CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS IN CONNECTION WITH THE APPROVAL OF THE GREAT MEADOW BIKE PATH PROJECT AT THE UNIVERSITY OF CALIFORNIA, SANTA CRUZ CAMPUS

I. ENVIRONMENTAL REVIEW PROCESS AND ADOPTION OF MITIGATED NEGATIVE DECLARATION

The University of California ("University"), as the lead agency pursuant to the California Environmental Quality Act ("CEQA"), has prepared a Mitigated Negative Declaration ("MND") for the Great Meadow Bike Path Project ("Project"). This Project will be developed at the University of California, Santa Cruz ("UC Santa Cruz") main campus, in the vicinity of the intersection of the Great Meadow Bike Path and Village Road. Pursuant to delegated authority, the University of California, Santa Cruz Chancellor hereby issues these Findings and concurrently adopts the MND and approves the Project.

The Great Meadow Bike Path, which was built in 1974, is a recreational and primary bicycle access route to central developed Campus facilities and to undeveloped recreational areas of the campus. The Class 1 facility is approximately one mile long, with a grade of five to seven percent. Above the Village Road, the bike path is split into unidirectional paths. At the Village Road crossing, the two directional paths join into one bidirectional path. The Great Meadow Bike Path Project consists of modifications to the existing Great Meadow Bike Path and to the intersection of the Village Road to improve safety for cyclists. The modifications include: realignment of a portion of the downhill bike path by shifting it 40 feet to the southwest; reconfiguring Village Road so that intersection is "squared up" to improve sight lines; eliminating a dip in the downhill path; and moving the junction of the uphill and downhill paths to the south, below the intersection, so that downhill cyclists have more time to merge safely into the bidirectional path. The modified intersection would feature stop signs, new striping, warning signs, and flashing beacon lights to notify vehicle drivers and pedestrians when cyclists are approaching the intersection.

Pursuant to Code of Regulations, title 14, section 15063, the University prepared an Initial Study to consider the potential environmental effects of implementation of the Great Meadow Bike Path and the Recycling Yard Project. The Recycling Yard Project would construct, in two phases, a material recovery facility to accommodate all existing Campus waste recovery services and future composting operations. The proposed site of the new material recovery facility is located near the intersection of Village Road and the Great Meadow Bike Path and is accessed via Village Road. Construction of Phase 1 of the Recycling Yard Project would be concurrent with construction of the Great Meadow Bike Path Project. The Recycling Yard Project will be the subject of a separate University approval. The University solicited public comments during preparation of the Initial Study and received comments from two public agencies and five individuals. After reviewing those comments, the University made the following changes to the Draft Initial Study: 1) added to Appendix D, portions of the air quality and greenhouse gas emission model output that were inadvertently omitted from the Draft Initial Study; 2) slightly modified the description of the proposed Recycling Yard Project to clarify that the Campus is not proposing to use windrows for

composting; added a figure showing the proposed Recycling Yard site plan, which had been omitted inadvertently from the Draft Initial Study. No changes were made to the impact analysis in the Draft Initial Study.

The Initial Study describes the Project, analyzes the environmental impacts of the Project (including all phases of Project planning, implementation, and operation), and discusses means of mitigating impacts. The Initial Study tiers from the analysis in the UC Santa Cruz Long Range Development Plan 2020-2005 Environmental Impact Report ("LRDP EIR"), and the Initial Study's purpose was to determine the extent of additional environmental analysis that would be appropriate for the Project.

The Board of Regents approved the LRDP EIR on September 21, 2006. The LRDP EIR comprehensively evaluates all environmental impacts that would result from anticipated development of the UC Santa Cruz campus through 2020, and the Long Range Development Plan 2005-2020 ("LRDP") describes land use principles and policies to guide the location, scale, and design of individual capital projects. As a tiered document, the MND and Initial Study for the Great Meadow Bike Path rely on the LRDP EIR for: (1) a discussion of background information on environmental resource areas; (2) issues related to growth on the campus as a whole; (3) issues evaluated in sufficient detail in the LRDP EIR for which no significant new information, no changes in the project, and no changes in circumstances would require further analysis; and (4) cumulative impacts. The Project is consistent with the LRDP and with the development assumptions of the LRDP EIR, and tiering is thus proper under Public Resource Code sections 21068.5, 21080.09, and 21094 and Code of Regulations, title 14, sections 15081.5(b)(2) and 15152.

Pursuant to Code of Regulations, title 14, section 15074, the University has determined, on the basis of the Initial Study, that no aspect of the Project may cause a significant effect on the environment that was not already adequately examined and mitigated to the extent feasible in the LRDP EIR. Therefore, the University has prepared an MND for the Project. The University published a notice of intent to adopt the MND on March 10, 2015, and made the MND and Initial Study available for public review for 30 days from March 10, 2015, to April 9, 2015. The University also submitted the draft Initial Study and MND to the Office of Planning and Research's State Clearinghouse (SCH No. 2015032032). In response, the University received five comment letters from members of the public and two comment letters from public agencies. The University has considered all of these comments in evaluating the Project's impacts and in preparing the MND.

In connection with the adoption of the MND and approval of the Great Meadow Bike Path Project, the University also hereby adopts the attached Mitigation Monitoring and Reporting Program ("MMRP"). The MMRP details mitigation measures that will either reduce the Project's individual and cumulative impacts to less-than-significant levels.

All of the CEQA documentation regarding the Project, including the LRDP EIR from which this Initial Study and MND tier, is available for review at:

> UCSC Physical Planning and Construction, Barn G, Ox Team Road, UC Santa Cruz main campus, 1156 High Street, Santa Cruz, CA 95064, 831-459-3732
>
> McHenry Library, McHenry Service Road, UC Santa Cruz main campus, 1156 High Street, Santa Cruz, CA 95064, 831- 459-5171

Science and Engineering Library, McLaughlin Drive, UC Santa Cruz main campus, 1156 High Street, Santa Cruz, CA 95064, 831- 459-5300

Central Branch of the Santa Cruz Public Library, 224 Church Street, Santa Cruz, CA 95060, in downtown Santa Cruz, 831-427-7707

The UC Santa Cruz web site, at http://ppc.ucsc.edu/planning/EnvDoc.html

II. FINDINGS

Having received, reviewed, and considered the Initial Study, MND, public comments, and other information in the administrative record, the University hereby adopts the following Findings for the Great Meadow Bike Path Project in compliance with CEQA, the CEQA Guidelines, and the University's procedures for implementing CEQA. The University adopts these Findings in conjunction with its approval of the Great Meadow Bike Path Project, as set forth below. The University finds, on the basis of the whole record, that there is no substantial evidence that the Project will have a significant effect on the environment (apart from any significant and unavoidable effects of full LRDP implementation, as identified and addressed in the LRDP EIR) and that the MND reflects the University's independent judgment and analysis. The University further finds that any potentially significant individual or cumulative impacts of the Project have been adequately evaluated in the Initial Study and in the LRDP EIR from which the Initial Study tiers. All such potentially significant impacts have been mitigated to a level of insignificance by project-specific or LRDP EIR mitigation measures or have been mitigated to the extent feasible by measures identified in and incorporated into the LRDP EIR.

The University finds that the Great Meadow Bike Path Project is consistent with the development concepts for which the LRDP was prepared and that new potentially significant effects not previously considered in the LRDP EIR have been reduced to less-than-significant effects by mitigation measures or revisions incorporated into the Project. The Project, as approved concurrently with the adoption of this MND, incorporates all applicable mitigation measures identified in the LRDP EIR, and all mitigation measures required for the Project are described in the attached MMRP.

A. Significant and Unavoidable Impacts Associated with Implementation of the LRDP

The Initial Study did not identify any Project-specific significant and unavoidable impacts that will result from development of the Great Meadow Bike Path Project. In addition, the Initial Study, found that the Project will not contribute incrementally to any significant and unavoidable cumulative impacts associated with implementation of the LRDP.

B. Potentially Significant Impacts Reduced to Less-Than-Significant Impacts Through Mitigation

The Initial Study identified significant and potentially significant impacts associated with the Great Meadow Bike Path Project that would be reduced to less-than-significant levels by the continued implementation of previously adopted LRDP mitigation measures or by the implementation of new, Project-specific mitigation measures. The Project fits within the level of development anticipated in the LRDP EIR and would contribute incrementally to the impacts listed

below, as identified in the LRDP EIR. For these reasons, the University finds that the analyses in the LRDP EIR and in the Initial Study demonstrate that the Project's impacts listed below will be less than significant with the continued implementation of applicable mitigation measures or the implementation of new, Project-specific mitigation measures. The University has for the sake of brevity simply listed the impacts and LRDP EIR mitigation measures here. For a detailed description of these impacts and mitigation measures, please see the text of the LRDP EIR or the Initial Study prepared for this Project. For new, Project-specific mitigation measures, the University has briefly described the relevant impact and mitigation measure below; the University refers readers to the Initial Study for greater detail.

a. Development under the 2005 LRDP could create new sources of substantial light or glare on campus that could adversely affect daytime or nighttime views in the area: LRDP Impact AES-6 (addressed by LRDP Mitigation Measures AES-6A through AES-6E).

b. Development under the 2005 LRDP could result in a substantial adverse effect on breeding or important movement habitat for California red-legged frog; direct impacts to California red-legged frog populations; or indirect impacts on the species from downstream hydrological changes in the Moore Creek watershed: LRDP Impact BIO-9 (addressed by LRDP Mitigation Measure BIO-9 and Recycling Yard Mitigation Measure BIO-1).

c. Development under the 2005 LRDP could result in a substantial adverse impact associated with the loss of potential San Francisco dusky-footed woodrat nests: LRDP Impact BIO-14 (addressed by LRDP EIR Mitigation BIO-14).

d. Project construction could disturb nests of American badger: Project-specific impact (addressed by Recycling Yard Mitigation BIO-2).

e. Development under the 2005 LRDP could result in the loss or abandonment of active nests for special-status raptors: LRDP Impact BIO-11 (addressed by LRDP Mitigation BIO-11).

f. Campus development under the 2005 LRDP could result in storm water runoff during construction, which could substantially degrade water quality: LRDP Impact HYD-2 (addressed by LRDP Mitigations HYD-2A and HYD-2B).

g. Construction of campus facilities pursuant to the 2005 LRDP could expose nearby sensitive receptors to excessive airborne noise: LRDP Impact NOIS-1 (addressed by LRDP EIR Mitigation Measure NOIS-1). The LRDP EIR determined that this impact would be significant and unavoidable because there could potentially be some construction sites on campus where, even with the recommended mitigation, the noise levels would not be reduced to levels below the thresholds because of the proximity of existing facilities. However, as documented in the Initial Study, the construction noise impacts of the Great Meadow Bike Path Project would be less than significant with implementation of LRDP EIR Mitigation Measure NOIS-1.

C. Environmental Resources Areas with Less-than-Significant or No Impacts

The Initial Study identified the following environmental resources areas in which the Great

Meadow Bike Path Project would have less-than-significant adverse impacts or no adverse impacts. The University finds that, because CEQA requires mitigation measures only for potentially significant impacts, no mitigation is necessary for these environmental resource areas.

a. **Aesthetics:** Implementation of the Project would have no impacts on scenic vistas, would not damage scenic resources, would not substantially degrade the existing visual quality of the site, and would not create a new source of substantial light and glare [*Initial Study pages 26 to 40*]

b. **Agriculture:** Implementation of the Project would not convert farmland to non-agricultural uses, would not conflict with existing zoning for agricultural use or a Williamson Act contract, and would not involve other changes to the environment that could result in the conversion of farmland to non-agricultural uses [*Initial Study pages 40 to 41*]

c. **Air Quality:** Implementation of the Project would not conflict with or obstruct implementation of the applicable air quality plan, violate any air quality standard or contribute substantially to an existing or projected air quality violation, result in a cumulatively considerable net increase of any criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors [*Initial Study pages 40 to 41*]

d. **Cultural Resources:** Implementation of the Project would not cause a substantial adverse change in the significance of a historical or archaeological resources, directly or indirectly destroy a unique paleontological resource or site or unique geological features, or disturb human remains. [*Initial Study pages 55 to 57*]

e. **Geology, Soils, and Seismicity:** Implementation of the Project would not expose people or structures to substantial risks or other adverse effects involving seismic hazards, landslides, or expansive soils; result in substantial soil erosion or the loss of topsoil; or be located on an unstable, or potentially unstable geologic unit which could result in ground failure. [*Initial Study pages 58 to 61*]

g. **Greenhouse Gas Emissions:** The Project would not generate greenhouse gas emissions that may have a significant effect on the environment or conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases [*Initial Study pages 65 to 68*]

h. **Hazards and Hazardous Materials:** The Project would not create a significant hazard through transport, use, or disposal of hazardous materials or the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a hazardous materials site; be located near a private or public airport or air strip; impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk involving wildland fires [*Initial Study pages 65 to 70*]

i. **Hydrology and Water Quality:** The Project would not violate water quality standards or waste discharge requirements, deplete ground water supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern or the site or area; create or contribute runoff which could exceed the capacity or storm water drainage systems or provide substantial additional sources of polluted runoff; place structures in a flood hazard area; or expose people or structures to risk of loss involving flooding, seiche, tsunami, or mudflow. [*Initial Study pages 71 to 75*]

j. **Land Use and Planning:** The Project would not physically divide an established community or conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding and environmental effect or with an applicable habitat conservation plan or natural community conservation plan; or result in development of land uses that are incompatible with adjacent existing or planned uses. [*Initial Study pages 75 to 77*]

k. **Mineral Resources:** The Project would not result in the loss of availability of mineral resources. [*Initial Study page 77*]

l. **Noise:** The Project would not result in a permanent increase in ambient noise levels in the vicinity. [*Initial Study page 86*]

m. **Population and Housing:** The Project would not induce population growth, displace existing housing or people, or create demand for housing. [*Initial Study page 90*]

n. **Public Services:** The Project would not create demand for public services which could result in adverse physical impacts associated with provision of new or physically altered governmental facilities. [*Initial Study page 91]*

o. **Recreation:** he Project would modify an existing bicycle path which is used for recreation but would not expand its use or capacity. All environmental impacts of the modifications to the facility would be reduced to a less-than-significant level with implementation of mitigation measures identified in relevant sections of the Initial Study. [*Initial Study page 92*]

p. **Traffic, Circulation and Parking:** The Project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system; conflict with an applicable congestion management program; result in a change in air traffic patterns; substantially increase hazards; result in inadequate emergency access; or conflict with applicable policies, plans, or programs regarding transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. [*Initial Study pages 93-95]*

q. **Utilities and Service Systems:** The project would not create new demand for utilities and therefore does not have the potential to resulting significant impacts related to utilities. [*Initial Study pages 96-97*]

III. ADDITIONAL INFORMATION

A. Incorporation by Reference

These Findings incorporate by reference in their entirety the text of the Initial Study and Mitigated Negative Declaration for the Great Meadow Bike Path Project; the LRDP; the LRDP EIR; the LRDP Mitigation Monitoring and Reporting Program; and the Findings and Statement of Overriding Considerations adopted by the University in connection with its approval of the LRDP. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, Project-specific and cumulative impacts, the basis for determining the significance of impacts, and the reasons for approving the Project.

B. Mitigation Monitoring and Reporting Program

Pursuant to Code of Regulation, title 14, section 15097, the University is adopting (concurrently with these findings) a Project-specific Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that the University has made a condition of Project approval, as well as any revisions to the Project that the University has required, in order to mitigate or avoid significant effects on the environment. The Project-specific MMRP includes details of the timing and responsibilities for completing the identified mitigation measures. In addition, the Project incorporates all applicable mitigation measures contained in the LRDP EIR Mitigation Monitoring and Reporting Program. All relevant LRDP EIR mitigation measures identified in the Initial Study and MND will be monitored through the LRDP EIR's Mitigation Monitoring and Reporting Program, adopted by the University in connection with its approval of the LRDP.

C. Record of Proceedings

Various documents and other materials constitute the record of proceedings upon which the University bases its findings and decisions contained herein. Documents related to this project and the record of proceedings for the LRDP's approval are located at the offices of UC Santa Cruz Physical Planning and Construction, in Barn G on the UC Santa Cruz main campus. The custodian for these documents is UC Santa Cruz Physical Planning and Construction.

D. Adequacy of Prior Environmental Review

All of the environmental effects of the Great Meadow Bike Path Project have been adequately addressed in prior environmental documentation and: (1) have been mitigated or avoided, (2) or have been examined at a sufficient level of detail in the prior environmental documentation to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the Project.

The Project is consistent with the LRDP, and the LRDP EIR and Initial Study adequately address the regional or area-wide cumulative impacts of the Project. These Findings reaffirm all of the findings for the LRDP EIR certification and LRDP approval.

IV. APPROVAL

The University hereby takes the following actions:

A. The University approves the Initial Study and adopts the Mitigated Negative Declaration for the Great Meadow Bike Path Project.

B. The University approves and incorporates into the Project all Project elements, all mitigation measures described in the Project-specific Mitigation Monitoring and Reporting Program, and all applicable LRDP EIR mitigation measures identified in these Findings and more specifically described in the Initial Study and LRDP EIR.

C. The University adopts these Findings in their entirety, as set forth herein.

D. Having independently reviewed and analyzed the Initial Study, as well as the Mitigated Negative Declaration and all comments received on these documents, and having adopted its Findings, the University approves the design of the Great Meadow Bike Path Project.