NORTH BOWL PARKING LOT PHASE 1

Addendum No. 2 to the 2009 UC Merced Long Range Development Plan
Environmental Impact Statement / Environmental Impact Report

The following Addendum has been prepared in compliance with CEQA.

Prepared By:

OFFICE OF PHYSICAL PLANNING DESIGN & CONSTRUCTION

University of California
5200 N. Lake Road,
Merced, California 95343

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November 2010

Contact: Thomas A. Lollini, Associate Vice Chancellor for
Physical Planning Design & Construction
209-228-4475

I. PROJECT INFORMATION

1. Project title:

   North Bowl Parking Lot Phase 1

2. Lead agency name and address:

   Office of Physical Planning Design & Construction
   University of California
   5200 N. Lake Road,
   Merced, California 95343

3. Contact person and phone number:

   Thomas A. Lollini, Associate Vice Chancellor for
   Physical Planning Design & Construction
   209-228-4475

4. Project location:

   University of California, Merced
   Merced County

5. Project sponsor's name and address: (See #2 & #3)

   See Lead Agency

6. Custodian of the administrative record for this project (if different from response to item 3 above.):

   See Lead Agency

7. Identification of previous EIRs relied upon for tiering purposes (including all applicable LRDP and project EIRs and address where a copy is available for inspection.)

   The 2009 UC Merced Long Range Development Plan Final Environmental Impact Statement/Environmental Impact Report (2009 EIS/EIR). Copies of the document can be found at:

   Office of Physical Planning Design & Construction
   University of California
   5200 N. Lake Road,
   Merced, California 95343

II. INTRODUCTION

The University of California ("University"), as the lead agency pursuant to the California Environmental Quality Act ("CEQA"), prepared the Final Environmental Impact Statement/Environmental Impact Report ("Final EIS/EIR") for the 2009 Long Range Development Plan ("LRDP") for the University of California, Merced ("UC Merced) and the UC Merced 2020 Project (the "UCM 2020 Project") (State Clearinghouse No. 2008041009). The Board of Regents of the University of California ("The Regents") certified that the Final EIS/EIR was completed in compliance with the California Environmental Quality Act ("CEQA") and adopted Findings and a Statement of Overriding Considerations in connection with its approval of the LRDP.

The Final EIS/EIR consists of the November 2008 Draft Environmental Impact Statement/Environmental Impact Report ("Draft EIS/EIR") and the March 2009 Final Environmental Impact Statement/Environmental Impact Report ("Final EIS/EIR") (collectively the "2009 EIS/EIR"). Volumes 1 and 2 of the Draft EIS/EIR assess the potential environmental effects of implementation of the LRDP, identify means to eliminate or reduce potential adverse impacts, and evaluate a reasonable range of alternatives to the LRDP as proposed. Volume 3 builds upon the broader programmatic analysis of campus development in Draft EIS/EIR Volumes 1 and 2, and focuses on evaluating and disclosing environmental impacts that could potentially result if the development proposed as part of the UCM 2020 Project is implemented.

The 2009 LRDP is the guiding land use planning document that will be used in developing a new University of California campus to eventually support a student body of 25,000 full time equivalent students on 815 acres of land in Merced County. The UCM 2020 Project comprises the second phase of the UC Merced Campus with facilities needed to support an enrollment level of approximately 10,000 full-time equivalent (FTE) students. These facilities would include academic, administrative, research, and recreational buildings, student residences and student services buildings, utilities and infrastructure, outdoor recreation areas, and associated roadways, parking, and landscaping.

The North Bowl Parking Lot Phase 1 Project (the "Project") consists of 370 solar-covered parking spaces located in the North Neighborhood subarea of the UC Merced campus. The 2009 EIS/EIR analyzed as part of the UCM 2020 Project Parking Lots I, J and K, which combined would have provided over 1,465 parking spaces in three campus neighborhood / district areas. UC Merced now proposes to relocate a portion of those lots onto one project site and develop 370 of the 1,465 parking spaces originally contemplated in the project description in the 2009 EIS/EIR. UCM also proposes to provide solar covers for parking spaces throughout the entire project site, in lieu of the open parking lots analyzed in the 2009 EIS/EIR.

Section 15164(a) of the CEQA Guidelines states "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or declaration have occurred." The proposed changes to the Project, including the relocation of the parking lot and the solar covered parking spaces, addressed in this Addendum to the 2009 EIS/EIR do not trigger any of the conditions necessitating preparation of a subsequent EIR or

negative declaration; therefore, no additional environmental document beyond this Addendum is necessary to evaluate the Project. All impacts associated with construction of the Project will be mitigated through implementation of the 2009 EIS/EIR Mitigation Monitoring and Reporting Program (attached).

III. PROJECT LOCATION AND DESCRIPTION

1. Description of project: The Project site is located in the North Neighborhood subarea of the UC Merced campus. The Project site occupies portions of Sections 34, Township 6 South, Range 14 East. The site is south-southeast of Lake Yosemite Regional Park and east of Lake Road. UC Merced is located in an unincorporated area of eastern Merced County, approximately 2 miles northeast of the limits of the City of Merced (see Figure 1, Location of the Proposed Action).

The Project includes construction of a surface parking lot on an approximately 2.5-acre site in the UC Merced North Neighborhood subarea. The parking facility would include approximately 370 spaces with overhead solar panel shading that would also serve the campus' growing energy needs. The Project also includes a 110-foot extension of Mineral King Road, as well as additional roadway and utility improvements beneath the roadway. Landscaping and safety lighting will also be installed, as well as a transit bus stop for passengers wanting to reach destinations closer to the campus core.

2. Project objectives: The objective of the Project is to optimize the use of UC Merced campus land to provide efficient access to the campus via private vehicles and maximize the campus' capacity to produce renewable electricity. An additional benefit of the Project is realized by leveraging the operation and monitoring functions of the solar PV system by offering students and faculty an opportunity for direct field observation of the latest solar technologies to support the University's research and education mission. The Project also furthers the overall goal of UC Merced to create an environment that is welcoming to students, reflects new technologies in building design, and sets the standard for environmental stewardship and sustainability, while providing a model for growth in the San Joaquin Valley.

3. Surrounding land uses and environmental setting: The Project would be located on a previously undeveloped site in the UC Merced North Neighborhood subarea. Surrounding lands immediately to the north, east, and south of the project site are undeveloped grasslands used for grazing. The proposed Project site is substantially similar to the sites originally proposed for Parking Lots I, J and K in terms of its environmental resources, including agricultural and biological resources, hydrology, soil type, topography, use and the potential for cultural resources. The area to the west of the Project is the site of the first Phase of Campus development. The existing campus Facilities Management Buildings are the closest existing campus structures to the Project. The Le Grand and Fairfield Canals are located directly north and southwest of the Project site.

4. Discretionary approval authority: As a public agency principally responsible for approving or carrying out the proposed Project, the University of California is the Lead Agency under CEQA and is responsible for reviewing the adequacy of the existing environmental document, determining whether further environmental review is required as a result of the minor changes to the Project, and approving the proposed Project. Approval of the proposed Project has been

delegated to the Chancellor of the UC Merced Campus, by The Board of Regents of the University of California (The Regents) and is expected to be considered by the Chancellor in December 2010.

5. Consistency with the LRDP: The following discussion describes the proposed Project's relationship to and consistency with the development projections, population projections, land use designations, and objectives contained in the LRDP and its relationship to the analysis contained in the 2009 EIS/EIR.

5.1 LRDP Scope of Development

The existing UC Merced campus currently maintains approximately 2,200 parking spaces. The LRDP assumes the campus will take advantage of vacant land at the edge of current phase development to stage construction and locate surface parking lots which can then be readily turned over to road development or building projects in subsequent phases. The Project, is designed to maximize the use of the interim land use designation for the Project site of temporary surface parking, while incorporating a flexible design pattern that allows for either an incremental or wholesale transition of the Project site to long-term development for Medium Density Residential uses. Therefore, the Project is within the LRDP's scope of interim use development.

5.2 LRDP Land Use Designation

The LRDP identifies the long-term land uses in the Project site as areas intended for *Student Residential* development. Additionally, the LRDP notes as part of the UCM 2020 Project an Interim Parking land use designation for the Project site. This interim land use designation is transitional in nature, allowing for more intensive land uses, such as housing to be developed on surface parking lots in future stages of campus development. As such, the Project would provide interim parking supporting the immediate needs of the campus while giving way to permanent uses in subsequent phases of development consistent with the land use designations noted in the LRDP.

5.3 LRDP Population Projections

The LRDP projects that, through 2020-21, the on-campus population will increase to include approximately 11,094 students and 3,093 faculty and staff. In 2008-09, the student population was approximately 2,736. In 2009-2010 the student population grew to approximately 3,400. The Project will not directly increase the student, faculty and staff populations, but rather responds to this population growth and associated increase demand for vehicle parking. Thus the Project would not increase the campus population to a level approaching that projected for 2020-21. Therefore, the Project is within the scope of the LRDP's campus population projections.

5.4 LRDP Objectives

The primary objective of the LRDP is to plan for the Merced campus' share of the University of California's short- and long- term enrollment demands. In addition, the LRDP aims to model

environmental stewardship and to provide a high-quality campus setting. The Project would support these main LRDP objectives by implementing an interim land use in response to the growing campus' needs. The Project maximizes the efficient utilization of space surrounding the perimeter of campus and provides much needed accessible parking for students, staff, faculty, and visitors. By its design, the Project responds and adapts to a continuously evolving campus. Additionally, the Project will promote environmentally sustainable designs through the use of green technologies in landscaping, storm water management, energy production and pavement materials. As such, the Project will ultimately contribute to the campus' conservation efforts and promote a high quality campus setting.

In addition, the LRDP includes specific objectives that are relevant to the Project, including the following:

Zero Net Energy Commitment: Achieve zero net energy by 2020 through aggressive conservation efforts and development of renewable power. Zero net energy means producing the same amount of renewable energy that is consumed.

- The Project would support the LRDP's "Zero Net Energy Commitment" objectives by creating a solar array complex that would assist in the campus' conservation efforts leading toward energy independence.

Landscape and Infrastructure: Design roadways, parking lots and circulation pathways to minimize, detain and filter stormwater run-off.

- The Project would support the LRDP's "infrastructure" objective by developing a parking facility and roadway system designed to retain and filter stormwater run-off through the use of bioswale features, pervious surfaces and stormwater retention facilities.

5.5 Relationship to the 2009 EIS/EIR: Volume 3 of the 2009 EIS/EIR is a project-level analysis assessing the potentially significant environmental effects of the UCM 2020 Project. The UCM 2020 Project, of which the proposed North Bowl Parking Lot Phase 1 Project is a part, would develop the UC Merced Campus with facilities needed to support an enrollment level of approximately 10,000 full-time equivalent (FTE) students.

Parking facilities to support the UCM 2020 Project, including Parking Lots I, J and K, were evaluated in Volume 3 of the 2009 EIS/EIR. This Addendum #2 takes into consideration minor modifications to a portion of those parking facilities Project. The Project changes evaluated in this Addendum consist of the following:

- *Relocation of three separate parking lots sites to an area within the North Neighborhood subarea:* Volume 3 of the 2009 EIS/EIR described and evaluated the UCM 2020 Project Parking Lots I, J and K on three separate sites. Parking Lot I was identified as being located in the Campus West Neighborhood. Parking Lot J was identified as being located in the North Campus District. Parking Lot K was identified as being located in the Central Campus-East District. The proposed Project would be located on an undeveloped site within the North Neighborhood area and develop 370 of the 1,465 parking spaces

identified as Parking Lots I, J and K. (See Figure 1, Location of the Proposed Action). The proposed Project location does not substantially differ from the locations noted in Volume 3 of the 2009 EIS/EIR for Parking Lots I, K, and L, as the sites evaluated contain substantially the same physical characteristics as the proposed site in terms of agricultural and biological resources, hydrology, soil type, topography, use and the potential for cultural resources.

- *Consolidation of the parking lots onto one development site:* Originally planned as three separate lots (among the seven total parking lots sites contemplated as part of the UC Merced 2020 Project), the North Bowl Parking Lot Phase 1 Project would locate 370 of the 1,465 parking spaces identified as Parking Lots I, J and K on one 2.5 acre site in an undeveloped area of the UC Merced campus.

- *Development of a component of the total number of combined parking spaces considered under parking lots I, J & K:* As evaluated in the Volume 3 of the 2009 EIS/EIR, Parking Lots I, J & K consists of approximately 1,465 surface parking spaces for students, staff, faculty and visitors. The Project would include development of 370 of the 1,465 parking spaces identified as Parking Lots I, J & K.

- *Solar covered parking stalls throughout the parking lot:* The Project includes the construction and operation of a solar array covering the parking spaces by a third party contractor. The campus will purchase the energy generated by the solar array at a reduced rate.

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

□	Aesthetics	□	Agricultural and Forestry Resources	□	Air Quality
□	Biological Resources	□	Cultural Resources	□	Geology/Soils
□	Hazards & Hazardous Materials	□	Hydrology/Water Quality	□	Land Use/Planning
□	Noise	□	Population and Housing	□	Public Services
□	Recreation	□	Transportation/Traffic	□	Utilities/Service Systems
□	Greenhouse Gas Emissions				

V. DETERMINATION:

On the basis of the initial evaluation that follows:

□ I find that the proposed project could have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, and that these effects have not been adequately analyzed by an earlier EIR. A TIERED ENVIRONMENTAL IMPACT REPORT will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been addressed adequately in an earlier environmental document pursuant to applicable standards, and (2) either no changes or no substantial changes to the project are proposed, and no new information of substantial importance has been identified. An ADDENDUM and FINDINGS will be prepared.

Signature	Date
Printed Name	For

VI. EVALUATION OF ENVIRONMENTAL IMPACTS

Upon initial review of the Project's scope, it has been determined that impacts relating to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Population and Housing, Public Services and Recreation and Utilities require no further analysis beyond that contained in Volume 3 of the 2009 EIS/EIR, as the change in the project's location and the inclusion of the solar panels covering the parking stalls will not change the analysis of and conclusions regarding these resources given the substantial similarity between the proposed site and the sites originally evaulated. The following analysis addresses the remaining environmental resource areas to assess whether any further environmental analysis is needed.

1. AESTHETICS

- The Project would develop approximately 370 parking spaces on approximately 2.5 acres, with a solar photovoltaic system installed over the site, serving a dual purpose as a source of alternative energy and vehicular shading. The Project site currently consists of grazing land uses. The solar panels would be installed to a height of approximately 15 feet. The Project would include landscaping and pathways for pedestrian/bicycle use. The landscape features would partially screen the panels from the surrounding areas. The Project site is also bound directly north by the Le Grand Canal which is at a higher elevation, providing additional screening of the Project site. Safety lighting within and around the facility would be shielded in a manner that would avoid light spillage into

surrounding areas. The proposed Project site is in a location similar to the location of the parking lots evaluated in the 2009 EIS/EIR, in terms of topography and current land use, and the potential impacts of the Project are similar to those identified in the 2009 EIS/EIR as described below. Although the solar panels will be elevated above the profile of an uncovered surface lot, the covered lot will not be substantially out of scale with the surrounding development proposed as part of the 2020 UCM Project.

- With the construction of Project facilities, it is likely that scenic vistas in the area would be interrupted in some, although not all, locations. The loss of the view of the Sierra Nevada range from certain Project site vantage points is, however, not considered a significant adverse impact because views would still be available from other campus vantage points. However, with the development of Project in the middle ground between Lake Yosemite and views to the southeast, the scenic vistas as currently available from the regional park would be impaired. This is considered a potentially significant impact in the 2009 EIS/EIR. Therefore, the mitigation measures noted in Volume 3 of the 2009 EIS/EIR would be implemented to reduce this impact to a less-than-significant level.

- The potential aesthetic impacts of the 2020 Project, including parking lots, were evaluated in detail in the Volume 3 of the 2009 EIS/EIR, along with program and project level mitigation. Volume 3 concluded that build out of the UCM 2020 Project would result in a significant and unavoidable aesthetic impact as a result of permanently and substantially altering the visual quality and character of the UCM 2020 Project site and its surroundings. The Project would contribute to this significant unavoidable impact because the Project site, which is currently used as grazing land, would be developed as a solar covered parking lot; resulting in a substantial alteration in the quality and character of the site and its surroundings. This impact is not substantially different than the impact resulting from uncovered surface parking lots identified in the 2009 EIS/EIR.

- Potential impacts associated with creating a new source of light and glare as part of the UCM 2020 Project, including parking lots, were evaluated in detail in the Volume 3 of the 2009 EIS/EIR, along with program and project level mitigation. Volume 3 concluded that build out of the UCM 2020 Project would result in a significant and unavoidable impacts associated with creating a new source of light and glare as a result of developing roads and walkways with street lighting, and buildings with surfaces and windows that may reflect and cause glare. The Project would contribute to this significant unavoidable impact because, although UC Merced has developed and adopted Campus standards for site lighting that would be incorporated into the Project, implementation of these Campus standards would not totally avoid the increase in nighttime lighting from the Project. The impact resulting from the Project as proposed is not substantially different than the impact resulting from uncovered surface parking lots identified in the 2009 EIS/EIR. This impact would remain significant and unavoidable.

- The changes to the Project from the parking projects analyzed in the Volume 3 of the 2009 EIS/EIR would not substantially alter the visual character or quality of the site and its surroundings, substantially affect the amount of light and glare generated, adversely affect scenic resource or scenic vistas as compared with what was already fully analyzed

in the project level analysis found in Volume 3 of the 2009 EIS/EIR. The Project would not change the nature or magnitude of potential impacts to aesthetic resources or the conclusions in Volume 3 of the 2009 EIS/EIR.

2. AGRICULTURE AND FORESTRY RESOURCES

- The Project would occupy approximately 2.5 acres of land on the UC Merced campus and is located in an area currently identified by the Department of Conservation's 2008 Farmland Mapping and Monitoring Program (FMMP) as Grazing Land. Since certification of the 2009 EIS/EIR, the CEQA Guidelines have been amended to include impacts to forestry resources on the Appendix G checklist.

- The FMMP designates the Project site as Grazing Land. A field analysis of the Project site indicates that there are no forest lands (as defined in Public Resources Code (PRC) Section 12220[g]) on the site. Therefore, the project would not result in conflicts with existing zoning for, or cause rezoning of, forest land. There is no timberland (as defined by PRC Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]) on any portion of the Project site. The Project site does not contain trees managed for public benefit. Therefore, implementing the Project would not result in conflicts with existing zoning for, or cause rezoning of, forest land or timberland.

- Changes to the Project from the parking projects analyzed in Volume 3 of the 2009 EIS/EIR would not introduce any new or more severe agricultural or forestry resource impacts as compared with what was already fully analyzed in the Volume 3 of the 2009 EIS/EIR. The project would not change the nature or magnitude of potential impacts to agricultural or forestry resources or the conclusions in Volume 3 of the 2009 EIS/EIR.

3. AIR QUALITY

- The Project includes the construction of a 370 space vehicle parking lot and installation of a solar photovoltaic system over the parking spaces. The Project will require grading, trenching and general construction activities. Construction-related emissions from the Project include both on-site and off-site emissions. On-site emissions generated during construction principally consist of exhaust emissions from the operation of heavy-duty construction equipment and fugitive dust from disturbed soil. Off-site emissions during the construction phase normally consist of exhaust emissions and entrained paved road dust from construction worker commute trips and material delivery trips to and from the construction site. The operation-related emissions from the Project include exhaust emissions and entrained paved road dust from commute trips. No combustion-related operational emissions will occur as a result of the Project, as no permanent mechanical equipment is included as part of its development. Installation of the solar photovoltaic system over the parking spaces will not result in a substantial increase in on-site construction activities and, in particular, will not result in additional grading.

- The Project would contribute to the annual emissions resulting from the operation of the UCM 2020 Project that are projected to exceed the SJVAPCD significance thresholds for ROG and NOX. The 2009 EIS/EIR Volume 3 mitigation measures will be imposed to reduce the UCM 2020 Project's operational air quality impact, however, the impact remain significant and unavoidable for ROG and NOX. The Project would contribute to this significant unavoidable impact, as it will result in a substantial increase in automobile emissions over what was previously experienced on the site. The changes to the Project as originally proposed will not result in an increase in this previously identified impact.

- Due to the nature of the project, ongoing vehicle trips to and from the Project site will occur once the project is operational; therefore the Project would contribute to UCM 2020 Project's mobile source emissions. Volume 3 of the 2009 EIS/EIR concluded that implementation of the UCM 2020 Project, of which this Project is a part, would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under San Joaquin Valley Air Pollution Control District air quality standards. The 2009 EIS/EIR Volume 3 mitigation measures will be imposed to reduce motor vehicle emissions, however, the Project would contribute to this significant and unavoidable impact. The changes to the Project as originally proposed will not result in an increase in this previously identified impact.

- Changes to the Project from the parking projects analyzed in Volume 3 of the 2009 EIS/EIR would not introduce any new or more severe air quality impacts associated with its development as compared with what was already fully analyzed in Volume 3 of the 2009 EIS/EIR. The Project would not change the nature or magnitude of potential impacts to air quality or the conclusions in Volume 3 of the 2009 EIS/EIR.

4. GREENHOUSE GAS EMISSIONS

- The Project will be developed to accommodate the single occupancy vehicle parking demands associated with campus growth. The vehicles utilizing the site will consist of automobiles driven by students, faculty, staff and visitors and will result in an increase in carbon-based vehicle exhaust emissions generated by campus operations. The Project would also result in emissions of GHGs due to fuel combustion mobile construction equipment. Both would contribute to the global GHG inventory. Motor vehicle air conditioning systems may also use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates), which may result in emissions through leaks. The other primary GHGs (perfluorocarbons and sulfur hexafluoride) that are associated with specific industrial sources are not expected to be generated by the Project. The solar photovoltaic system included in the Project will reduce the campus' dependence on other electrical generating sources that emit GHGs.

- After certification of the 2009 EIS/EIR, the San Joaquin Valley Air Pollution Control District (SJVAPCD) developed a set of guidelines that can be used to evaluate the significance of project specific GHG emission impacts on global climate change, which are intended to assist Valley land-use agencies in addressing the impacts of greenhouse gases (GHG) in their role as lead agency for CEQA purposes. The University, as lead

agency, has taken the SJVAPCD guidance into consideration, however, the University has not adopted the guidelines to evaluate the significance of GHG impacts for UCM projects. The campus is implementing aggressive GHG reduction measures in association with implementation of the 2009 LRDP, including the development of this Project, as discussed in the 2009 EIS/EIR.

The overall sustainability and GHG reduction goals of campus development are to achieve zero net carbon emissions/carbon neutrality by 2020, to minimize atmospheric carbon generation by campus operations and to employ measures to mitigate carbon emissions such as aggressive tree planting. These measures are well below the California Assembly Bill 32 standard of thirty percent less than the target "business-as-usual" emissions levels projected for 2020 and beyond. With the campus on track to meet these goals, development of the Project will play a significant role in these efforts by providing a renewable source of energy for the campus, as well as introducing landscape vegetation that will assist the campus in meeting its reduction target goals. Therefore, the impact from the development of the Project on generating significant greenhouse gas emissions would be less than significant and no mitigation is required. The Project will also have a less than significant impact in conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

- Changes to the Project from the parking projects analyzed in Volume 3 of the 2009 EIS/EIR would not introduce any new or more severe global climate change impacts impacts associated with its development as compared with what was already fully analyzed in Volume 3 of the 2009 EIS/EIR, and will reduce GHG emissions associated with electrical generation by including a non-GHG emitting source of electricity for the campus. The Project would not change the nature or magnitude of potential impacts to global climate change or the conclusions in Volume 3 of the 2009 EIS/EIR.

5. NOISE

- The Project is located in eastern Merced County, east of Lake Yosemite and Lake Road, approximately 2 miles northeast of the corporate limits of the City of Merced, California. The Project includes construction of a parking lot designed to accommodate approximately 370 vehicles and will be entirely shaded with solar panels. The project site currently is largely undeveloped and there are no major fixed noise sources on the site. Noise sources in the area include traffic on local roadways and noise from agricultural equipment. Noise-sensitive receptors in the vicinity of the site include a few residences located along Lake Road to the east and Yosemite Avenue to the south of the Project site. In addition, Lake Yosemite Regional Park is located to the north.

- The operational aspects of the Project would increase traffic volumes on the local roadway network, which would result in increased traffic noise levels at noise sensitive receptors located along these roadways. In general, the UCM 2020 Project would contribute approximately 20,800 trips to regional and local roadways. The changes to the Project will not result in an increase in the number of trips associated with the UCM 2020

Project. The 2009 EIS/EIR concluded that the UCM 2020 project would result in less than significant noise impacts.

- The changes to the Project from the parking projects analyzed in the In Volume 3 of the 2009 EIS/EIR would not cause any new or more severe impacts relating to noise compared with what was already fully analyzed in Volume 3 of the 2009 EIS/EIR. The Project would not change the nature or magnitude of potential impacts to noise or the conclusions in Volume 3 of the 2009 EIS/EIR.

6. TRANSPORTATION/TRAFFIC

- Access to the Project site will be off Lake Road. Lake Road is a two-lane north-south road extending from Yosemite Avenue to its northern terminus at Lake Yosemite. Several other major roadways are located in the Project vicinity. Bellevue Road is a two-lane east-west road extending from Fox Road to its eastern terminus at Lake Road adjacent to the Project site. Yosemite Avenue is a two-lane east-west road extending from R Street to its eastern terminus at Arboleda Drive. Campus Parkway is a planned north-south, divided four-lane roadway that is planned for development between Highway 99 and Yosemite Avenue. The intersection nearest to the project site is at Lake Road and Bellevue Avenue, approximately .75 miles southwest of the project site.

  During construction of the Project, equipment trucks, tractor trailers and personal vehicles will be accessing the site. During the operation of the Project, passenger vehicles will access the site on a regular basis with maximum usage occurring during the academic year. This will include vehicles being used by students, faculty and staff. The changes to the project will not increase operational trips and will increase construction trips only slightly as a result of the installation of the solar photovoltaic system.

- Volume 3 of the 2009 EIS/EIR concluded that the traffic resulting from the development of the UCM 2020 Project, of which the Project is a part, would contribute to an exceedance of the LOS threshold along local roadway segments under 2020 Plus UCM 2020 Project conditions, resulting in a significant and unavoidable impact. The Project, would contribute to this significant and avoidable impact because the operational traffic associated with the Project would contribute to additional traffic on local roadways. This impact remains significant and unavoidable; however, the changes to the Project as originally proposed will not result in an increase in this previously identified impact.

- The changes to the Project from the parking projects analyzed in the In Volume 3 of the 2009 EIS/EIR would not cause any new or more severe impacts relating to transportation/traffic compared with what was already fully analyzed in Volume 3 of the 2009 EIS/EIR. The project would not change the nature or magnitude of potential impacts to transportation/traffic or the conclusions of the in Volume 3 of the 2009 EIS/EIR.

VII. SUPPORTING INFORMATION SOURCES

UC Merced. 2009. *Long Range Development Plan*, Environmental Impact Statement/Environmental Impact Report. Prepared by Impact Sciences, Inc., ICF Jones & Stokes, Fehr & Peers.

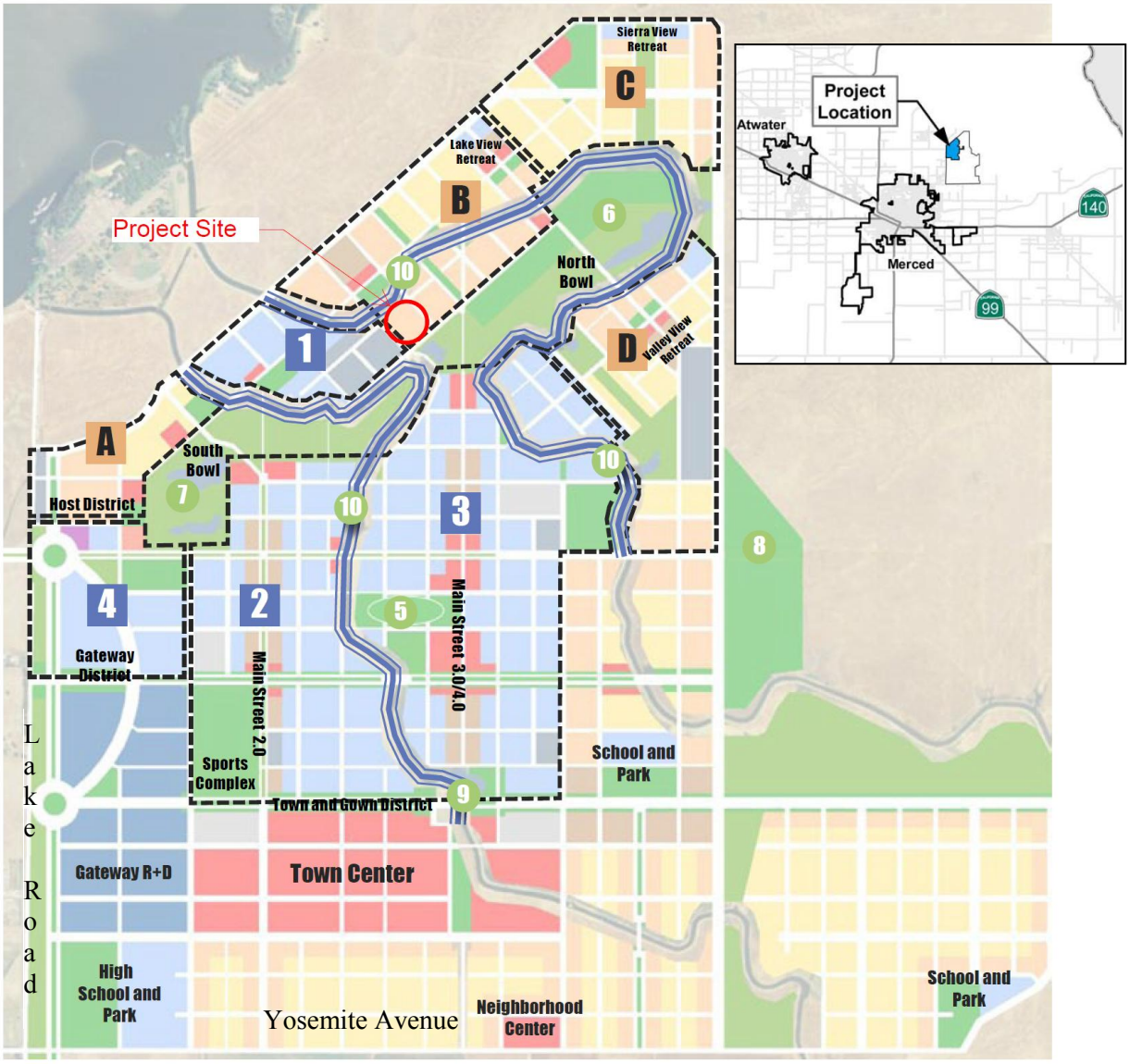
UC Merced. 2009. *Long Range Development Plan*. Prepared by the University of California, Merced.

VIII. ADDENDUM PREPARER

GENE BARRERA, ASSOCIATE PLANNER
Office of Physical Planning Design & Construction
University of California
5200 N. Lake Road,
Merced, California 95343

IX. APPENDIX (See Following Pages)

Figure 1: Location of the Proposed Action



UC Merced LRDP

Communities: Neighborhoods and Districts

Academic Campus

1. North Campus
2. Central Campus West
3. Central Campus East
4. Gateway District

Neighborhoods

A. Lake View
B. North Neighborhood
C. Sierra View
D. Valley View

Commons

5. Grand Ellipse
6. North Bowl
7. South Bowl
8. East Field
9. Main Street Pond
10. Canals