will be in preferential locations such as near the main entrances to the buildings served by the parking lot and/or under the shade of a structure or trees. These spaces will be clearly marked with signs and pavement markings. This measure will not be implemented in a way that prevents compliance with requirements in the California Vehicle Code regarding parking spaces for disabled persons or disabled veterans.
  - d. Maintain a virtual or real “ride board” for employees and students to organize carpools and incentives for employees using public transit to commute to and from campus.
- **Vendor Trips:** Implement a program that incentivizes vendors to reduce the emissions associated with vehicles and equipment serving the UC Davis Sacramento Campus. The program will implement the following sub-measures to reduce vendor-related, mobile-source emissions.
  - a. Incentivize the use of electric vehicles or other clean fuels in their trucks and equipment.

- b. Work with vendors, especially those using trucks, to reduce the number of vendor trips made to the campus through trip chaining, reducing the number of shipments, or other methods.
- **Campus Shuttles:** Work with Fleet Services to convert Med-Transit (onsite) shuttles to electric or lower-emission fuels or implement emission control technologies to reduce criteria air pollutant emissions from existing conditions.
  - **Pedestrian and Bicycle Infrastructure:** Enhance walkability and connectivity of the Sacramento Campus to surrounding residential and commercial uses. The program will implement the following site design related sub-measures.
    - a. Ensure all new external connections from the Sacramento Campus to existing or planned streets include bicycle/pedestrian access.
    - b. Eliminate physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation throughout the Sacramento Campus.
    - c. Require all new sidewalks internal and adjacent to the Sacramento Campus to be at least 5 feet wide. Provide grade separation and wider sidewalks (e.g., 7 feet), wherever feasible.
    - d. Require all new sidewalks on the Sacramento Campus to include vertical curbs or a planting strip to separate the sidewalk from the parking or travel lane.
    - e. Construct new roads on the Sacramento Campus to include at least one traffic calming feature, such as street parking, chicanes, horizontal shifts (lane centerline that curves or shifts), bollards, rumble strips, or woonerfs. Coordinate with the City of Sacramento to encourage these features on external roads connecting to the campus.
    - f. Construct new intersections on the Sacramento Campus to include marked crosswalks, count-down signal timers, curb extensions, channelization islands, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, traffic circles or mini-circles. Coordinate with the City of Sacramento to encourage these features on external intersections connecting to the campus.
  - **Landscaping Equipment:** Reduce emissions from landscaping equipment through the following sub-measures.
    - a. Beginning in 2030, require UC Davis landscapers and contracted landscaping companies that maintain campus greenspaces to utilize electric or alternatively fueled mowers and handheld equipment (e.g., trimmers, blowers).
    - b. Encourage xeriscape landscaping in all new campus greenspaces.

**Mitigation Measure AS-AQ-2: Restrict emergency generator testing to Saturday or Sunday**

UC Davis will prohibit routine maintenance testing of Aggie Square Phase I emergency generators Monday through Friday. Testing of the emergency generators will only be allowed on Saturday or Sunday.

**Rationale for Finding:** Implementation of Mitigation Measures LRDP-AQ-2a includes measures to reduce construction-generated fugitive dust. Mitigation Measure LRDP-AQ-2b would reduce construction-generated emissions from equipment and vehicle exhaust. Mitigation Measure LRDP-AQ-2c would reduce evaporative emissions during architectural coatings. These measures would reduce construction related impacts below SMAQMD's thresholds. Mitigation Measures

LRDP-AQ-2e, LRDP-TRA-1a, and Mitigation Measure AS-AQ-2 would reduce operational impacts below SMAQMD's thresholds.

**Impact AS-AQ-3:** *Aggie Square Phase I could expose sensitive receptors to regional criteria pollutants. (See Final Supplemental EIR Section 3.2.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AQ-3, specifically, exposure of sensitive receptors to substantial pollutant concentrations. Mitigation Measures LRDP-AQ-2a, LRDP-AQ-2b, LRDP-AQ-2c, LRDP-AQ-2e, LRDP-TRA-1a, and AS-AQ-2 are feasible and are adopted to mitigate significant effects from Impact AS-AQ-3 to a less than significant level for construction activities and operational emissions (Final Supplemental EIR Volume 2, Section 3.2, pages 3.2-10 through 3.2-11).

**Mitigation Measure LRDP-AQ-2a: Reduce construction-generated fugitive dust**

**Mitigation Measure LRDP-AQ-2b: Reduce construction-generated emissions from equipment and vehicle exhaust**

**Mitigation Measure LRDP-AQ-2c: Reduce evaporative emissions during architectural coatings**

**Mitigation Measure LRDP-AQ-2e: Reduce operational PM10 emissions**

**Mitigation Measure LRDP-TRA-1a: Monitor transit service on-time performance and implement strategies to minimize delays to transit service**

**Mitigation Measure AS-AQ-2: Restrict emergency generator testing to Saturday or Sunday**

**Rationale for Finding:** Implementation of Mitigation Measures LRDP-AQ-2a through LRDP-AQ-2c are required to reduce construction emissions below SMAQMD's PM10 threshold and ensure the project complies with SMAQMD's best management practices to control fugitive dust. Mitigation Measure AS-AQ-2 is required to ensure NO<sub>x</sub> emissions resulting from operation of Aggie Square Phase I are reduced to a less-than-significant level. Aggie Square Phase I also is subject to Mitigation Measures LRDP-AQ-2e and LRDP-TRA-1a. Mitigation Measure LRDP-AQ-2e would reduce NO<sub>x</sub> emissions by reducing vehicle trips, enhancing walkability and pedestrian network connectivity, and supporting low-emission and zero-emissions vehicles and equipment. Mitigation Measure LRDP-TRA-1a will also support vehicle emissions reductions by facilitating service improvements that are necessary to improve transit performance and reliability.

**Impact AS-AQ-3:** *Aggie Square Phase I could expose sensitive receptors to localized particulate matter during construction. (See Final Supplemental EIR Section 3.2.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AQ-3. Mitigation Measures LRDP-AQ-2a and LRDP-AQ-2b are feasible and are adopted to mitigate significant effects from Impact AS-AQ-3 to a less than significant level for construction activities (Final Supplemental EIR Volume 2, Section 3.2, pages 3.2-10 through 3.2-11).

**Mitigation Measure LRDP-AQ-2a: Reduce construction-generated fugitive dust**

**Mitigation Measure LRDP-AQ-2b: Reduce construction-generated emissions from equipment and vehicle exhaust**

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-AQ-2a requires regular watering, covering of materials, and other practices that would reduce construction-related fugitive dust emissions by up to 75 percent, depending on the construction year and emissions source. Mitigation Measure LRDP-AQ-2b would also reduce exhaust-related particulate matter. With implementation of Mitigation Measures LRDP-AQ-2a and LRDP-AQ-2b, neither PM<sub>2.5</sub> nor PM<sub>10</sub> emissions would exceed SMAQMD's thresholds of significance and the project would not expose receptors to substantial pollutant concentrations or risks.

**Impact AS-AQ-3:** *Aggie Square Phase I could expose sensitive receptors to other toxic air contaminants during construction. (See Final Supplemental EIR Section 3.2.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AQ-3. Mitigation Measures LRDP-AQ-2b and LRDP-AQ-3a are feasible and are adopted to mitigate significant effects from Impact AS-AQ-3 to a less than significant level for construction activities (Final Supplemental EIR Volume 2, Section 3.2, pages 3.2-11 through 3.2-13).

**Mitigation Measure LRDP-AQ-2b: Reduce construction-generated emissions from equipment and vehicle exhaust**

**Mitigation Measure LRDP-AQ-3a: Reduce receptor exposure to construction generated diesel particulate matter**

Land use development projects implemented under the 2020 LRDP Update will require its prime construction contractor to implement the following measures to reduce receptor exposure to DPM concentrations and associated health risks.

- Limit excess equipment idling to no more than 5 minutes (included in Mitigation Measure LRDP-AQ-2b).
- Locate operation of diesel-powered construction equipment as far away from sensitive receptors as possible.
- Use equipment during times when receptors are not present (e.g., when school is not in session or during non-school hours), as feasible.
- Establish staging areas for the construction equipment that are as distant as possible from offsite receptors, including existing residences.
- Where feasible, use equipment with engines meeting EPA Tier 4 Final or better emission standards prior to 2025 (Mitigation Measure LRDP-AQ-2b requires Tier 4 Final engines beginning in 2025 for all development except Aggie Square Phase I, which is required to use EPA Tier 4 Final or better engines regardless of the construction year).
- Where feasible, use haul trucks with on-road engines instead of off-road engines even for onsite hauling.
- Use electric, compressed natural gas, or other alternatively fueled construction equipment instead of the diesel counterparts, where available.
- Coordinate with existing off-campus renters and homeowners where projected cancer risks exceed 10 per million and offer financial assistance to use Minimum Efficiency Reporting

Value (MERV) 15 air filters. Financial assistance will be provided for the purchase of up to two filters per year, or per manufacturer recommendations. If a resident's home is not equipped with a heating, ventilation, and air conditioning (HVAC) system that can accept a MERV 15 air filter, UC Davis will purchase a portable home air cleaning device. UC Davis will establish an online procurement system (or similar) to facilitate the purchase and distribution of the filters to residents electing to participate in the program.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-AQ-2b would reduce DPM and corresponding health risks to less than significant. Accordingly, with implementation of Mitigation Measure LRDP-AQ-2b, this impact would be less than significant with mitigation. Aggie Square Phase I is also subject to Mitigation Measure LRDP-AQ-3a because Aggie Square Phase I is part of the 2020 LRDP Update, which was found to have significant and unavoidable construction health risks under Impact LRDP-AQ-3 in Volume 1 of this Supplemental EIR.

#### ***Cumulative Impact Related to Operational Health Risks***

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from a cumulative impact related to operational health risks. Implementation of Mitigation Measure LRDP-AQ-3b is feasible and will mitigate significant effects from cumulative impacts related to operational criteria pollutants to less than significant.

#### **Mitigation Measure LRDP-AQ-3b: Reduce receptor exposure to operations generated toxic air contaminants**

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-AQ-3b will reduce impacts related to the project's contribution to operational criteria pollutant emissions (Final Supplemental EIR Volume 1, Chapter 4, page 4-6).

#### ***c) Biological Resources***

**Impact AS-BIO-2:** *Aggie Square Phase I could disturb vegetation-nesting migratory birds and raptors, including Swainson's hawk and white-tailed kite. (See Final Supplemental EIR Section 3.3.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-BIO-2. Specifically, Mitigation Measure LRDP-BIO-2 is feasible and is adopted to mitigate significant effects from Impact AS-BIO-2 to a less than significant level for construction activities (Final Supplemental EIR Volume 2, Section 3.3, page 3.3-5).

#### **Mitigation Measure LRDP-BIO-2: Conduct preconstruction surveys for nesting migratory birds and raptors, including special-status species, and establish protective buffers**

For any projects implemented under the 2020 LRDP Update that would require vegetation removal (i.e., trees, shrubs, and ruderal vegetation) or would result in construction disturbances in the vicinity of vegetated areas, the following measures will be implemented prior to initiation of construction to avoid and minimize impacts to Swainson's hawk, white-tailed kite, and other vegetation-nesting migratory birds and raptors, and to avoid violation of the MBTA, CESA, and California Fish and Game Code Sections 3503, 3503.5, and 3511.

- For construction activities that occur during the nesting season for migratory birds and raptors, between February 15 and August 31, the University will ensure that a qualified

wildlife biologist familiar with the nesting behavior of bird species that occur in the plan area to conduct a preconstruction nesting bird survey. The nesting bird surveys will be conducted no more than 14 days prior to vegetation removal or construction disturbance activities near nesting habitat. The survey will include a search of all trees and shrubs, and ruderal areas that provide suitable nesting habitat for birds and raptors within the construction disturbance area. In addition, a 600-foot area around the construction area will be surveyed for nesting raptors and a 100-foot area around the construction area will be surveyed for songbirds.

- If no special-status raptor species (i.e., Swainson's hawk or white-tailed kite) or active bird or raptor nests are detected during the preconstruction surveys, then no additional measures are required. If an active nest is found in the survey area, a no-disturbance buffer will be established to avoid disturbance or destruction of the nest site until the end of the breeding season (generally August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the construction area (this date varies by species). The extent of these buffers will be determined by a qualified biologist in coordination with any applicable agencies (as determined by species), and will depend on the level of noise or construction disturbance taking place, the line-of-sight between the nest and the disturbance, ambient levels of noise and other non-project disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species; however, a minimum of 50 feet for songbirds and 300 feet for raptors is typical. In developed habitats, buffer areas may be adjusted based on presence of existing barriers.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-BIO-2 includes measures to conduct preconstruction surveys for nesting migratory birds and raptors, including special-status species, and establish protective buffers.

**Impact AS-BIO-3:** *Aggie Square Phase I could conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance. (See Final Supplemental EIR Section 3.3.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-BIO-3. Specifically, Mitigation Measures LRDP-BIO-5a and LRDP-BIO-5b are feasible and are adopted to mitigate significant effects from Impact AS-BIO-5 to a less than significant level (Final Supplemental EIR Volume 2, Section 3.3, page 3.3-6).

#### **Mitigation Measure LRDP-BIO-5a: Avoid removal of protected trees**

Before a project is approved under the 2020 LRDP Update, the University will determine whether a tree that would be protected under the University's tree ordinance (i.e., Healthy valley oak trees with trunk diameters of 33 inches or greater at a height of 24 inches from the ground, or Specimen Trees: Healthy trees or stands of trees that are of high value to the campus because of their size, species, extraordinary educational and research value, and other exceptional local importance) is present on the site. If a protected tree is present within the development footprint, the University will modify project design to avoid the protected tree, if feasible.

**Mitigation Measure LRDP-BIO-5b: Compensate for unavoidable loss of protected trees**

If avoidance is not feasible, the University will replace the removed heritage or specimen tree with the same species as any removed specimen tree at a ratio of 3:1.

**Rationale for Finding:** Implementation of Mitigation Measures LRDP-BIO-5a and LRDP-BIO-5b would avoid removal of protected trees per the University's tree ordinance, and would compensate for loss of trees if avoidance is not feasible at a ratio of 3:1.

**d) Cultural Resources**

**Impact AS-CUL-2:** *Potential to cause a substantial adverse change in the significance of an archaeological resource. (See Final Supplemental EIR Section 3.4.2)*

**FINDING:** No archaeological resources have been identified within the Aggie Square Phase I area. However, there is potential that buried archaeological resources could be encountered during construction. Mitigation Measures LRDP-CUL-2a and LRDP-CUL-2b are feasible and are adopted to mitigate significant effects from Impact AS-CUL-2 to a less than significant level; implementation of Mitigation Measures LRDP-CUL-2a and LRDP-CUL-2b would ensure that impacts on unknown archaeological resources are avoided. (Final Supplemental EIR Volume 2, Section 3.4, page 3.4-3).

**Rationale for Finding:** Implementation of Mitigation Measures LRDP-CUL-2a and LRDP-CUL-2b would entail conducting cultural resources sensitivity training and require that work will be stopped in the event of discovery of an archaeological resource.

**Impact AS-CUL-3:** *Development of Aggie Square Phase I could cause disturbance of any human remains, including those interred outside of dedicated cemeteries. (See Final Supplemental EIR Section 3.4.2)*

**FINDING:** There is a high potential to encounter historic-era human remains, especially in the northern portion of the Sacramento Campus, where an unmarked cemetery associated with the Sacramento County Hospital was discovered in 2005. Although the Aggie Square Phase I site is on the west side of campus, excavation could still occur. Damage or destruction of human remains would be a significant impact. Mitigation Measures LRDP-CUL-3a and LRDP-CUL-3b are feasible and are adopted; implementation of Mitigation Measures LRDP-CUL-3a and LRDP-CUL-3b would ensure that impacts on unknown archaeological resources are less than significant. (Final Supplemental EIR Volume 2, Section 3.3, pages 3.4-4).

**Rationale for Finding:** Implementation of Mitigation Measures LRDP-CUL-3a and LRDP-CUL-3b would entail conducting cultural resources sensitivity training, and work will be stopped in the event of discovery of human remains.

**e) Energy**

**Impact AS-EN-1:** *Aggie Square Phase I could result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. (See Final Supplemental EIR Section 3.5.2)*

**FINDING:** UC Davis has incorporated a wide variety of energy efficient design measures to reduce wasteful, inefficient, or unnecessary energy use into the Project. In addition, Mitigation Measures LRDP-TRA-1a and LRDP-GHG-2 include project-specific measures to further reduce

energy consumption associated with Aggie Square Phase I (Final Supplemental EIR Volume 2, Section 3.5 pages 3.5-2 through 3.5-5).

**Mitigation Measure LRDP-GHG-2: Implement Verifiable Actions or Activities or Purchase the Equivalent GHG Credits from a CARB Approved Registry or a Locally Approved Equivalent Program to Reduce GHG Emissions Generated by the Sacramento Campus**

As part of this mitigation measure, UC Davis is making the following separate, though overlapping, GHG emission reduction commitments: (1) As a CARB-covered entity, UC Davis will ensure emissions generated by the Central Energy Plant comply with CARB's cap and trade program; (2) Per the UC Sustainable Practices Policy, Scope 1 and Scope 2 GHG emissions generated by the Sacramento Campus shall, commencing in 2025, be entirely carbon neutral; (3) Also per the UC Sustainable Practices Policy, commencing in 2050, Scope 1, Scope 2, and Scope 3 (commuting and air travel) emissions generated by the Sacramento Campus shall be offset; and (4) UC Davis shall undertake additional action to achieve the following GHG reduction performance standards for the Sacramento Campus:

- By 2030, GHG emissions generated by the Sacramento Campus shall not exceed 60 percent of emissions generated by the campus in 1990.
- By 2040, GHG emissions generated by the Sacramento Campus shall not exceed 20 percent of emissions generated by the campus in 1990.
- By 2045 and thereafter, the Sacramento Campus shall achieve carbon neutrality (i.e., net zero emissions).

GHG emissions generated by the Sacramento Campus in 1990 have been quantified as part of this Supplemental EIR and total 50,404 metric tons CO<sub>2</sub>e. This yields the following GHG targets for the above performance standards.

- By 2030, GHG emissions generated by the Sacramento Campus shall not exceed 30,242 metric tons CO<sub>2</sub>e.
- By 2040, GHG emissions generated by the Sacramento Campus shall not exceed 10,081 metric tons CO<sub>2</sub>e.
- By 2045 and thereafter, GHG emissions generated by the Sacramento Campus shall not exceed net 0 metric tons CO<sub>2</sub>e

The 2030, 2040, and 2045 reduction targets are required to be achieved based on actual emission calculations as completed in the future, as discussed below under "Measure Monitoring and Reporting," and may therefore change over time.

It is possible that some strategies implemented under the below commitments could independently achieve the performance standards of this measure. Various combinations of strategies could also be pursued to optimize total costs or community co-benefits. UC Davis will be responsible for determining the overall mix of strategies necessary to ensure the performance standards to mitigate GHG generated by the Sacramento Campus. Each of the measure commitments is described in more detail below.

***Compliance with CARB's Cap and Trade Program***

Any carbon credits purchased for the purpose of compliance with CARB's cap and trade program shall be purchased from an accredited carbon credit market. Such credits (or California Carbon

Offsets) shall be registered with, and retired<sup>1</sup> by an Offset Project Registry, as defined in 17 California Code of Regulations § 95802(a), approved by the California Air Resources Board (CARB) such as, but not limited to, Climate Action Reserve (CAR), American Carbon Registry or Verra (formerly Verified Carbon Standard). In order to demonstrate that the carbon credits provided are real, permanent, additional, quantifiable, verifiable, and enforceable, as those terms are defined in the California Health and Safety Code Sections 38562(d)(1) and (2), UC Davis shall document in its annual report: (i) the protocol used to develop those credits, and (ii) the third-party verification report concerning those credits. As and when the credits are retired, UC Davis shall document in its annual report the unique serial numbers of those credits showing that they have been retired.

### ***Compliance with the UC Sustainable Practices Policy***

Compliance with the UC Sustainable Practices Policy for carbon neutrality will be accomplished through reductions in direct emissions, the purchase of renewable electricity and possibly biomethane, and the purchase of carbon credits. UC Davis will purchase voluntary carbon credits as the final action to reach the GHG emission reduction targets outlined in the UC Sustainable Practices Policy. As part of the University Carbon Neutrality Initiative, internal guidelines have been developed to ensure that any use of credits for this purpose will result in additional, verified GHG emissions reductions from actions that align, as much as possible, with the University's research, teaching, and public service mission. Specifically, any voluntary carbon credits used by UC Davis to comply with the UC Sustainable Practices Policy will:

1. Prioritize local (within the Sacramento region) and in-state credits over national credits. Credits shall be third-party verified by a major registry recognized by CARB such as CAR. If sufficient local and in-state credits are not available, UC Davis will purchase CARB conforming national credits registered with an approved registry.
2. Be reported publicly and tracked through the Climate Registry (TCR) as required by the UC Sustainable Practices Policy.<sup>2</sup> TCR is a non-profit organization governed by U.S. states and Canadian provinces and territories. UC Davis TCR reports will be third-party verified and posted publicly.

### ***Additional GHG Reduction Actions***

UC Davis shall do one or more of the following options to reduce GHG emissions generated by the Sacramento Campus to achieve the measure performance standards.

1. Implement onsite GHG reduction actions on the Sacramento Campus (Option 1).
2. Implement GHG reduction actions throughout the communities surrounding the Sacramento Campus in the City of Sacramento (Option 2).
3. Purchase CARB verified GHG credits (Option 3).

Each of the options is described in more detail below.

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<sup>1</sup> When Climate Reserve Tonnes (CRTs) are transferred to a retirement account in the Reserve System, they are considered retired. Retirement accounts are permanent and locked to prevent a retired CRT from being transferred again. CRTs are retired when they have been used to offset an equivalent ton of emissions or have been removed from further transactions on behalf of the environment.

<sup>2</sup> Reports can be accessed at: <https://cris4.org/>.

### Onsite GHG Reduction Actions

Actions to reduce GHG emissions on the Sacramento Campus (Option 1) must exceed or not duplicate activities implemented pursuant to the UC Sustainable Practices Policy. Potential actions may include, but are not limited to the following.

- **(1)-1:** All campus fleet vehicles scheduled for retirement shall be replaced with fuel efficient, LEV, ZEV, and/or alternative-fueled vehicles consistent with the needs of the campus.
- **(1)-2:** New construction shall be required to employ solar roofs on at least 30 percent of roof square footage, unless mechanical equipment or other building specifications safely prohibit inclusion of solar roofs. The inclusion of solar roofs may be part of meeting LEED Silver or equivalent requirements.
- **(1)-3:** Require use of natural alternatives to HFCs that are feasible and readily available for refrigeration and air conditioning. Natural refrigerants include ammonia, CO<sub>2</sub>, or hydrocarbons. UC Davis shall require all future development to meet CARB regulations restricting HFCs, if and when adopted.

If UC Davis complies with the performance standards of this measure, as specified above, through implementation of onsite GHG reduction actions (Option 1), then no further action shall be required. If additional GHG reductions are required to meet the performance standards, they may be achieved through offsite GHG reduction actions (Option 2) or procurement of GHG credits (Option 3).

### Offsite GHG Reduction Actions

Actions to reduce GHG emissions throughout the surrounding community (Option 2) may include, but are not limited to the following.

- **(2)-1:** Develop a residential energy retrofit package in conjunction with the SMUD to achieve reductions in natural gas and electricity usage by the surrounding community. The retrofit package may include identification and sealing of dust and air leaks, installation of programmable thermostats, replacement of interior high use incandescent lamps with compact florescent lamps or LEDs, replacement of natural gas dryers with electric clothes dryers, replacement of windows with double-pane or triple-pane solar-control low-E argon gas filled wood frame windows, or other strategies selected by UC Davis in consultation with SMUD.
- **(2)-2:** Develop a commercial energy retrocommissioning package in conjunction with SMUD to improve the energy efficiency of surrounding commercial buildings by at least 15 percent, relative to current (2019) energy consumption levels.
- **(2)-3:** Develop a residential rooftop solar installation program in conjunction with SMUD. The installation program will allow surrounding homeowners to install solar photovoltaic systems at zero or minimal up-front cost. All projects installed under this measure must be designed for high performance (e.g., optimal full-sun location, solar orientation) and additive to utility RPS goals.
- **(2)-4:** Develop a commercial rooftop solar installation program in conjunction with SMUD. The installation program will allow surrounding business owners to install solar photovoltaic systems at zero or minimal up-front cost. All projects installed under this

measure must be designed for high performance (e.g., optimal full-sun location, solar orientation) and additive to utility RPS goals.

- **(2)-5:** Partner with Sacramento Regional Transit to assess the feasibility of improving high-quality, regional transit serving the Sacramento Campus.

GHG reductions achieved by all offsite projects must be real, permanent, quantifiable, verifiable, enforceable, and additional (per the definition in California Health and Safety Code Sections 38562(d)(1), as defined further below under Option 3. If UC Davis complies with the performance standards of this measure, as specified above, through implementation of offsite GHG reduction actions (Option 2), then no further action shall be required. If additional GHG reductions are required to meet the performance standards, they may be achieved through onsite GHG reduction actions (Option 1) or procurement of GHG credits (Option 3).

### GHG Credits

UC Davis may purchase GHG credits from a voluntary GHG credit provider that has an established protocol that requires projects generating GHG credits to demonstrate that the reduction of GHG emissions are real, permanent, quantifiable, verifiable, enforceable, and additional (per the definition in California Health and Safety Code Sections 38562(d)(1) and (2)). Definitions for these terms are as follows.

- **Real:** Estimated GHG reductions should not be an artifact of incomplete or inaccurate emissions accounting. Methods for quantifying emission reductions should be conservative to avoid overstating a project's effects. The effects of a project on GHG emissions must be comprehensively accounted for, including unintended effects (often referred to as "leakage")<sup>3</sup>.
- **Additional:** GHG reductions must be additional to any that would have occurred in the absence of the Climate Action Reserve, or of a market for GHG reductions generally. "Business as usual" reductions (i.e., those that would occur in the absence of a GHG reduction market) should not be eligible for registration.
- **Permanent:** To function as offsets to GHG emissions, GHG reductions must effectively be "permanent." This means, in general, that any net reversal in GHG reductions used to offset emissions must be fully accounted for and compensated through the achievement of additional reductions.
- **Quantifiable:** The ability to accurately measure and calculate GHG reductions or GHG removal enhancements relative to a project baseline in a reliable and replicable manner for all GHG emission sources, GHG sinks, or GHG reservoirs included within the offset project boundary, while accounting for uncertainty and activity-shifting leakage and market-shifting leakage.
- **Verified:** GHG reductions must result from activities that have been verified. Verification requires third-party review of monitoring data for a project to ensure the data are complete and accurate.

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<sup>3</sup> To ensure that GHG reductions are real, CARB requires the reduction be "a direct reduction within a confined project boundary."

- **Enforceable:** The emission reductions from offset must be backed by a legal instrument or contract that defines exclusive ownership and the legal instrument can be enforced within the legal system in the country in which the offset project occurs or through other compulsory means. Please note that per this mitigation measure, only credits originating within the United States are allowed.

GHG credits may be in the form of GHG offsets for prior reductions of GHG emissions verified through protocols or forecasted mitigation units for future committed GHG emissions meeting protocols. All credits shall be documented per protocols functionally equivalent in terms of stringency to CARB's protocol for offsets in the cap and trade program. If using credits not from CARB protocols, UC Davis must provide the protocols from the credit provider and must document why the protocols are functionally equivalent in terms of stringency to CARB protocols.

UC Davis shall identify GHG credits in geographies closest to the Sacramento Campus first and only go to larger geographies (i.e., California, United States) if adequate credits cannot be found in closer geographies, or the procurement of such credits would create an undue financial burden. UC Davis shall provide the following justification for not using credits in closer geographies in terms of either availability or cost prohibition.

- Lack of enough credits available in closer geographies (i.e., Sacramento County).
- Prohibitively costly credits in closer geographies defined as credits costing more than 300 percent the amount of the current costs of credits in the regulated CARB offset market.
- UC Davis documentation submitted supporting GHG credit proposals shall be prepared by individuals qualified in GHG credit development and verification and such individuals shall certify the following.
  - Proposed credits meet the criteria in California Health and Safety Code Section 38562(d)(1) and (d)(2).
  - Proposed credits meet the definitions for the criteria provided in this measure.
  - The protocols used for the credits meet or exceed the standards for stringency used in CARB protocols for offsets under the California cap-and-trade system.

### ***Measure Monitoring and Reporting***

As a CARB-covered entity, UC Davis will ensure emissions generated by the Central Energy Plant comply with CARB's cap and trade program. Likewise, UC Davis will implement the UC Sustainable Practices Policy to meet the requirement of carbon neutrality for Scope 1 and 2 emissions by 2025 and carbon neutrality for Scope 3 emissions by 2050, as described above. These commitments will be incorporated into UC Davis' annual GHG inventory, which is used to track GHG emissions and sources on the Sacramento Campus. As part of the annual GHG inventory for the Sacramento Campus, UC Davis shall submit a report to The Regents specifying the annual amount of metric ton CO<sub>2</sub>e reduction achieved by additional GHG reduction actions implemented pursuant to this mitigation (i.e., Option 1, onsite actions, and Option 2, offsite actions). The report must include evidence that these actions are not being used to mitigate GHG for any other project or entity.

GHG reductions achieved by the onsite and offsite actions should be incorporated into the Sacramento Campus' annual GHG inventory. The estimated annual emissions shall then be compared to the measure performance standards described above to determine the level of additional GHG reductions (if any). For the identified amount of exceedance of the performance standard(s), UC Davis shall purchase carbon credits according to the requirements established above under Option 3. As and when the credits are retired, UC Davis shall document in its annual report the unique identifier of those credits showing that they have been retired and accepted by TCR.

**Mitigation Measure LRDP-TRA-1a: Monitor transit service performance and implement strategies to minimize delays to transit service**

**Rationale for Finding:** The project is not anticipated to result in a substantial use of energy, but there would be construction and operational-related energy demand that would result from building energy use and increases in vehicular traffic. Implementation of Mitigation Measures LRDP-GHG-2 and LRDP-TRA-1a, which would reduce operational transportation energy, would reduce this impact to less than significant.

**f) Geology, Soils, and Seismicity**

**Impact AS-GEO-1:** *Development of Aggie Square Phase I could cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction. (See Final Supplemental EIR Section 3.6.2)*

**FINDING:** Geotechnical investigations would be necessary to eliminate risks related to liquefaction. Mitigation Measure LRDP-GEO-1 is feasible and adopted to mitigate the significant effects of Impact AS-GEO-1 to a less than significant level; implementation of Mitigation Measure LRDP-GEO-1 would reduce this impact of risks related to liquefaction. (Final Supplemental EIR Volume 2, Section 3.6, pages 3.6-2 through 3.6-3).

**Mitigation Measure LRDP-GEO-1: Conduct Geotechnical Investigation**

A site-specific, design-level geotechnical investigation will be conducted during the design phase of each building project under the 2020 LRDP Update. This investigation will be conducted by a licensed geotechnical engineer and include a seismic evaluation of ground acceleration under the design event as well as relevant soil conditions at the site. Geotechnical recommendations will subsequently be incorporated into the foundation and building design for the building project.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-GEO-1 would require a geotechnical investigation including a seismic evaluation and would provide recommendations regarding building foundations and design.

**Impact AS-GEO-2:** *Development of Aggie Square Phase I could result in substantial soil erosion or loss of topsoil*

**FINDING:** The Aggie Square Phase I project would be subject to a SWPPP, NPDES permit compliance, geotechnical investigation, and adherence to any resulting geotechnical investigation recommendations. Mitigation Measure LRDP-GEO-1 is feasible and adopted to mitigate the significant effects of Impact AS-GEO-2 to a less than significant level, and would reduce impacts related to soil erosion (Final Supplemental EIR Volume 2, Section 3.6, pages 3.6-3).

### **Mitigation Measure LRDP-GEO-1: Conduct Geotechnical Investigation**

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-GEO-1 would reduce impacts to soil erosion.

### ***g) Greenhouse Gases***

**Impact AS-GHG-2:** *Aggie Square Phase I would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Final Supplemental EIR Volume 2, Section 3.7, pages 3.7-4 through 3.7-6.)*

**FINDING:** Aggie Square Phase I includes emissions sources that may be inconsistent with the state's long-term reduction trajectory, and this impact is conservatively determined to be significant. Mitigation Measures LRDP-AQ-2e, LRDP-TRA-1a, and LRDP-GHG-2 are feasible and adopted, which would ensure this impact is less than significant.

### **Mitigation Measure LRDP-AQ-2e: Reduce operational PM10 emissions**

**Mitigation Measure LRDP-TRA-1a: Monitor transit service on-time performance and implement strategies to minimize delays to transit service**

**Mitigation Measure LRDP-GHG-2: Implement verifiable actions or activities or purchase the equivalent GHG credits from a CARB-approved registry or a locally approved equivalent program to reduce GHG emissions generated by the Sacramento Campus**

**Rationale for Finding:** Mitigation Measure LRDP-AQ-2e, which is required to address criteria pollutants from mobile sources, would likewise reduce GHG emissions by reducing vehicle trips, enhancing walkability and pedestrian network connectivity, and supporting low-emission and zero-emissions vehicles and equipment. Measure LRDP-TRA-1a would also support vehicle emissions reductions by facilitating service improvements that are necessary to improve transit performance and reliability. These measures would collectively reduce mobile source GHG emissions. Likewise, Mitigation Measure LRDP-GHG-2 requires the Sacramento Campus to offset GHG emissions, inclusive of those generated by Aggie Square Phase I, to achieve a campus wide 40 percent reduction in 1990 emissions levels by 2030, an 80 percent reduction in 1990 emissions levels by 2040, and carbon neutrality beginning in 2045. Because emissions from Aggie Square Phase I will be reduced pursuant to Mitigation Measure LRDP-GHG-2, the project would not conflict with the GHG reduction targets of SACOG's MTP/SCS, SB 32 or EO B-55-18.

### ***Cumulative Impact Related to Greenhouse Gas Emissions***

**FINDING:** With implementation of the University Carbon Neutrality Initiative pursuant to the UC Sustainable Practices Policy (University of California 2019), implementation of the 2020 LRDP Update would reduce GHG emissions below existing conditions, and therefore would not contribute a significant amount of GHG emissions or contribute to existing cumulative emissions. Implementation of the UC Sustainable Practices Policy (University of California 2019), Mitigation Measures LRDP-AQ-2e, LRDP-TRA 1a, and LRDP-GHG-2 would reduce emissions consistent with the state's climate change reduction trajectory, as articulated under statewide regulations and legislation (e.g., SB 32, EO B-55-18).

### **Mitigation Measure LRDP-AQ-2e: Reduce operational PM10 emissions**

**Mitigation Measure LRDP-TRA-1a: Monitor transit service performance and implement strategies to minimize delays to transit service**

**Mitigation Measure LRDP-GHG-2: Implement Verifiable Actions or Activities or Purchase the Equivalent GHG Credits from a CARB Approved Registry or a Locally Approved Equivalent Program to Reduce GHG Emissions Generated by the Sacramento Campus**

**Rationale for Finding:** Mitigation Measures LRDP-AQ-2e, LRDP-TRA 1a, and LRDP-GHG-2 would reduce the contribution of the 2020 LRDP to the cumulative impact to meet statewide planning goals and therefore the contribution would be less than cumulatively considerable. (Final Supplemental EIR Volume 1, Chapter 4, pages 4-8 through 4-9). Mitigation Measure LRDP-AQ-2e, which is required to address criteria pollutants from mobile sources, would reduce GHG emissions by reducing vehicle trips, enhancing walkability and pedestrian network connectivity, and by supporting low-emission and zero-emissions vehicles and equipment. Mitigation Measure LRDP-TRA-1a would also support vehicle emissions reductions by facilitating service improvements that are necessary to improve transit performance and reliability. These measures would collectively reduce mobile source GHG emissions. Likewise, Mitigation Measure LRDP-GHG-2 requires the Sacramento Campus to offset GHG emissions, inclusive of those generated by Aggie Square Phase I, to achieve a campus wide 40 percent reduction in 1990 emissions levels by 2030, an 80 percent reduction in 1990 emissions levels by 2040, and carbon neutrality beginning in 2045.

***h) Hazards and Hazardous Materials***

**Impact AS-HAZ-2:** *Aggie Square could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Final Supplemental EIR pages 3.8-12 through 3.8-14.)*

**FINDING:** Site workers, the public, and the environment could be inadvertently exposed to preexisting onsite contaminants during construction in the plan area. Mitigation Measure LRDP-HAZ-2 is feasible and is adopted, which would reduce this impact by requiring a Phase I Environmental Site Assessment and, if required, a Phase II Environmental Site Assessment, and remediation per EPA's RCRA regulations in 40 CFR Parts 260–299 if required (Final Supplemental EIR Volume 2, Section 3.8 pages 3.8-3 through 3.8-4).

**Mitigation Measure LRDP-HAZ-2: Prepare a Phase I Environmental Site Assessment**

To minimize the risk of encountering unknown contamination during construction under the 2020 LRDP Update, the UC Davis Sacramento Campus would retain an environmental professional to prepare a Phase I Environmental Site Assessment before all ground-disturbing construction in areas not previously investigated. A Phase I Environmental Site Assessment would conform with the American Society for Testing and Materials Standard Practice E1527-05 and include at a minimum the following site assessment requirements.

- An onsite visit to identify current conditions (e.g., vegetative dieback, chemical spill residue, presence of above- or underground storage tanks).
- An evaluation of possible risks posed by neighboring properties.
- Interviews with persons knowledgeable about the site's history (e.g., current or previous property owners, property managers).
- An examination of local planning files to check prior land uses and any permits granted.

- File searches with appropriate agencies (e.g., State Water Board, fire department, county health department) having oversight authority relative to water quality and groundwater and soil contamination.
- Examination of historical aerial photography of the site and adjacent properties.
- A review of current and historic topographic maps of the site to determine drainage patterns.
- An examination of chain-of-title for environmental liens and/or activity and land use limitations.

If the Phase I Environmental Site Assessment indicates likely site contamination, a Phase II Environmental Site Assessment will be performed (also by an environmental professional).

A Phase II Environmental Site Assessment would comprise the following.

- Collection of original surface and/or subsurface samples of soil, groundwater, and building materials to analyze for quantities of various contaminants.
- An analysis to determine the vertical and horizontal extent of contamination (if the evidence from sampling shows contamination).

If contamination is uncovered as part of Phase I or II Environmental Site Assessments, remediation per EPA's RCRA regulations in 40 CFR Parts 260–299 will be required, and materials will be properly managed and disposed of prior to construction.

Any contaminated soil identified on a project site must be properly disposed of in accordance with Department of Toxic Substances Control regulations in effect at the time.

If, during construction, soil or groundwater contamination is suspected, construction activities in the vicinity of the discovery will cease and appropriate health and safety procedures will be implemented, including the use of appropriate personal protective equipment (e.g., respiratory protection, protective clothing, helmets, goggles).

***Rationale for Finding:*** With implementation of Mitigation Measure HAZ-2, risks related to exposure to hazardous materials through encountering unknown contamination during construction would be reduced to a less than significant level.

#### ***i) Hydrology and Water Quality***

***Impact AS-WQ-3:*** *Aggie Square Phase I could result in substantial alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation onsite or offsite; substantial increase in the amount of surface runoff in a manner that would result in flooding onsite or offsite; creation of or contribution to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; obstruction or redirection of flood flows caused by drainage modifications. (See Final Supplemental EIR Section 3.9.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-WQ-3. Specifically, Mitigation Measure LRDP-WQ-1 is feasible and is adopted to mitigate significant effects from Impact AS-WQ-3 to a less than significant level (Final Supplemental EIR Volume 2, Section 3.9, pages 3.9-7 through 3.9-8).

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-WQ-1 would require implementation of a subsoil drainage system to avoid potential damage, based on site-specific soil conditions, and would reduce construction and operation related impacts.

**j) Noise**

**Impact AS-NOI-2:** *Aggie Square Phase I could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project from generator testing in excess of applicable standards. (See Final Supplemental EIR Section 3.11.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-NOI-2. Specifically, Mitigation Measure LRDP-NOI-2a is feasible and is adopted to mitigate significant effects from Impact AS-NOI-2 to a less than significant level (Final Supplemental EIR Volume 2, Section 3.11 pages 3.11-11 through 3.11-12).

**Mitigation Measure LRDP-NOI-2a: Reduce Noise Exposure from Emergency Generators**

Prior to approval of a building permit for individual LRDP development projects proposing the installation of emergency generators, documentation will be submitted to the University demonstrating with reasonable certainty that noise from testing of the proposed generator(s) would not exceed 55 dBA at the nearest residential land use. Acoustical treatments to reduce noise from generator testing may include, but are not limited to, the following.

- Enclosing generator(s)
- Incorporating the use of exhaust mufflers or silencers to reduce exhaust noise
- Selecting a relatively quiet generator model
- Orienting or shielding generator(s) to protect noise-sensitive receptors to the greatest extent feasible
- Increasing the distance between generator(s) and noise-sensitive receptors
- Placing barriers or enclosures around generator(s) to facilitate the attenuation of noise.

In addition, all project generator(s) will be tested only between the hours of 7:00 a.m. and 10:00 p.m.

The University will ensure that all recommendations from the acoustical analysis necessary to ensure that generator noise would meet the above requirements will be incorporated into the building design and operations.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-NOI-2a would reduce generator noise to below the applicable City of Sacramento noise criterion at nearby sensitive uses.

**Impact AS-NOI-2:** *Development under the 2020 LRDP Update could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project from stationary sources in excess of applicable standards. (See Final Supplemental EIR Section 3.11.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact LRDP-NOI-2. Specifically, Mitigation Measures LRDP-NOI-2b is feasible and is adopted to mitigate significant

effects from Impact LRDP-NOI-2 to a less than significant level (Final Supplemental EIR pages 3.11-34 through 3.11-35).

**Mitigation Measure LRDP-NOI-2b: Reduce Noise Exposure from New Stationary Noise Sources**

During project design of individual projects proposed under the 2020 LRDP Update, UC Davis will review and ensure that noise-generating equipment, including heating and cooling equipment and exhaust fans, would not result in noise levels in excess of 50 dBA  $L_{eq}$  at the nearest residential land use. The project design will incorporate features to reduce equipment noise, as necessary, to ensure the 50 dB  $L_{eq}$  at nearby residential land uses is not exceeded. Design features that may be implemented to reduce noise include, but are not limited to: locating equipment within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers; incorporating exhaust and intake silencers, as applicable; or selecting quieter equipment. Should noise levels potentially exceed 50 dBA at the nearest residential land use, UC Davis may require the completion and implementation of a detailed noise control analysis (by a person qualified in acoustical analysis and/or engineering) that includes the incorporation of noise reduction measures (including quieter equipment, construction of barriers or enclosures, etc.) prior to the issuance of building permits.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-NOI-2b would reduce noise exposure from stationary by applying design features so that noise would not exceed 50 dBA at the nearest residential land use.

**Impact AS-NOI-3:** *Construction of Aggie Square Phase I could generate excessive groundborne vibration or groundborne noise levels. (See Final Supplemental EIR Section 3.11.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-NOI-3. Specifically, Mitigation Measures LRDP-NOI-1, AS-NOI-1, LRDP-NOI-3a, LRDP-NOI-3b are feasible and are adopted to mitigate significant effects from Impact LRDP-NOI-3 to a less than significant level (Final Supplemental EIR Volume 3.11 pages 3.11-16 through 3.11-19).

**Mitigation Measure LRDP-NOI-1: Implementation of Measures to Reduce Construction Noise**

**Mitigation Measure AS-NOI-1: Minimum Distances for the Operation of Pile Drivers and Vibratory Rollers**

Pile driving activity shall not occur within 225 feet of nearby Category 3 land uses, such as the Language Academy of Sacramento southeast of the project site, to ensure that vibration levels from pile driving do not exceed applicable vibration criteria for these uses. In addition, vibratory rollers shall not operate within 110 feet of nearby Category 3 land uses.

**Mitigation Measure LRDP-NOI-3a: Implement Measures to Reduce Vibration-Related Annoyance Impacts to Onsite Land Uses**

Should vibration-generating construction activities that do not involve pile driving be proposed within 140 feet of on-campus Category 1 buildings, or should pile driving activities be proposed within 500 feet of Category 1 land uses, the construction contractor will work with the University to identify vibration-producing activities on the construction schedule in advance.

The construction contractor will coordinate the timing of the activities with hospital or research units that may be affected to reduce potential vibration-related annoyance effects on sensitive onsite hospital or research receptors. In addition, the construction contractor will appoint a project vibration coordinator who will serve as the point of contact for vibration-related complaints during project construction. Contact information for the project vibration coordinator will be posted at the project site and on a publicly available project website. The project vibration coordinator will be contacted should vibration effects become too disruptive at on-campus uses, and the project vibration coordinator will then work with the construction team to adjust activities to reduce vibration or to reschedule activities for a less sensitive time.

**Mitigation Measure LRDP-NOI-3b: Implement Measures to Reduce Vibration-Related Annoyance Impacts to Offsite Land Uses**

Should vibration-generating construction activities for future development under the 2020 LRDP Update (other than pile driving) be proposed outside of the daytime hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday, equipment must not operate within 100 feet of on-campus or off-campus residential (Category 2) land uses. Vibration levels at the nearest Category 2 land use will not exceed the applicable vibration criteria of 72 VdB. The contact information for the project vibration coordinator (described in Mitigation Measure LRDP-NOI-3a) will be posted at the project site and on a publicly available project website. Should residents in the project area submit complaints to the project vibration coordinator for nighttime construction vibration concerns, the construction team will adjust activities to reduce vibration, or will reschedule activities for a less sensitive time such that vibration does not exceed 72 dB at nearby Category 2 land uses.

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-NOI-1 would ensure that pile driving would not occur outside of the daytime hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday, reducing the potential for nighttime vibration-related annoyance effects. Implementation of Mitigation Measure LRDP-NOI-3a calls for the construction contractor to coordinate the timing of the vibration-intensive activities with hospital or research units that may be affected to reduce potential vibration-related annoyance effects on sensitive onsite hospital or research receptors. This would reduce vibration related annoyance impacts to on-campus uses. Implementation of Mitigation Measure LRDP-NOI-3b ensures that equipment will not operate within 100 feet of on-campus or off-campus residential (Category 2) land uses during nighttime hours, such that vibration levels at the nearest Category 2 land use will not exceed the applicable vibration criteria of 72 VdB. Implementation of this mitigation measure will ensure that nighttime vibration related annoyance effects to places where people sleep would be reduced. In addition, implementation of Mitigation Measure AS-NOI-1 would require that the use of pile drivers and vibratory rollers would occur distant enough from Category 3 land uses (including the Language Academy of Sacramento) to ensure vibration levels below the applicable criteria for Category 3 land use.

***i) Transportation and Circulation***

**Impact AS-TRA-5:** *Aggie Square Phase I could result in construction activity that could cause temporary impacts to transportation and traffic. (See Final Supplemental EIR Section 3.15.2)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-TRA-5. Specifically, Mitigation Measure AS-TRA-5 is feasible and is adopted to mitigate significant

effects from Impact AS-TRA-5 to a less than significant level (Final Supplemental EIR Volume 2, Section 3.15, pages 3.15-18 through 3.15-20).

**Mitigation Measure AS-TRA-5: Prior to the issuance of any grading or building permits, a Construction Traffic Management Plan (TMP) shall be prepared to the satisfaction of UC Davis Health and the City of Sacramento Department of Public Works**

The Construction TMP shall include items such as the following.

- Preserving emergency vehicle access routes to existing buildings on the Sacramento Campus
- Providing truck circulation routes/patterns that minimizes effects on existing vehicle traffic during peak travel periods and maintains safe bicycle circulation
- Monitoring for roadbed damage and timing for completing repairs
- Preserving safe and convenient passage for bicyclists and pedestrians through/around construction areas
- Creating methods for partial (i.e., single lane)/complete street closures (e.g., timing, signage, location and duration restrictions), if necessary
- Identifying detour routes for roadways subject to partial/complete street closures
- Identifying temporary UC Davis shuttle stops and detoured shuttle routes if existing stops or routes are affected
- Identifying temporary SacRT bus stops and detoured bus routes, if existing stops or routes are affected
- Developing criteria for use of flaggers and other traffic controls
- Providing a point of contact for nearby residents, Sacramento Campus staff, students, and visitors, and other stakeholders to contact to obtain construction information and have questions answered

The Construction TMP shall be developed so that the following performance standards are achieved throughout project construction.

- Maintain emergency vehicle access to all buildings on the Sacramento Campus at all times.
- Maintain identified emergency vehicle routes to UC Davis Health medical facilities at all times. Notify appropriate contacts for UC Davis Health and/or emergency responders at least 24 hours prior to any construction-related partial/complete closures that may affect emergency vehicle routes, and provide clear identification of detours when necessary.
- Minimize construction traffic during morning and evening peak periods when street traffic on local and campus streets are highest.
- Close (i.e., partially or fully) any construction-related public roadways only during off-peak periods and provide appropriate construction signage, including detour routing.
- Limit detour routing to campus roadways or City collector and arterial roadways, such as Stockton Boulevard and Broadway, to the extent feasible. Include measures to minimize traffic increases on local residential roadways; this may include signage and law enforcement presence during partial/complete closures to discourage through-traffic use of local residential roadways.

- Clear roadways, sidewalks, crosswalks, and bicycle facilities of debris (e.g., rocks) that could otherwise impede travel and impact public safety, and maintain them in this condition.

UC Davis shall also consider any concurrent construction activity and other active Construction TMPs when reviewing the Construction TMP for the Aggie Square Phase I project. This review shall verify consistency across the Construction TMPs and verify that the Construction TMP addresses cumulative impacts that may occur when considering multiple on-going construction projects.

**Rationale for Finding:** Implementation of Mitigation Measure AS-TRA-5 entails implementation a Traffic Management Plan (TMP) that will include items such as identifying detours, providing emergency vehicle access and safe and convenient passage for bicyclists and pedestrians.

### **3. Findings on Significant Environmental Impacts That Cannot be Avoided or Reduced to a Less Than Significant Level**

**FINDING:** Based on the issue area assessment in the Supplemental EIR, the University has determined that the Project will have significant impacts in the resource areas discussed below, and that these impacts cannot be avoided or reduced despite the incorporation of all feasible mitigation measures. These findings are based on the discussion of impacts in the detailed issue area analyses in Volume 2, Sections 3.2, 3.11, and 3.15 of the Supplemental EIR. For each significant and unavoidable impact identified below, the University has made a finding(s) pursuant to Public Resources Code § 21081. An explanation of the rationale for each finding is also presented below.

#### ***a) Air Quality***

**Impact AS-AQ-1:** *Development under the 2020 LRDP Update would conflict with or obstruct implementation of the applicable air quality plan. (Final Supplemental EIR Volume 2, Section 3.2, pages 3.2-33 through 3.2-36.)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-AQ-1. Specifically, Mitigation Measure LRDP-AQ-1, set forth below, is feasible and is adopted to mitigate significant effects from Impact AS-AQ-1. However, even with implementation of this measure, significant unavoidable impacts will occur. Therefore, the University finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AS-AQ-1 to a less than significant level.

#### **Mitigation Measure LRDP-AQ-1: Coordinate with SACOG and SMAQMD on Planning Assumptions**

Within 90 days from certification of the 2020 LRDP Update Supplemental EIR, UC Davis will provide SACOG and SMAQMD with revised population, employment, building gsf, and housing growth forecasts that account for implementation of 2020 LRDP Update. UC Davis will coordinate with SMAQMD to ensure that emissions associated with campus growth can be accounted in their forthcoming plan to address the 2015 federal ozone standard.

**Rationale for Finding:** Mitigation Measure AS-AQ-1 is required to ensure the administrative process to update SACOG's growth projections is completed, thus ensuring the air quality analysis and strategies contained within SMAQMD's forthcoming ozone attainment plan adequately consider implementation of Aggie Square Phase I. Implementation of Mitigation

Measure LRDP-AQ-1 will ultimately ensure that Aggie Square Phase I is consistent with SMAQMD's long-term ozone planning efforts for the Sacramento region. However, updates to the growth projections and development of the ozone plan would be completed by external agencies (SACOG and SMAQMD) and are therefore beyond the direct control of the University. There is no feasible mitigation beyond Mitigation Measure LRDP-AQ-1 to avoid conflicts with SMAQMD's air quality attainment plans. Accordingly, this impact is conservatively determined to be significant and unavoidable.

***Cumulative Impact Related to Exposure of Sensitive Receptors to Substantial Contributions of DPM***

**FINDING:** Diesel particulate matter (DPM) generated by diesel fueled construction equipment and vehicles would contribute to health risks in excess of SMAQMD's threshold. Mitigation Measure LRDP-AQ-3a would reduce the severity of this impact, but not to a less-than-significant level. There would be a significant and unavoidable cumulative impact from exposure of receptors to substantial concentrations of DPM (Final Supplemental EIR Volume 1, Chapter 4, Page 4-5).

**Mitigation Measure LRDP-AQ-3a: Reduce receptor exposure to construction generated diesel particulate matter**

**Rationale for Finding:** Mitigation Measure LRDP-AQ-3a would reduce DPM and cancer risk, but not below SMAQMD's thresholds of significance. There are not other feasible mitigation measures to further reduce this impact.

***Cumulative Impact Related to Operational Emissions***

**FINDING:** Operational emissions would exceed SMAQMD's daily and annual PM10 thresholds. Implementation of Mitigation Measures LRDP-AQ-2e and LRDP-TRA-1a would reduce the 2020 LRDP Update's operational impacts, but not to a less-than-significant level. Accordingly, the 2020 LRDP Updates' long-term operational emissions would be cumulatively considerable

**Mitigation Measure LRDP-AQ-2e: Reduce operational PM10 emissions**

**Mitigation Measure LRDP-TRA-1a: Monitor transit service performance and implement strategies to minimize delays to transit service**

**Rationale for Finding:** Mitigation Measures LRDP-AQ-2e and LRDP-TRA-1a would reduce operational emissions. However, emissions would still exceed SMAQMD's daily and annual PM10 thresholds. No additional mitigation beyond that suggested in Section 3.2, *Air Quality* is available to reduce the 2020 LRDP Update's contribution. Accordingly, this impact is significant and unavoidable.

***b) Cultural Resources***

***Cumulative Impact Related to Cultural Resources***

**FINDING:** Any disturbance of native soils carries the potential to result in impacts on archaeological resources. Campus development under the 2020 LRDP Update and other development in Sacramento County over time could result in some impacts on built environment historical resources and unique archaeological resources. If archaeological or historical resources are encountered, the campus will carry out a program of archaeological investigation as stipulated under Mitigation Measures LRDP-CUL-1a through LRDP-CUL-3b,

which will, in most cases, enable the University to avoid or preserve unique archaeological resources and historical resources, and will appropriately recover data from and document resources that cannot be preserved in place.

**Mitigation Measure LRDP-CUL-1a: Prepare Historic Structure Report, adhere to Secretary of the Interior's Standards for the Treatment of Historic Properties, the California State Historical Building Code, and Relevant National Park Service Preservations Briefs**

**Mitigation Measure LRDP-CUL-1b: Conduct project-specific level surveys to identify built-environment historical resources**

**Mitigation Measure LRDP-CUL-1c: Implement measures to protect identified historic resources**

**Rationale for Finding:** Based on the nature and types of structures on campus that would be altered or removed under the 2020 LRDP Update, and based on the highly disturbed nature of the campus site, it is unlikely unique archaeological or significant historical resources (other than the Governor's Hall) would be altered or removed. This analysis conservatively concludes that the impact on historic resources could be significant and unavoidable.

**c) Noise**

**Impact AS-NOI-1:** *Construction of Aggie Square Phase I would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project from construction activities in excess of applicable standards (Final Supplemental EIR Volume 2, Section 3.11 pages 3.11-5 through 3.11-8.)*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-NOI-1. Specifically, Mitigation Measure LRDP-NOI-1, set forth below, is feasible and is adopted to mitigate significant effects from Impact AS-NOI-1. However, even with implementation of this measure, significant unavoidable impacts will occur. Therefore, the University finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AS-NOI-1 to a less than significant level.

**Mitigation Measure LRDP-NOI-1: Implementation of Measures to Reduce Construction Noise**

For construction activities associated with future projects under the 2020 LRDP Update, UC Davis will implement or incorporate the following noise reduction measures into construction specifications for contractor(s) implementation during project construction:

1. Construction activities will be limited to the daytime hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday, when feasible.
2. Pile driving will not occur outside of the daytime hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday.
3. All construction equipment used for future projects will be equipped with suitable exhaust and intake silencers in good working order. All construction equipment will be properly maintained and equipped with intake silencers and exhaust mufflers and/or engine shrouds, in accordance with manufacturer recommendations. Equipment engine shrouds, if used, will be closed during equipment operation.

4. All construction equipment and equipment staging areas will be located as far as possible from nearby noise-sensitive land uses, and/or located such that existing or constructed noise attenuating features (e.g., temporary noise wall or blankets) block line of sight between affected noise-sensitive land uses and construction staging areas, to the extent feasible.
5. Individual operations and techniques will be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of onsite) where feasible and consistent with building codes and other applicable laws and regulations.
6. Stationary noise sources such as generators or pumps will be located as far as feasible from noise-sensitive land uses.
7. No less than one week prior to the start of construction activities at a particular location, notification will be provided to academic, administrative, and residential or noise-sensitive uses (such as schools) located within 500 feet of the construction site.
8. For any construction activity that must extend beyond the daytime hours of 7:00 a.m. and 6:00 p.m. on weekdays and Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays, the construction contractor for that project will ensure that noise levels at the nearest noise-sensitive land use do not exceed 55 dBA during the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA during the hours of 10:00 p.m. to 7:00 a.m., as feasible. In addition to measures described above, the following measures may also help achieve this performance standard.
  - a. Install temporary noise barriers as close as possible to the noise source or the receptor and located within the direct line-of-sight path between the noise source and nearby sensitive receptor(s). The barrier should be constructed of material that has a surface weight of at least 1 pound per square foot and has an acoustical rating of at least 25 STC (Sound Transmission Class). This can include a temporary barrier constructed with plywood support on a wood frame, sound curtains supported on a frame, or other comparable material.
  - b. Use “quiet” gasoline-powered compressors or electrically powered compressors as well as electric rather than gasoline- or diesel-powered forklifts for small lifting, where feasible.
  - c. Prohibit idling of inactive construction equipment for prolonged periods (i.e., more than 2 minutes).
  - d. Retain a qualified noise specialist to conduct noise monitoring to ensure that noise reduction measures achieve the necessary reductions such that levels at the receiving land uses do not exceed 55 dBA during the hours of 7:00 a.m. to 10:00 p.m. and 50 dBA during the hours of 10:00 p.m. to 7:00 a.m.

***Rationale for Finding:*** Implementation of Mitigation Measure LRDP-NOI-1 would reduce construction exposure to noise-sensitive land uses and would therefore reduce the severity of construction noise impacts. However, it may not be possible to reduce construction noise occurring outside of the daytime exempt hours to below the allowable levels defined in the Sacramento City Code. Therefore, construction noise impacts would be significant and unavoidable.

### ***Cumulative Impact Related to Short-Term Construction Noise***

**FINDING:** Implementation of Mitigation Measure LRDP-NOI-1 would reduce construction exposure to noise-sensitive land uses and would therefore reduce the severity of construction noise impacts. However, it is not possible to ensure that noise from construction would be reduced to less than significant levels for all future projects and in all locations. Accordingly, the 2020 LRDP Updates' impact on short-term construction noise is cumulatively considerable (Final Supplemental EIR Volume 1, Chapter 4, Pages 4-11 through 4-12).

**Rationale for Finding:** Implementation of Mitigation Measure LRDP-NOI-1 would reduce construction exposure to noise-sensitive land uses and would therefore reduce the severity of construction noise impacts. It is possible that construction noise from projects being implemented under the 2020 LRDP Update could combine with construction noise from nearby cumulative projects to expose individual receptors to greater noise levels than would occur from the Project alone. Accordingly, this impact is significant and unavoidable.

### ***d) Transportation and Circulation***

**Impact AS-TRA-1:** *Aggie Square would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit.*

**FINDING:** The University finds that changes or alterations have been incorporated into the Project which mitigate significant effects on the environment from Impact AS-TRA-1. Specifically, Mitigation Measures LRDP-TRA-1a through LRDP-TRA-1c, set forth below, are feasible and are adopted to mitigate significant effects from Impact LRDP-TRA-1. However, even with implementation of these measures, significant unavoidable impacts will occur. Therefore, the University finds that specific economic, legal, social, technological, or other considerations make it infeasible to reduce Impact AS-TRA-1 to a less than significant level. (Final Supplemental EIR Volume 2, Section 3.15, pages 3.15-10 through 3.15-13.)

**Mitigation Measure LRDP-TRA-1a: Monitor transit service performance and implement strategies to minimize delays to transit service**

**Mitigation Measure LRDP-TRA-1b: Monitor transit service performance and implement transit service and/or facility improvements**

During the 2020–2021 academic year, UC Davis shall coordinate with SacRT and other relevant transit operators to establish baseline transit performance (i.e., loading, productivity, and on-time performance) and safety metrics for routes operating within the vicinity of the Sacramento Campus consistent with established standards and methods. This process should consider the effects of the current COVID-19 pandemic on transit performance. UC Davis shall additionally coordinate with SacRT and other relevant transit operators to assess transit performance and safety for routes operating within the vicinity of the Sacramento Campus every two years over the 2020 LRDP Update planning horizon.

Relative to baseline levels, if the performance of routes operating within the vicinity of the Sacramento Campus is found to fail to meet established standards or if performance worsens for services that already fail to meet established standards, SacRT and other relevant transportation agencies shall implement transit service and/or facility improvements. The implementation of transit service and/or facility improvements shall offset degradations to transit performance in excess of established performance standards (per the most up-to-date SacRT Service Standards) that are attributable to the implementation of the 2020 LRDP Update.

Currently, SacRT and other relevant transit operators regularly monitor transit service performance and adjust service levels, as feasible, according to established service standards. SacRT and other relevant transit operators would continue to implement this monitoring and service change process over the duration of the 2020 LRDP Update implementation. Moreover, UC Davis would continue to adjust campus-operated shuttle routes and schedules as warranted by passenger demand and other operating considerations. Additionally, nearby roadway owners such as the City of Sacramento and Caltrans operate and maintain their facilities consistent with their policies and standards related to multi-modal transportation operations. As requested, UC Davis shall meet with SacRT, the City of Sacramento, Caltrans, and/or other transportation agencies to coordinate the implementation of transit service and/or facility improvements.

Potential transit improvements include modifying existing transit routes or adding new routes to serve areas of the Sacramento Campus underserved by transit, adding service capacity (through increased headways and/or larger vehicles) to prevent chronic overcrowding, constructing transit priority treatments to improve service reliability (i.e., transit only lanes on Broadway and Stockton Boulevard, transit signal priority at traffic signals, etc.), improving terminal facilities to accommodate additional passengers and transit vehicles, and improving coordination between transit providers. Improvements should be selected based on existing performance data and targeted to address those areas not meeting established service standards (e.g., investing in transit priority treatments if on-time performance is the issue, or adding service capacity if vehicle loading is the issue).

Transit facility and roadway improvements shall be designed and constructed in accordance with industry best practices and applicable UC Davis, City of Sacramento, and State of California standards. Improvements shall be implemented or constructed in a manner that would not physically disrupt existing transit service or facilities (e.g., additional bus service that exceeds available bus stop or transit terminal capacity) or otherwise adversely affect transit operations.

**Mitigation Measure LRDP-TRA-1c: Monitor transit-related collisions and implement countermeasures to minimize potential conflicts with transit service and facilities**

During the 2020–2021 academic year and every 2 years thereafter, UC Davis shall record on-campus collisions involving a transit vehicle and establish a transit vehicle collision rate. The rate should be sensitive to transit provider, location context, and facility type (e.g., intersection versus segment). UC Davis shall determine the on-campus transit vehicle collision rate as part of a biennial mitigation monitoring program. In instances where the rate increases from the prior observation period, UC Davis shall develop and implement countermeasures that address collision hot-spots and common primary collision factors. UC Davis shall also identify and develop countermeasures for locations where the change in the mix of travel patterns and behavior is determined to be incompatible with the facility as designed. Potential countermeasures include physically separating modes in shared operating environments, particularly high- versus low-speed travel modes, and increased education and enforcement.

Transit facility and roadway improvements that intend to minimize conflicts between transit vehicles and other travel modes shall be designed and constructed in accordance with industry best practices and applicable UC Davis, City of Sacramento (for facilities within the City of Sacramento), and State of California standards. Improvements shall be implemented or constructed in a manner that would not physically disrupt existing transit service or facilities or otherwise adversely affect transit operations.

***Rationale for Finding:*** Implementation of Mitigation Measures LRDP-TRA-1a through LRDP-TRA-1c would minimize impacts on transit performance. The improvements that are necessary to improve transit performance identified in Mitigation Measure LRDP-TRA-1a would require implementation by SacRT and the City of Sacramento. Moreover, the effectiveness of the TDM strategies identified in Mitigation Measure TRA-1c are not known and subsequent vehicle trip reduction effects and, in turn, reductions to delays to transit, cannot be guaranteed. Since UC Davis cannot guarantee that these improvements would be implemented and/or effective, this impact would remain significant and unavoidable.

***Cumulative Impact Related to Transit***

**FINDING:** Implementation of the 2020 LRDP Update would increase demand for transit, as noted in Impact AS-TRA-1. Increases to transit travel times caused by the project as well as reasonably foreseeable land use growth would adversely affect the on-time performance and service quality of transit services under cumulative conditions. However, the service improvements that are necessary to improve transit performance identified in Mitigation Measure LRDP-TRA-1a would require implementation by SacRT and the City of Sacramento. Since UC Davis cannot guarantee that these service improvements would be implemented, this cumulative impact would remain significant and unavoidable.

**Mitigation Measure LRDP-TRA-1a: Monitor transit service performance and implement strategies to minimize delays to transit service**

**Mitigation Measure LRDP-TRA-1b: Monitor transit service performance and implement transit service and/or facility improvements**

**Mitigation Measure LRDP-TRA-1c: Monitor transit-related collisions and implement countermeasures to minimize potential conflicts with transit service and facilities**

***Rationale for Finding:*** Implementation of Mitigation Measures LRDP-TRA-1a, LRDP-TRA-1b, and LRDP-TRA-1c would reduce the significance of this impact, but not to a less than significant level. This cumulative impact is significant and unavoidable.

**E. FINDINGS ON PROJECT ALTERNATIVES**

**1. Alternatives Screened Out from Detailed Consideration in the Supplemental EIR**

For Aggie Square Phase I, a range of alternatives was analyzed in Volume 2, Chapter 4, Section 4.4 of the Supplemental EIR. The alternative sites that were considered but ultimately dismissed include: (1) Downtown/Riverfront (Railyards), which did not meet several of the basic project objectives such as creating a place where people are working together on campus, and which would result in the Project being separated and disjointed from the Sacramento Campus; (2) the Sacramento Center for Innovation, which also did not meet several of the basic project objectives because it would not facilitate easy access from Aggie Square to UC Davis Hospital and nearby UC Davis clinics, it would be separated and disjointed from the Sacramento Campus, and would result in air quality and transportation impacts as more residents would be required to take different modes of transportation to and from the site; and (3) North Natomas, which also did not meet several of the basic project objectives because it would not facilitate easy access from Aggie Square to UC Davis Hospital and nearby UC Davis clinics, it would be separated and disjointed from the Sacramento Campus, and would result in air quality and transportation impacts as more residents would be required to take different modes of transportation to and from the site.

The University finds that all of the alternatives eliminated from further consideration in the Draft Supplemental EIR are infeasible, would not meet most project objectives and/or would not reduce or avoid any of the significant effects of the proposed project, for the reasons detailed in Volume 2, Chapter 4, Section 4.4 of the Supplemental EIR.

## 2. Alternatives Analyzed in the Supplemental EIR

In compliance with CEQA and the CEQA Guidelines, the Supplemental EIR evaluated a reasonable range of alternatives to the Project. The Supplemental EIR's analysis examined the potential feasibility of each alternative, its environmental effects, and its ability to meet the basic project objectives while reducing impacts to the environment. The alternatives analysis included analysis of a no-project alternative and identified the environmentally superior alternative. The Draft Supplemental EIR evaluated two alternatives to the Project:

**Alternative 1: No Project.** Under the No Project Alternative, the Aggie Square Phase I project would not be included in the 2020 LRDP Update, and the area of the campus where it is proposed would continue to be used as a surface parking lot and campus fleet services facility until such time as a new parking structure and Education and Research uses are constructed (Figure 2-4 in Volume I of this Supplemental EIR).

**Alternative 2: Reduced Intensity Development.** Under the Reduced Intensity Development Alternative, a four-story limit would be placed on building heights in Aggie Square Phase I. The height limit would reduce the overall square footage of new buildings and would reduce the number of units in the housing component of the project.

In addition, three of the alternatives in Volume 1 of the Draft Supplemental EIR, Alternative 2: Reduced Development Program, Alternative 3: Alternative Land Use Plan, and Alternative 4: Offsite Housing and Offices present and evaluate alternatives to the 2020 LRDP Update.

Brief summaries of these alternatives and findings regarding these alternatives are provided below.

- **Alternative 1: No Project Alternative:** Under the No Project Alternative, Aggie Square Phase I would not be included in the 2020 LRDP Update, and the area of campus where it is proposed would continue to be used as a surface parking lot and for other support uses including the campus fleet services facility until such time that it is developed. An alternative that assumes continued implementation of the 2010 LRDP is considered at a program level in Volume 1 of the Supplemental EIR. (See Supplemental EIR Volume 2, Chapter 4, pages 4-6 through 4-9).

**FINDING:** Pursuant to Public Resources Code section 21081(a)(3) and CEQA Guidelines section 15091(a)(3), the University finds that the specific economic, legal, social, technological, or other considerations, including failure to meet basic project objectives, render the No Project Alternative infeasible. Under the No Project Alternative, there would be no additional housing to accommodate University-affiliated populations, lifelong learning space, science, technology and engineering space, and public space. None of the project objectives would be met because the project would not be constructed. These include facilitating growth in student enrollment through on-campus housing and expanded education facilities, community engagement and community well-being through community-serving uses and expanded community partnerships and addressing the projected increased need for health care professionals and workforce development through educational initiatives. The University therefore rejects this alternative for the reasons listed above.

- **Alternative 2: Reduced Intensity Development Alternative:** Under the Reduced Intensity Development Alternative, the intensity of the Aggie Square Phase I project would be reduced through a four-story building height limit. Aggie Square Phase I would be 1,233,290 gsf of buildings space between the four buildings of various heights. Limiting the buildings to no more than four stories would reduce the square footage by approximately 786,8000 gsf<sup>4</sup> for a total of 598,000 gsf. The associated on-site daily population of the project would be reduced by more than half, and result in a corresponding reduction in associated impacts (Final Supplemental EIR Volume 2, Chapter 4, pages 4-9 through 4-14).

**FINDING:** Pursuant to Public Resources Code section 21081(a)(3) and CEQA Guidelines section 15091(a)(3), the University finds that the specific economic, legal, social, technological, or other considerations, including failure to meet project objectives, render the Reduced Intensity Development Alternative infeasible. The Reduced Intensity Development Alternative would result in less impacts overall compared to Aggie Square Phase I. However, the Reduced Intensity Development Alternative would result in similar impacts to air quality; biological resources; archeological, historical, or tribal cultural resources; geology; soils and seismicity; hazards and hazardous materials, and land use. Furthermore, reducing the buildings to a 4-story height limit would not achieve several project objectives. These include keeping pace with the increased demand for community health care, expanding teaching, education and research missions, and facilitating enrollment growth to meet the increased need for health care professionals. In addition, a reduced development program would limit the ability to provide sufficient space that supports research, workforce development, and education initiatives to support a healthy local economy through an increase in and access to jobs. Furthermore, while impacts would be slightly reduced, this alternative would not avoid the Project's significant and unavoidable impact on air quality, noise, and transit.

**FINDING:** The Draft Supplemental EIR identified the Reduced Intensity Development Alternative as the environmentally superior alternative. While the Reduced Intensity Development Alternative would result in less impacts overall compared to Aggie Square Phase I, it would still result in similar impacts to air quality; biological resources; archaeological, historical, or tribal cultural resources; geology; soils and seismicity; hazards and hazardous materials, and land use. The Reduced Intensity Development Alternative, however, is infeasible because it would not achieve the University's objective of providing a sufficient amount of infrastructure needed to facilitate continued growth of research and collaboration efforts on the Sacramento Campus; there would be fewer employment and partnership opportunities with less building space; and the Reduced Intensity Development Alternative would not provide as much opportunity for growth in workforce development and lifelong learning. For these reasons, the Board rejects the environmentally superior alternative as infeasible. When compared to these alternatives analyzed in the Draft Supplemental EIR, the Project provides the best available and feasible balance between maximizing attainment of the Project's objectives and minimizing significant environmental impacts.

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<sup>4</sup> Gsf reduction was estimated using the gsf presented in Table 2-1 in the Project Description. Gsf were assumed to be evenly distributed across the total number of floors for each building. The gsf per floor estimate was then used to estimate the gsf of a four-story building.

## F. FINDINGS ON MITIGATION MEASURES AND ALTERNATIVES PROPOSED IN COMMENTS

Several comments on the Volume 2 of the Draft Supplemental EIR suggested mitigation measures and/or project alternatives. However, where the suggestions requested minor modifications in adequate mitigation measures, requested mitigation for impacts that the Draft Supplemental EIR determined were less than significant, or requested mitigation for impacts for which the Draft Supplemental EIR already identified measures that would reduce the impact to less than significant, these requests were declined as unnecessary. The University adopts and incorporates by reference the specific reasons for declining such mitigation measures and/or project alternatives contained in the responses to comments in the Final EIR as its grounds for rejecting these measures and/or alternatives.

Additionally, certain mitigation measures and/or alternatives suggested in comments could reduce impacts that would otherwise be significant, but implementation of measures and/or alternatives would be infeasible.

**FINDING:** The University finds that specific economic, legal, social, technological, or other considerations make infeasible the following mitigation measures or project alternatives identified in the final EIR, for the reasons explained below.

Several commenters recommended incorporating full *Recommended Guidance for Land Use Emission Reductions* (Version 4.2) measures in its AQMP for emission reductions quantification and specific implementation actions. The measures included in the Draft Supplemental EIR partially duplicate Guidance v4.2 where applicable; for example, SMAQMD's operational mitigation measures TST-3 and TST-4 target expanded transit service and frequency, consistent with Mitigation Measure LRDP-TRA-1a. Other measures in Guidance 4.2 are not applicable to the 2020 LRDP Update; for example, SMAQMD's operational mitigation measure TRT-13 seeks to implement a school bus program, which is not applicable to a medical campus. In some cases, it would be infeasible for UC Davis to implement both the University's measures in the Sustainable Practices Policy while also implementing all of the measures in Recommended Guidance v4.2. In general, the Recommended Guidance v4.2 would not be considerably different from other mitigation measures previously analyzed in the Draft Supplemental EIR or would not clearly lessen the environmental impacts of the Project as discussed and analyzed in Volume 3, Chapter 2 of the Final Supplemental EIR (pages 2-37 through 2-42).

One commenter stated that an alternative that focuses on renewable energy should have been included. While more renewables would reduce air quality emissions, if the impacts would nevertheless remain significant and unavoidable due to mobile sources, then an alternative that includes renewable energy would likely not substantially reduce air quality impacts. Whether the comment is considered as a mitigation measure or as an alternative, it would not address of the significant and unavoidable air quality impacts of the project. The Draft Supplemental EIR discusses sustainability as part of the project description in Volume 2, Section 2.9, *Sustainability*. CEQA does not require that a renewable energy alternative be considered. In addition, energy impacts were found to be less than significant in the Supplemental EIR. Consequently, an alternative to address energy or additional mitigation to address energy is not needed as there is no impact. More detail is provided in the Final Supplemental EIR, Master Response 2: Sustainability.

One commenter suggested that the Draft Supplemental EIR should have included a "housing focused alternative". Generally, the addition of more housing increases localized impacts related to traffic, and therefore, air quality and noise. Additional construction of a housing building consisting of 13 stories would increase temporary air quality and noise impacts related to construction and would

also result in additional impacts to aesthetics. This alternative would result in an increase in the campus' residential population, which would result in additional energy, GHG, and public services and utilities impacts, especially in terms of energy and water usage. It would likely result in additional environmental impacts above what was analyzed in the Draft Supplemental EIR. As such, an alternative increasing the amount of housing in Aggie Square Phase I would not result in fewer or lesser impacts than the environmentally superior alternative described in the Draft Supplemental EIR, and the University further finds the suggested alternative to be infeasible. The suggested alternative would also not meet several basic project objectives, such as creating state-of-the-art facilities for science, technology, engineering and research as well as office space and education. The suggested alternative also would not meet the goal of locating the LLL and LSTE buildings adjacent to the existing hospital and focusing on the proximity to existing researchers and clinical operations, rather than providing housing for all students on campus. In addition, the University requires that prevailing wage be paid on all Project components, including housing, which would make the construction of additional housing infeasible given the increase in the cost of construction by approximately 20 percent (Final Supplemental EIR Volume 3, Chapter 2, pages 2-120 through 2-121).

Several commenters also suggested that the University should implement Mitigation Measure LRDP-GHG-2 and begin purchasing carbon offsets prior to 2025; however, the University finds that it is not necessary to modify this mitigation measure in order to avoid a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases as analyzed in the discussion for Impact LRDP-GHG-2, and for the reasons explained in Volume 3, Chapter 2 of the Final Supplemental EIR (page 2-132).

#### **G. FINDING ON RESPONSES TO COMMENTS ON THE DRAFT SUPPLEMENTAL EIR, REVISIONS TO THE FINAL SUPPLEMENTAL EIR, AND OTHER FINDINGS**

Volume 3, Chapter 2 of the Supplemental EIR includes the comments received on the Draft Supplemental EIR and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The University finds that responses to comments made on the Draft Supplemental EIR and revisions to the Final Supplemental EIR merely clarify and amplify the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines §15088.5(b).

Since public circulation of the Draft Supplemental EIR on July 31, 2020, and because of the subsequent planning and design of the Aggie Square Phase I development, the project has been slightly revised to reduce the number of floors and gsf of the two Life Science Technology Engineering (LSTE) buildings and the Lifelong Learning Tower (LLL Tower). In addition, the construction of the Housing/Community building would take place at a later date, after construction of the other Aggie Square Phase I components. The project boundary of Aggie Square Phase I has not changed. The project changes are summarized as follows.

- The two LSTE buildings would comprise 620,260 gsf, rather than 711,000, or a reduction of 90,740 gsf. LSTE West would be 282,430 gsf, and LSTE East would be 337,830 gsf. Both LSTE buildings would have 8 floors instead of 9 floors, with a maximum height measured at roofline of 131 feet.
- The LLL Tower would be 329,530 gsf rather than 390,000 gsf, or a reduction of 60,470. The LLL Tower would have 10 floors rather than 13 floors, and would have a maximum height measured at roofline of 145 feet.

- The Housing and Community building would remain the same size—283,500 gsf and 7 floors, with 324 dwelling units for 411 residents.
- The Draft Supplemental EIR stated that construction of Aggie Square Phase I would occur over eight primary phases between November 2020 and March 2023. This schedule would remain intact for all Aggie Square Phase I components except for the Housing/Community building, which would be constructed at a later date, prior to 2030.
- The Draft Supplemental EIR included a misnomer to an Aggie Square Phase I Central Energy Plant. Aggie Square Phase I does not include the construction of a separate central energy plant, but does include a decentralized energy equipment system for each building. The decentralized energy equipment system for each building was analyzed appropriately in the Draft Supplemental EIR.

After release of the public Draft Supplemental EIR, it was determined that there will be less demand for leases, and therefore, less building space is needed in the LSTE buildings and the LLL Tower. This is because of a variety of factors, including potentially lasting changing market conditions that could result from the COVID-19 pandemic. Not only has the COVID-19 pandemic affected the economy, but it has also changed patterns in the workplace and more employees are conducting work from home rather than in an office, resulting in decreasing demand for office space.

The daily onsite population at Aggie Square Phase I would be reduced to 3,983, from a population of 4,552 projected in the Draft Supplemental EIR, and the number of residents would remain the same (411). The reduced Aggie Square Phase I project would be reduced to 1,233,290 gsf. This reduction in floor area is primarily anticipated in the LSTE buildings and LLT Tower, resulting in fewer employees in the Aggie Square Phase I population

The University finds that these changes to the Aggie Square Phase I are minor and would result in a more conservative analysis and do not trigger the need to recirculate per CEQA Guidelines §15088.5(b).

**FINDING:** The University finds that no significant new information was added to the Draft Supplemental EIR after the public review period. The University specifically finds that: no new significant environmental impact would result from the Project or from the implementation of a mitigation measure; no substantial increase in the severity of an environmental impact would result, or if such an increase would result, the University has adopted mitigation measures to reduce the impact to a level of insignificance; the University has not declined to adopt any feasible project alternative or mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project; and the Draft Supplemental EIR is not so fundamentally and basically inadequate in nature that it precluded meaningful public review.

### **III. STATEMENT OF OVERRIDING CONSIDERATIONS**

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.” (CEQA Guidelines § 15093.) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reason to support its actions based on the final EIR

and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record. (Id.)

Having (i) adopted all feasible mitigation measures, (ii) recognized all significant, unavoidable impacts, and (iii) balanced the benefits of the Project against its significant and unavoidable impacts, the University finds that the Project's benefits outweigh and override its significant unavoidable impacts for the reasons stated below. Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of the other benefits, despite each and every unavoidable impact.

- The Project would create within the University a place where University and non-University people are working together thereby improving awareness of the mission of the University of California and fostering increased partnerships with industry research initiatives.
- The Project would create state-of-the-art facilities for science, technology, engineering, and research as well as office space and education and would create access pathways for extending basic research discoveries to product commercialization through innovation and entrepreneurship to foster the creation of new businesses and associated workforce opportunities.
- The Project would provide housing for students to allow co-location of learning and living opportunities.
- The Project would develop physical structures to support the University's involvement in enhancing regional workforce development, addressing food access and security, and supporting a diversity of people working at Aggie Square.
- The Project would establish public spaces for a wide range of public activities that serve UC Davis Sacramento Campus employees and residents, as well as the broader community to provide venues for people from diverse communities of interest to meet, interact, share ideas, and spark new partnerships.
- The University is charged, under the California Master Plan for Higher Education, with providing the opportunity for undergraduate education to those California's who graduate in the top one-eighth of their high school class. The University is also charged with admitting those students who complete coursework in the lower division transfer curriculum at community colleges and who meet minimum grade point average requirements. The University serves as the state's primary research agency and is the primary public institution in the state offering doctoral and certain professional degrees. The 2020 LRDP Update, of which the Project is a part, helps achieve these University objectives.
- The Project would provide the facilities and infrastructure required to facilitate continued growth of the research enterprise at the UC Davis Sacramento Campus, especially to foster interaction and collaboration between all campus programs and disciplines, which includes advancing healthcare research with emerging new technologies in translational health therapies, biomedical devices, and immunotherapies to improve the global human health condition.
- The Project would create more expansive partnerships between UC Davis and the City of Sacramento, local agencies, and local organizations and neighbors including the expected completion of a City of Sacramento tax increment financing mechanism to catalyze new community and infrastructure investments within and nearby the campus.

- The Project will help attain UC Davis' sustainability goals through incorporation of the UC Sustainable Practices Policy.
- The Project will advance California's economic, social and cultural development, which depends upon broad access to an educational system that prepares all of the state's inhabitants for responsible citizenship and meaningful careers.
- The Project will constitute a significant economic benefit to the Sacramento region. UC Davis has a significant economic impact on the area's economy. The total economic impact of UC Davis in the region is much greater than the sum of the direct expenditures made by UC Davis and its affiliated organizations and populations. Each dollar spent locally by UC Davis cycles through the area's economy, generating additional income and employment.
- The Project would also ensure appropriate facility adjacencies, improve campus open space, and improve pedestrian and bicycle facilities to achieve a connected campus supporting bike and pedestrian mobility and avoiding use of single occupancy vehicles to help reduce overall vehicle miles travelled (VMT). These benefits would also contribute to the low VMT designation of the campus and nearby neighborhoods to support the VMT goals of the City of Sacramento, Sacramento Area Council of Governments, and the State of California.
- The Project provides many indirect community contributions in the form of education, recreation, artistic, and cultural enrichment to residents of the Sacramento area through such functions as extension courses, performing arts events, art exhibits, sporting events, conferences and workshops. As the 2020 LRDP is implemented, the level of these benefits and services will grow.
- UC Davis is the largest employer in the Davis area and one of the largest employers in the Sacramento Valley. This is particularly significant because of the quality and diversity of new jobs which are directly related to the implementation of the 2020 LRDP.
- When compared to the alternatives analyzed in the Final Supplemental EIR (including the No Project Alternative), the 2020 LRDP Update provides the best available balance between maximizing attainment of the project objectives and minimizing significant environmental impacts.

#### **IV. APPROVALS**

The University hereby takes the following actions:

1. The University adopts as conditions of approval of the Project all mitigation measures within the responsibility and jurisdiction of the University.
2. The University adopts the Mitigation Monitoring and Reporting Program for the Project.
3. The University adopts the Findings in their entirety, including the Statement of Overriding Considerations.
4. Having certified the Final Supplemental EIR, incorporated mitigation measures into the Project, and adopted the Mitigation Monitoring and Reporting Program and the foregoing Findings and Statement of Overriding Considerations, the University hereby approves the Project, and directs staff to prepare and file a Notice of Determination for the Project.